



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

A G E N D A

MEETING, DECEMBER 4, 2020

A meeting of the South Coast Air Quality Management District Board will be held at 9:00 AM.

Pursuant to Governor Newsom's Executive Orders N-25-20 (March 12, 2020) and N-29-20 (March 17, 2020), the Governing Board meeting will only be conducted via video conferencing and by telephone. Please follow the instructions below to join the meeting remotely.

ELECTRONIC PARTICIPATION INFORMATION (Instructions provided at bottom of the agenda)

Join Zoom Meeting - from PC, Laptop or Phone

<https://scagmd.zoom.us/j/93128605044>

Meeting ID: **931 2860 5044** (applies to all)

Teleconference Dial In +1 669 900 6833 or +1 253 215 8782

One tap mobile +16699006833,,97364562763# or +12532158782,,93128605044#

Spanish Language Only Audience (telephone)

Número Telefónico para la Audiencia de Habla Hispana

Teleconference Dial In/Numero para llamar: +1 669 900 6833

One tap mobile: +16699006833,,93112584181#

Meeting ID/Identificación de la reunión: 931 1258 4181

Audience will be allowed to provide public comment through telephone or Zoom connection.

PUBLIC COMMENT WILL STILL BE TAKEN

Questions About an Agenda Item

- The name and telephone number of the appropriate staff person to call for additional information or to resolve concerns is listed for each agenda item.
- In preparation for the meeting, you are encouraged to obtain whatever clarifying information may be needed to allow the Board to move expeditiously in its deliberations.

Meeting Procedures

- The public meeting of the South Coast AQMD Governing Board begins at 9:00 a.m. The Governing Board generally will consider items in the order listed on the agenda. However, any item may be considered in any order.
- After taking action on any agenda item not requiring a public hearing, the Board may reconsider or amend the item at any time during the meeting.

All documents (i) constituting non-exempt public records, (ii) relating to an item on the agenda, and (iii) having been distributed to at least a majority of the Governing Board after the agenda is posted, are available prior to the meeting at South Coast AQMD's web page (www.aqmd.gov).

Americans with Disabilities Act and Language Accessibility

Disability and language-related accommodations can be requested to allow participation in the Governing Board meeting. The agenda will be made available, upon request, in appropriate alternative formats to assist persons with a disability (Gov. Code Section 54954.2(a)). In addition, other documents may be requested in alternative formats and languages. Any disability or language-related accommodation must be requested as soon as practicable. Requests will be accommodated unless providing the accommodation would result in a fundamental alteration or undue burden to the South Coast AQMD. Please contact the Clerk of the Boards Office at (909) 396-2500 from 7:00 a.m. to 5:30 p.m., Tuesday through Friday, or send the request to cob@aqmd.gov

A webcast of the meeting is available for viewing at:

<http://www.aqmd.gov/home/news-events/webcast>

Cleaning the air that we breathe...

CALL TO ORDER

- Pledge of Allegiance
- Roll Call
- Opening Comments: William A. Burke, Ed.D., Chair
Other Board Members
Wayne Nastri, Executive Officer

PUBLIC COMMENT PERIOD – (Public Comment on Non-Agenda Items, Pursuant to Government Code Section 54954.3) The public may comment on any subject within the South Coast AQMD’s authority that **does not** appear on the agenda, during the Public Comment Period. Each speaker addressing non-agenda items may be limited to a total of (3) minutes.

Staff/Phone (909) 396-

CONSENT CALENDAR (Items 1 through 18)

Note: Consent Calendar items held for discussion will be moved to Item No. 19

- | | | |
|----|---|----------------------|
| 1. | Approve Minutes of November 6, 2020 Board Meeting | Thomas/3268 |
| 2. | Set Public Hearing January 8, 2021 to Consider Adoption of and/or Amendments to South Coast AQMD Rules and Regulations | Nastri/3131 |
| | Certify Final Environmental Assessment and Adopt Proposed Rule 1407.1 – Control of Toxic Air Contaminant Emissions from Chromium Alloy Melting Operations | Nakamura/3105 |

Proposed Rule 1407.1 will reduce hexavalent chromium, arsenic, cadmium, and nickel emissions from chromium alloy melting operations. Proposed Rule 1407.1 establishes point source emission limits, housekeeping requirements, building enclosure provisions, source testing requirements, and monitoring, reporting, and recordkeeping requirements. This action is to adopt the Resolution: 1) Certifying the Final Environmental Assessment for Proposed Rule 1407.1 – Control of Toxic Air Contaminant Emissions from Chromium Alloy Melting Operations; and 2) Adopting Proposed Rule 1407.1 – Control of Toxic Air Contaminant Emissions from Chromium Alloy Melting Operations. (Reviewed: Stationary Source Committee, November 20, 2020)

Budget/Fiscal Impact

3. Recognize Revenue and Execute Contracts for Electrification of Transport Refrigeration in Southern California Grocery Fleet **Miyasato/3249**

South Coast AQMD has been awarded up to \$2,240,721 from U.S. EPA to replace diesel transport refrigeration units (TRUs) with electrified TRUs and install supporting infrastructure with Albertsons Companies. These actions are to: 1) recognize revenue, upon receipt, of up to \$2,240,721 from the U.S. EPA FY20 Clean Diesel Funding Assistance Program into the Clean Fuels Program Fund (31) for electrification of transport refrigeration; 2) execute a contract with Albertsons Companies to replace diesel TRUs with electrified TRUs and install supporting infrastructure in an amount not to exceed \$2,170,975 from the Clean Fuels Program Fund (31); and 3) reimburse the General Fund up to \$69,746 from the Clean Fuels Program Fund (31) for administrative costs. (Reviewed: Technology Committee, November 20, 2020; Recommended for Approval)

4. Recognize Funds, Execute and Amend Agreements for Installation and Maintenance of Air Filtration Systems, and Reimburse General Fund **Miyasato/3249**

As part of the Community Air Protection Program (CAPP) incentive funds, \$6,352,650 was approved to implement school air filtration projects in AB 617 communities. CARB has also requested South Coast AQMD administer two Supplemental Environmental Projects (SEPs) to install and maintain air filtration systems at schools and residences in Environmental Justice communities. These actions are to: 1) recognize up to \$17,600 and \$9,250 from CARB for two SEPs to install and maintain air filtration systems at schools and residences, and reimburse administrative costs, into the Air Filtration Fund (75); 2) execute contracts with IQAir North America to install air filtration systems in an amount up to \$6,352,650 from the Community Air Protection SB 856 Fund (77) and up to \$17,600 and \$9,250 from the Air Filtration Fund (75); 3) execute agreements with CARB and local school districts; 4) amend contracts to purchase additional filters using unspent administrative funds; and 5) reimburse the General Fund for administrative costs up to \$1,343 for the CARB SEPs. (Reviewed: Technology Committee, November 20, 2020; Recommended for Approval)

5. Execute Contracts for Volkswagen Environmental Mitigation Trust Program – Combustion Freight and Marine Projects Category **Berry/2363**

In March 2020, the Program Announcement for the Volkswagen (VW) Environmental Mitigation Trust Program - Combustion Freight and Marine Projects category, with \$30 million in available funding, closed. The solicitation was largely undersubscribed primarily due to the lower incentive amounts, other competing programs in South Coast AQMD, and other programmatic requirements, as specified in the court-approved Consent Decrees and CARB's Beneficiary Mitigation Plan. Based on review of eligible applications, staff is recommending awards for truck replacement and marine engine repower projects. This action is to execute contracts for the VW Program – Combustion Freight and Marine Projects Category. (Reviewed: Technology Committee, November 20, 2020; Recommended for Approval)

6. Recognize Revenue and Appropriate and Transfer Funds, Issue Solicitations and Purchase Orders and Amend Contract for Air Monitoring **Low/2269**

South Coast AQMD is expected to receive supplemental grant funds up to \$350,000 from the U.S. Government for the Enhanced Particulate Monitoring Program and up to \$794,261 from U.S. EPA for the FY 2021 (29th Year) PAMS Program. These actions are to recognize revenue and appropriate funds when they become available in Science & Technology Advancement's FY 2020-21 and FY 2021-22 budgets for the Enhanced Particulate Monitoring Program and the PAMS Program, transfer up to \$350,000 between Major Objects in Science and Technology Advancement's FY 2020-21 Budget to realign expenditures as needed for the Enhanced Monitoring Program, issue solicitations, execute purchase orders and amend contract for equipment and services for air monitoring. (Administrative Committee, November 13, 2020; Recommended for Approval)

7. Amend Contracts for Legislative Representation in Washington, D.C. **Alatorre/3122**

The current contracts for legislative and regulatory representation in Washington D.C. with Kadesh & Associates, LLC, Cassidy & Associates, and Carmen Group, Inc., expire on January 14, 2021. Each of these contracts includes an option for two one-year extensions. This action is to consider approval of the second one-year extension of the existing contracts for Calendar Year 2021 with Kadesh & Associates, LLC for \$226,400; Cassidy & Associates for \$216,000; and Carmen Group, Inc. for \$222,090 as South Coast AQMD's legislative and regulatory representatives in Washington D.C., to further the agency's policy positions at the federal level. Sufficient funding is available in the Legislative, Public Affairs & Media FY 2020-21 Budget. (Reviewed: Administrative Committee; November 13, 2020, Recommended for Approval)

8. Execute Contracts for Legislative Consulting Services Representation in Sacramento, California **Alatorre/3122**

At the September 4, 2020 meeting, the Board approved release of an RFP to solicit proposals for legislative representation in Sacramento, California. Four separate proposals were received from California Advisors, LLC, Campbell Strategy & Advocacy, Joe A. Gonsalves & Son and Resolute. On November 13, 2020, the Administrative Committee recommended approval of the execution of contracts with California Advisors, LLC for \$142,080, Joe A. Gonsalves & Son for \$143,000 and Resolute for \$180,000 for legislative representation in Sacramento, California. (Reviewed: Administrative Committee, November 13, 2020; Recommended for Approval)

9. Establish List of Prequalified Vendors for Mailing Services **Olvera/2309**

On September 4, 2020, the Board approved release of an RFQ to establish a prequalified list for outside mailing services, including folding, inserting, sealing, removing duplicate addresses, labeling, tabbing and metering, as well as pick-up and delivery of mailing materials. This action is to establish a prequalified vendor list that will be used for mailing services for a three-year period, from January 1, 2021 to December 31, 2023, and vendors on the list will be given an opportunity to bid competitively on mailing jobs, as the need arises. (Reviewed: Administrative Committee, November 13, 2020; Recommended for Approval)

10. Amend Provisions of South Coast AQMD's Salary Resolution and Labor Contracts with Teamsters Local 911 and SC-PEA Relating to Vacation Leave Accrual **Whynot/3104**

Due to operational needs brought about by the COVID-19 pandemic, staff has been required to restrict the use of vacation leave time. As a result, a substantial number of employees will exceed the accrual limits on vacation leave balances at the end of the year and will be prohibited from accruing vacation leave hours next year. This proposal seeks approval of amendments to applicable provisions of South Coast AQMD's Salary Resolution and the bargaining unit MOUs, in order to temporarily suspend the limitations on vacation leave accrual. (No Committee Review)

11. Approve Contract Award and Modifications as Approved by MSRC **McCallon**

The Mobile Source Air Pollution Reduction Review Committee (MSRC) approved a replacement contract as part of their FYs 2014-16 Work Program. The MSRC also approved the modification of three contracts under the FYs 2016-18 Work Program. At this time the MSRC seeks Board approval of the contract award and modifications as part of the FYs 2014-16 and 2016-18 Work Programs. (Mobile Source Air Pollution Reduction Review, November 19, 2020; Recommended for Approval)

Items 12 through 18 - Information Only/Receive and File

12. Legislative, Public Affairs, and Media Report **Alatorre/3122**

This report highlights the October 2020 outreach activities of the Legislative, Public Affairs and Media Office, which includes: Major Events, Community Events/Public Meetings, Environmental Justice Update, Speakers Bureau/Visitor Services, Communications Center, Public Information Center, Business Assistance, Media Relations and Outreach to Business and Federal, State and Local Government. (No Committee Review)

13. Hearing Board Report **Prussack/2500**

This reports the actions taken by the Hearing Board during the period of October 1 through October 31, 2020. (No Committee Review)

14. **Civil Filings and Civil Penalties Report** **Gilchrist/3459**
- This reports the monthly penalties from October 1, 2020 through October 31, 2020, and legal actions filed by the General Counsel's Office from October 1 through October 31, 2020. An Index of South Coast AQMD Rules is attached with the penalty report. (Reviewed: Stationary Source Committee, November 20, 2020)
15. **Lead Agency Projects and Environmental Documents Received** **Nakamura/3105**
- This report provides a listing of CEQA documents received by the South Coast AQMD between October 1, 2020 and October 31, 2020, and those projects for which the South Coast AQMD is acting as lead agency pursuant to CEQA. (No Committee Review)
16. **Rule and Control Measure Forecast** **Fine/2239**
- This report highlights South Coast AQMD rulemaking activities and public hearings scheduled for 2021. (No Committee Review)
17. **Annual Audited Financial Statements for FY Ended June 30, 2020** **Jain/2804**
- This item transmits the annual audited financial statements of the South Coast AQMD. The South Coast AQMD has received an unmodified opinion (the highest obtainable) on its financial statements. (Reviewed: Administrative Committee, November 13, 2020)
18. **Status Report on Major Ongoing and Upcoming Projects for Information Management** **Moskowitz/3329**
- Information Management is responsible for data systems management services in support of all South Coast AQMD operations. This item is to provide the monthly status report on major automation contracts and planned projects. (Reviewed: Administrative Committee, November 13, 2020)
19. **Items Deferred from Consent Calendar**

BOARD CALENDAR

Note: The November meeting of the Mobile Source Committee was canceled. The next meeting of the Mobile Source Committee is scheduled for January 22, 2021.

20. **Administrative Committee (Receive & File)** **Chair: Burke Nastri/3131**

21. Investment Oversight Committee (Receive and File) Chair: Cacciotti Jain/2804
22. Legislative Committee Chair: Mitchell Alatorre/3122

Receive and file; and take the following action as recommended:

Agenda Item	Recommendation
2021 State Legislative Goals and Objectives	Approve With Committee Revisions
2021 Federal Legislative Goals and Objectives	Approve With Committee Revisions
H.R. 8626 (Barragán) Energy Resilient Communities Act	Support With Amendments

23. Stationary Source Committee (Receive & File) Chair: Benoit Dejbakhsh/2618
24. Technology Committee (Receive & File) Chair: Buscaino Miyasato/3249
25. Mobile Source Air Pollution Reduction Review Committee (Receive & File) Board Liaison: Benoit Berry/2363
26. California Air Resources Board Monthly Report (Receive & File) Board Rep: Mitchell Thomas/2500

Staff Presentation/Board Discussion

27. Budget and Economic Outlook Update (***Presentation In Lieu of Board Letter***) Whynot/3104

Staff will provide an update on economic indicators and key South Coast AQMD metrics. (Reviewed: Administrative Committee, November 13, 2020)

PUBLIC HEARINGS

28. Determine That Southeast Los Angeles Community Emissions Reduction Plan Is Exempt from CEQA and Adopt Community Emissions Reduction Plan **Ghosh/2582**

Assembly Bill 617 requires CARB to select communities for the preparation of Community Emissions Reduction Plans (CERPs) and air districts with a selected community to adopt the CERP within one year of selection. CARB selected the Southeast Los Angeles Community in December 2019. The Southeast Los Angeles CERP provides a blueprint for air pollution emission and exposure reductions to address the community's air quality priorities identified within the community. The CERP also includes a description of the process to develop the plan, actions to reduce emissions and exposures, an implementation schedule, and an enforcement plan. This action is to: 1) Determine that the AB 617 CERP for the Southeast Los Angeles community is exempt from the California Environmental Quality Act; and 2) Adopt the AB 617 CERP for the Southeast Los Angeles community. (Reviewed: Stationary Source Committee, November 20, 2020)

29. Determine That Eastern Coachella Valley Community Emissions Reduction Plan Is Exempt from CEQA and Adopt Community Emissions Reduction Plan **Ghosh/2582**

Assembly Bill 617 requires CARB to select communities for the preparation of Community Emissions Reduction Plans (CERPs) and air districts with a selected community to adopt the CERP within one year of selection. CARB selected the Eastern Coachella Valley Community in December 2019. The Eastern Coachella Valley CERP provides a blueprint for air pollution emission and exposure reductions to address the community's air quality priorities identified within the community. The CERP includes a description of the process to develop the plan, actions to reduce emissions and exposures, an implementation schedule, and an enforcement plan. This action is to: 1) Determine that the AB 617 CERP for the Eastern Coachella Valley community is exempt from the California Environmental Quality Act; and 2) Adopt the AB 617 CERP for the Eastern Coachella Valley community. (Reviewed: Stationary Source Committee, November 20, 2020)

30. Determine That Attainment Plan for 2006 24-hour PM2.5 Standard for South Coast Air Basin Is Exempt from CEQA and Approve Attainment Plan for 2006 24-hour PM2.5 Standard for South Coast Air Basin Rees/2856

The South Coast Air Basin (Basin) is a Serious nonattainment area for the 2006 24-hour PM2.5 National Ambient Air Quality Standard (standard) with an attainment deadline of December 31, 2019. Despite significant improvement in PM2.5 levels, the Basin failed to attain this standard by the required date based on 2017-2019 monitoring data. On September 16, 2020, U.S. EPA finalized its determination of the Basin's failure to attain the 2006 24-hour PM2.5 standard by the attainment date. Accordingly, a revision to the SIP is required to be submitted to U.S. EPA by December 31, 2020. The Attainment Plan has been developed to demonstrate expeditious attainment of the 2006 PM2.5 standard and to address other federal Clean Air Act requirements. Based on the updated emissions inventory and modeling analysis in the Plan, the Basin is expected to attain the 2006 PM2.5 standard in 2023 based on the continued implementation of existing regulations and programs. This action is to adopt the Resolution: 1) Determining that the Attainment Plan for 2006 24-hour PM2.5 Standard for the South Coast Air Basin is exempt from the requirements of the California Environmental Quality Act; and 2) Approving the Attainment Plan for 2006 24-hour PM2.5 Standard for the South Coast Air Basin, and directing staff to forward to CARB for approval and submission to U.S. EPA for inclusion in the SIP. (Reviewed: Mobile Source Committee, August 21, 2020)

31. Determine That Coachella Valley Extreme Area Plan for 1997 8-Hour Ozone Standard Is Exempt from CEQA and Approve Coachella Valley Extreme Area Plan for 1997 8-Hour Ozone Standard Rees/2856

On July 10, 2019, the Coachella Valley was reclassified from Severe-15 to Extreme nonattainment for the 1997 8-hour ozone National Ambient Air Quality Standard (standard) with an attainment date of June 15, 2024. A revision to the SIP is required to be submitted to U.S. EPA by February 14, 2021. The Coachella Valley Extreme Area Plan has been developed to demonstrate attainment of the 1997 8-hour ozone standard and to address the applicable federal Clean Air Act requirements for Extreme nonattainment areas. Based on the updated emissions inventory and modeling analysis in the Plan, the Coachella Valley is expected to attain the 1997 ozone standard in 2023 based on the continued implementation of existing regulations and programs. This action is to adopt the Resolution: 1) Determining that Coachella Valley Extreme Area Plan for 1997 8-Hour Ozone Standard is exempt from the requirements of the California Environmental Quality Act; and 2) Approving Coachella Valley Extreme Area Plan for 1997 8-Hour Ozone Standard, and directing staff to forward to CARB for approval and submission to U.S. EPA for inclusion in the SIP. (Reviewed: Mobile Source Committee, September 18, 2020)

32. Determine That Amendments to Regulation XIII - New Source Review, Regulation XX - Regional Clean Air Incentives Market and Regulation XXX - Title V Permits, Are Exempt from CEQA and Amend Regulations XIII, XX and XXX Nakamura/3105

Coachella Valley was recently reclassified from Severe-15 to Extreme nonattainment for the federal 1997 8-hour ozone standard, with a new attainment date of June 15, 2024. Under the federal Clean Air Act, the reclassification for Coachella Valley requires revisions to Regulations XIII - New Source Review, XX - Regional Clean Air Incentives Market and XXX - Title V Permits to reduce the Major Polluting Facility thresholds and the thresholds for federal Major Modifications for VOC and NOx which are ozone precursors. Additional amendments are proposed to remove outdated rule provisions, correct rule references, and improve rule clarity. This action is to adopt the Resolution: 1) Determining that the proposed amendments to Regulations XIII, XX and XXX, are exempt from the requirements of the California Environmental Quality Act; and 2) Amending Regulations XIII, XX and XXX. (Reviewed: Stationary Source Committee, October 16, 2020)

33. Determine That Proposed Amendments to Rule 1146 - Emissions of Oxides of Nitrogen from Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters Are Exempt from CEQA; and Amend Rule 1146 Nakamura/3105

Rule 1146 establishes an ammonia slip limit for new and modified pollution control equipment with ammonia emissions, such as Selective Catalytic Reduction (SCR). Proposed Amended Rule 1146 will remove the ammonia slip limit, which is currently addressed under Regulation XIII - New Source Review. This action is to adopt the Resolution: 1) Determining that proposed amendments to Rule 1146 - Emissions of Oxides of Nitrogen from Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters are exempt from the requirements of the California Environmental Quality Act; and 2) Amending Rule 1146 - Emissions of Oxides of Nitrogen from Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters. (Reviewed: Stationary Source Committee, October 16, 2020)

OTHER BUSINESS (*Oral Report/No Written Materials*)

34. Consider Position of H.R. 7822, the “Public Health Air Quality Act of 2020” (Blunt-Rochester) (*Continued from November 6, 2020 meeting by operation of Governing Board procedures, Administrative Code §30.10*) Alatorre/3122

At the November 6, 2020 meeting, the Board did not approve the staff recommended position of “Support with Amendments” for H.R. 7822, the “Public Health Air Quality Act of 2020” (Blunt-Rochester) and the item was continued by operation of Governing Board procedures, Administrative Code §30.10. Staff recommends further continuing the item to the January 8, 2021 Board meeting to allow the Legislative Committee to reconsider the item. (Reviewed: Legislative Committee, October 9, 2020)

BOARD MEMBER TRAVEL – (No Written Material)

Board member travel reports have been filed with the Clerk of the Boards, and copies are available upon request.

CLOSED SESSION - (No Written Material)

Gilchrist/3459

CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION

It is necessary for the Board to recess to closed session pursuant to Government Code sections 54956.9(a) and 54956.9(d)(1) to confer with its counsel regarding pending litigation which has been initiated formally and to which the SCAQMD is a party. The actions are:

- Communities for a Better Environment v. SCAQMD, Los Angeles Superior Court Case No. BS161399 (RECLAIM);
- Communities for a Better Environment v. South Coast Air Quality Management District, Los Angeles Superior Court Case No. 19STCP05239 (Tesoro II);
- People of the State of California, ex rel. SCAQMD v. Exide Technologies, Inc., Los Angeles Superior Court Case No. BC533528;
- In re: Exide Technologies, Inc., U.S. Bankruptcy Court, District of Delaware, Case No. 13-11482 (KJC) (Bankruptcy Case); Delaware District Court, Case No.: 19-00891 (Appellate Case); United States Court of Appeals, Third Circuit, Case No. 20-1858;
- In re: Exide Holdings Inc., U.S. Bankruptcy Court, District of Delaware, Case No. 20-11157 (CSS) (Bankruptcy Case);
- In the Matter of SCAQMD v. Southern California Gas Company, Aliso Canyon Storage Facility, SCAQMD Hearing Board Case No. 137-76 (Order for Abatement); People of the State of California, ex rel SCAQMD v. Southern California Gas Company, Los Angeles Superior Court Case No. BC608322; Judicial Council Coordinated Proceeding No. 4861;
- In the Matter of SCAQMD v. Torrance Refining Company, LLC, SCAQMD Hearing Board Case No. 6060-5 (Order for Abatement);
- CalPortland Company v. South Coast Air Quality Management District; Governing Board of the South Coast Air Quality Management District; and Wayne Nastri, Executive Officer, and Does 1-100, San Bernardino County Superior Court, Case No. CIV DS 19258941;
- Downwinders at Risk et al. v. EPA, United States Court of Appeals, D.C. Circuit, Case No. 19-1024 (consolidated with Sierra Club, et al. v. EPA, No. 15-1465);
- SCAQMD, et al. v. Elaine L. Chao, et al., District Court for the District of Columbia, Case No. 1:19-cv-03436-KBJ;
- SCAQMD, et al. v. EPA, United States Court of Appeals, D.C. Circuit, Case No. 19-1241 (consolidated with Union of Concerned Scientists v. NHTSA, No. 19-1230);
- SCAQMD, et al. v. NHTSA, EPA, et al., United States Court of Appeals, D.C. Circuit, Filed May 28, 2020;

- Association of Irrigated Residents v. U.S. EPA, SCAQMD, SJVUAPCD, et al., United States Court of Appeals, D.C. Circuit, Case No. 19-71223; and
- SCAQMD v. City of Los Angeles, Los Angeles City Council, City of LA Harbor Dept., LA Board of Harbor Commissioners, et al., Los Angeles Superior Court, Case No. 20STCP02985.

CONFERENCE WITH LEGAL COUNSEL – INITIATING LITIGATION

It is also necessary for the Board to recess to closed session pursuant to Government Code section 54956.9(a) and 54956.9(d)(4) to consider initiation of litigation (four cases).

CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION

Also, it is necessary for the Board to recess to closed session pursuant to Government Code section 54956.9(d)(2) to confer with its counsel because there is a significant exposure to litigation against the SCAQMD (two cases).

Letter from Steven J. Olson, O'Melveny & Myers LLP, on behalf of ExxonMobil Corporation, dated August 22, 2018.

CONFERENCE WITH LABOR NEGOTIATORS

It is also necessary to recess to closed session pursuant to Government Code Section 54957.6 to confer with labor negotiators:

- Agency Designated Representative: A. John Olvera, Deputy Executive Officer – Administrative & Human Resources;
- Employee Organization(s): Teamsters Local 911, and South Coast AQMD Professional Employees Association; and
- Unrepresented Employees: Designated Deputies and Management and Confidential employees.

ADJOURNMENT

*****PUBLIC COMMENTS*****

Members of the public are afforded an opportunity to speak on any agenda item before consideration of that item. Persons wishing to speak may do so remotely via Zoom or telephone. To provide public comments via a Desktop/Laptop or Smartphone, click on the “Raise Hand” at the bottom of the screen, or if participating via Dial-in/Telephone Press *9. This will signal to the host that you would like to provide a public comment and you will be added to the list.

All agendas are posted at South Coast AQMD Headquarters, 21865 Copley Drive, Diamond Bar, California, at least 72 hours in advance of the meeting. At the beginning of the agenda, an opportunity is also provided for the public to speak on any subject within the South Coast AQMD’s authority. Speakers may be limited to a total of three (3) minutes for the entirety of the Consent Calendar plus Board Calendar, and three (3) minutes or less for each of the other agenda items.

Note that on items listed on the Consent Calendar and the balance of the agenda any motion, including action, can be taken (consideration is not limited to listed recommended actions). Additional matters can be added and action taken by two-thirds vote, or in the case of an emergency, by a majority vote. Matters raised under the Public Comment Period may not be acted upon at that meeting other than as provided above.

Written comments will be accepted by the Board and made part of the record. Individuals who wish to submit written or electronic comments must submit such comments to the Clerk of the Board, South Coast AQMD, 21865 Copley Drive, Diamond Bar, CA 91765-4178, (909) 396-2500, or to cob@agmd.gov, on or before 5:00 p.m. on the Tuesday prior to the Board meeting.

ACRONYMS

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| AQ-SPEC = Air Quality Sensor Performance Evaluation Center | NESHAPS = National Emission Standards for Hazardous Air Pollutants |
| AQIP = Air Quality Investment Program | NGV = Natural Gas Vehicle |
| AQMP = Air Quality Management Plan | NOx = Oxides of Nitrogen |
| AVR = Average Vehicle Ridership | NSPS = New Source Performance Standards |
| BACT = Best Available Control Technology | NSR = New Source Review |
| BARCT = Best Available Retrofit Control Technology | OEHA = Office of Environmental Health Hazard Assessment |
| Cal/EPA = California Environmental Protection Agency | PAMS = Photochemical Assessment Monitoring Stations |
| CARB = California Air Resources Board | PEV = Plug-In Electric Vehicle |
| CEMS = Continuous Emissions Monitoring Systems | PHEV = Plug-In Hybrid Electric Vehicle |
| CEC = California Energy Commission | PM10 = Particulate Matter ≤ 10 microns |
| CEQA = California Environmental Quality Act | PM2.5 = Particulate Matter ≤ 2.5 microns |
| CE-CERT =College of Engineering-Center for Environmental Research and Technology | RECLAIM=Regional Clean Air Incentives Market |
| CNG = Compressed Natural Gas | RFP = Request for Proposals |
| CO = Carbon Monoxide | RFQ = Request for Quotations |
| DOE = Department of Energy | RFQQ=Request for Qualifications and Quotations |
| EV = Electric Vehicle | SCAG = Southern California Association of Governments |
| EV/BEV = Electric Vehicle/Battery Electric Vehicle | SIP = State Implementation Plan |
| FY = Fiscal Year | SOx = Oxides of Sulfur |
| GHG = Greenhouse Gas | SOON = Surplus Off-Road Opt-In for NOx |
| HRA = Health Risk Assessment | SULEV = Super Ultra Low Emission Vehicle |
| LEV = Low Emission Vehicle | TCM = Transportation Control Measure |
| LNG = Liquefied Natural Gas | ULEV = Ultra Low Emission Vehicle |
| MATES = Multiple Air Toxics Exposure Study | U.S. EPA = United States Environmental Protection Agency |
| MOU = Memorandum of Understanding | VOC = Volatile Organic Compound |
| MSERCs = Mobile Source Emission Reduction Credits | ZEV = Zero Emission Vehicle |
| MSRC = Mobile Source (Air Pollution Reduction) Review Committee | |
| NATTS =National Air Toxics Trends Station | |

INSTRUCTIONS FOR ELECTRONIC PARTICIPATION

Instructions for Participating in a Virtual Meeting as an Attendee

As an attendee, you will have the opportunity to virtually raise your hand and provide public comment.

Before joining the call, please silence your other communication devices such as your cell or desk phone. This will prevent any feedback or interruptions during the meeting.

For language interpretation:

Click the interpretation Globe icon at the bottom of the screen

Select the language you want to hear (either English or Spanish)

Click "Mute Original Audio" if you hear both languages at the same time.

Para interpretación de idiomas:

Haga clic en el icono de interpretación el globo terráqueo en la parte inferior de la pantalla

Seleccione el idioma que desea escuchar (inglés o español)

Haga clic en "Silenciar audio original" si escucha ambos idiomas al mismo tiempo.

Please note: During the meeting, all participants will be placed on Mute by the host. You will not be able to mute or unmute your lines manually.

After each agenda item, the Chairman will announce public comment.

Speakers may be limited to a total of 3 minutes for the entirety of the consent calendar plus board calendar, and three minutes or less for each of the other agenda items.

A countdown timer will be displayed on the screen for each public comment.

If interpretation is needed, more time will be allotted.

Once you raise your hand to provide public comment, your name will be added to the speaker list. Your name will be called when it is your turn to comment. The host will then unmute your line.

Directions for Video ZOOM on a DESKTOP/LAPTOP:

- If you would like to make a public comment, please click on the **"Raise Hand"** button on the bottom of the screen. This will signal to the host that you would like to provide a public comment and you will be added to the list.

Directions for Video Zoom on a SMARTPHONE:

- If you would like to make a public comment, please click on the **"Raise Hand"** button on the bottom of your screen.
- This will signal to the host that you would like to provide a public comment and you will be added to the list.

Directions for TELEPHONE line only:

- If you would like to make public comment, please **dial *9** on your keypad to signal that you would like to comment.

Directions for Spanish Language TELEPHONE line only:

- The call in number is the same.
- The meeting ID number is 931-1258-4181
- If you would like to make public comment, please **dial *9** on your keypad to signal that you would like to comment.

Instrucciones para la línea de TELÉFONO en español únicamente:

- El número de llamada es el mismo (+1 669900 6833 o +1 253215 8782).
- El número de identificación de la reunión es 931-1258-4181
- Si desea hacer un comentario público, marque *9 en su teclado para indicar que desea comentar.

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BOARD MEETING DATE: December 4, 2020

AGENDA NO. 1

MINUTES: Governing Board Monthly Meeting

SYNOPSIS: Attached are the Minutes of the November 6, 2020 meeting.

RECOMMENDED ACTION:

Approve Minutes of the November 6, 2020 Board Meeting.

Faye Thomas
Clerk of the Boards

FT:cmw

FRIDAY, NOVEMBER 6, 2020

Notice having been duly given, the regular meeting of the South Coast Air Quality Management District Board was conducted remotely via video conferencing and telephone. Members present:

William A. Burke, Ed.D., Chairman
Speaker of the Assembly Appointee

Council Member Ben Benoit, Vice Chairman
Cities of Riverside County

Supervisor Lisa A. Bartlett
County of Orange

Council Member Joe Buscaino
City of Los Angeles

Council Member Michael A. Cacciotti
Cities of Los Angeles County – Eastern Region

Senator Vanessa Delgado (Ret.)
Senate Rules Committee Appointee

Gideon Kracov
Governor's Appointee

Mayor Larry McCallon
Cities of San Bernardino County

Council Member Judith Mitchell
Cities of Los Angeles County – Western Region

Council Member Carlos Rodriguez
Cities of Orange County

Supervisor Janice Rutherford
County of San Bernardino

Members absent:

Supervisor Kathryn Barger
County of Los Angeles

Supervisor V. Manuel Perez
County of Riverside

CALL TO ORDER: Chairman Burke called the meeting to order at 9:00 a.m.

- Pledge of Allegiance: Led by Chairman Burke
- Roll Call
- Opening Comments

Council Member Cacciotti shared photos from demonstrations of electric lawn care equipment at Compton Unified School District and the City of Irwindale. He noted that newly appointed Hearing Board Alternate Micah Ali participated in the demonstration at Compton Unified. He thanked the Board and staff for their support of the program.

Council Member Mitchell commented that the City of Rolling Hills Estates has recently adopted the Green Zone program and thanked Council Member Cacciotti for his efforts promoting green lawn care equipment. She provided an update on the collaboration between CARB, the California Transportation Commission and Housing and Community Development Department, including a plan being developed through the California State Transportation agency to align programs and policies that meet the State's air quality goals to reduce greenhouse gases. She also encouraged Board members to participate in the AB 617 community meetings to see the progress being made.

CONSENT CALENDAR

1. Approve Minutes of October 2, 2020 Board Meeting and October 27, 2020 Special Board Meeting
2. Set Public Hearing December 4, 2020 to Consider Adoption of and/or Amendments to South Coast AQMD Rules and Regulations
 - A. Determine That Coachella Valley Extreme Area Plan for 1997 8-Hour Ozone Standard Is Exempt from CEQA and Approve Coachella Valley Extreme Area Plan for 1997 8-Hour Ozone Standard
 - B. Determine That Attainment Plan for 2006 24-hour PM2.5 Standard for South Coast Air Basin Is Exempt from CEQA and Approve Attainment Plan for 2006 24-hour PM2.5 Standard for South Coast Air Basin

- C. Determine That Amendments to Regulation XIII - New Source Review, Regulation XX - Regional Clean Air Incentives Market and Regulation XXX - Title V Permits, Are Exempt from CEQA and Amend Regulations XIII, XX and XXX
- D. Determine That Proposed Amendments to Rule 1146 - Emissions of Oxides of Nitrogen from Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters Are Exempt from CEQA; and Amend Rule 1146

Budget/Fiscal Impact

- 3. Reimburse CEC and Return Interest
- 4. Amend Contract to Install Solar Panels for Volvo LIGHTS Project
- 5. Recognize Revenue, Issue Program Announcement, Execute Contracts, and Redistribute Funds for Heavy-Duty Truck Projects Meeting the Proposition 1B – Goods Movement Program Requirements
- 6. Appropriate Funds, Execute and/or Amend Contracts, and Issue Solicitations and Purchase Orders for AB 617 Implementation
- 7. Issue New Solicitations and Approve Contract Modification as Approved by MSRC

Action Item/No Fiscal Impact

- 8. Establish Board Meeting Schedule for Calendar Year 2021

Items 9 through 15 – Information Only/Receive and File

- 9. Legislative, Public Affairs and Media Report
- 10. Hearing Board Report
- 11. Civil Filings and Civil Penalties Report

12. Lead Agency Projects and Environmental Documents Received
13. Report of RFPs Scheduled for Release in November
14. Rule and Control Measure Forecast
15. Status Report on Major Ongoing and Upcoming Projects for Information Management

Council Member Mitchell noted that she has no financial interests in Item Nos. 4 and 5 but is required to identify for the record that she is a Board Member of CARB, which is involved in these items.

Due to requests to speak and Board member questions on Consent Calendar Item No. 3, the vote on the Consent Calendar was deferred until after those comments were made.

16. Items Deferred from Consent Calendar

3. Reimburse CEC and Return Interest

Council Member Cacciotti inquired about the reimbursement CEC is requesting and issues with the contractors. He asked whether staff will recoup the \$70,631 from the contractor that was unable to reimburse South Coast AQMD.

Wayne Nastri, Executive Officer, responded that the CEC audit uncovered discrepancies in the burden rate of the three contractors as well as their justification for that rate. He noted that one of the contractors is a small operation that, due to financial hardship, is unable to reimburse the funds.

Dr. Matt Miyasato, Chief Technologist/Science and Technology Advancement explained that Cummins merged with Cummins Westport, resulting in a different profit loss center; however, they maintained the same indirect overhead rate and the CEC determined they were using the incorrect rate. The other issue concerns a small company who is going out of business and is unable to reimburse the funds. South Coast AQMD will reimburse the CEC on their behalf then seek to recover the funds.

Harvey Eder, Public Solar Power Coalition, expressed concerns that he could not find the Zoom information for the Board meeting on the South

Coast AQMD website and he encountered difficulties connecting to remote meetings. He commented on filing legal documents in federal court.

Vice Chairman Benoit noted that the meeting information was available on the website the Friday before the meeting.

Ranji George, a member of the public, expressed support for fuel cell technologies and battery recycling and expressed the need for additional fuel cell charging stations.

MOVED BY CACCIOTTI, SECONDED BY BENOIT, AGENDA ITEMS 1 THROUGH 15 APPROVED AS RECOMMENDED, ADOPTING RESOLUTION 20-18 SETTING THE TIME AND PLACE OF GOVERNING BOARD REGULAR MEETINGS, BY THE FOLLOWING VOTE:

AYES: Bartlett, Benoit, Burke, Buscaino, Cacciotti, Delgado, Kracov, McCallon, Mitchell, Rodriguez, and Rutherford

NOES: None

ABSENT: Barger and Perez

Mayor McCallon commented on CARB's draft 2020 Mobile Source Strategy that is being developed in response to Senate Bill (SB) 44 and expressed concern that it falls short of what is needed for the South Coast region to meet the 2023 attainment goals. He questioned whether CARB is on track to meet its 2016 SIP commitments and inquired how staff plans to address this issue.

Mr. Nastri responded that staff submitted a comment letter to CARB regarding concerns with the 2020 draft Mobile Source Strategy to advise that it does not meet the legal requirements specified under SB 44, and is more focused on long-term attainment deadlines and not the obligations under the SIP. Staff has scheduled a meeting next week with CARB's executive staff to discuss these concerns. He noted that Council Member Mitchell has also raised these concerns to CARB's executive staff.

Chairman Burke commented that during his tenure on CARB's Board he raised the issue of changing the composition of the Board to be directly proportionate to the population it serves to ensure fair representation. He added that the next South Coast AQMD representative on CARB's Board may choose to address that issue.

Council Member Mitchell commented on her ongoing discussions and efforts with CARB staff regarding the Mobile Source Strategy and its failure to address the 2023 ozone requirements and the significant NOx emission reductions needed for the South Coast to achieve attainment. She noted her commitment to continue working with South Coast AQMD and CARB to address those issues and expressed concern with potential penalties if the ozone standards are not met.

Dr. Burke thanked Council Member Mitchell for her representation on the CARB Board and praised her work.

BOARD CALENDAR

17. Administrative Committee
18. Legislative Committee
19. Mobile Source Committee
20. Stationary Source Committee
21. Technology Committee
22. Mobile Source Air Pollution Reduction Review Committee
23. California Air Resources Board Monthly Report

Mr. George expressed concerns about proposals to use Carl Moyer funds for battery electric trucks and expressed support for increased funding for hydrogen and fuel cell zero emission technology and the development of plans for battery recycling. He commended staff for having a Cal/EPA speaker at the October Technology Committee meeting and expressed appreciation for the Committee members' productive discussion during that meeting.

Supervisor Rutherford expressed her opposition to the recommended position on HR 7822 in the Legislative Committee meeting report (Item No. 18).

Supervisor Bartlett asked whether the Legislative Committee had considered taking the alternate position of oppose unless amended. She expressed concerns about supporting a bill that may not be in the best interest of South Coast AQMD and requested that staff provide background information on the bill.

Lisa Tanaka O'Malley, Senior Public Affairs Manager, explained that Congresswoman Lisa Blunt Rochester introduced HR 7822 as a discussion document to receive input from stakeholders such as South Coast AQMD, the National Association of Clean Air Agencies (NACAA), environmental organizations and industry to craft a stronger bill that can be reintroduced in the 117th Congress. Ms. Tanaka noted that there are some provisions in the bill that staff would seek amendments to protect the authority of the states and local air quality agencies. However, the Congresswoman is open to actively work with South Coast AQMD and willing to make amendments.

Council Member Mitchell noted that the bill is in the formulation stage. She expressed support for the bill and noted that the South Coast AQMD has considerable experience and resources with community scale air quality issues. It would be beneficial to share that information at the federal level and help the author fashion a bill in a way that works across the country for other states and that also aligns with what California is doing.

Supervisor Bartlett expressed concerns with legislation being proposed at the federal level and inquired if staff and/or the Legislative Committee would be engaged in the process. She emphasized the importance for the Legislative Committee, in conjunction with staff, to be involved in the process and that all stakeholders be given the opportunity to provide input.

Council Member Mitchell responded that staff would be involved in the process of helping to craft amendments to the language. The finalized version would be submitted to the Legislative Committee for review.

Supervisor Rutherford noted that she raised concerns in the Legislative Committee about supporting legislation that establishes a federal program on fence-line monitoring. She noted that the funding would not accrue to South Coast AQMD and expressed the need to retain local control rather than having the federal government impose requirements.

MOVED BY CACCIOTTI, SECONDED BY MITCHELL, TO APPROVE AGENDA ITEMS 17 THROUGH 23 AS RECOMMENDED TO RECEIVE AND FILE THE COMMITTEE, MSRC AND CARB REPORTS AND APPROVE THE FOLLOWING POSITION ON LEGISLATION IN ITEM 18, BY THE FOLLOWING VOTE:

Receive and file; and take the following action as recommended:

Agenda Item	Recommendation
HR 7822 (Blunt Rochester) Public Health Air Quality Act	Support with Amendments

AYES: Bartlett (*Except HR 7822*), Benoit (*Except HR 7822*), Burke, Buscaino, Cacciotti, Delgado, Kracov, McCallon (*Except HR 7822*), Mitchell, Rodriguez (*Except HR 7822*), and Rutherford (*Except HR 7822*)

NOES: Bartlett (*HR 7822 only*), Benoit (*HR 7822 only*), McCallon (*HR 7822 only*), Rodriguez (*HR 7822 only*) and Rutherford (*HR 7822 only*)

ABSENT: Barger and Perez

Discussion ensued about the outcome of the vote. The recommendation was made to reconsider the vote then take action on Items No. 17 through 23 but bifurcate the action on HR 7822 in Item 18 for a separate vote.

MOVED BY BUSCAINO TO RECONSIDER AGENDA ITEMS 17 THROUGH 23 BUT BIFURCATE ITEM 18 TO PULL OUT THE LEGISLATIVE POSITION ON HR 7822 FOR A SEPARATE VOTE; THE MOTION WAS SECONDED BY BARTLETT AND APPROVED BY THE FOLLOWING VOTE:

AYES: Bartlett, Benoit, Burke, Buscaino, Cacciotti, Delgado, Kracov, McCallon, Mitchell, Rodriguez, and Rutherford

NOES: None

ABSENT: Barger and Perez

MOVED BY MCCALLON, SECONDED BY CACCIOTTI, AGENDA ITEMS 17 THROUGH, 19, (EXCLUDING THE LEGISLATIVE POSITION FOR HR 7822 IN ITEM 18), APPROVED AS RECOMMENDED TO RECEIVE AND FILE THE COMMITTEE, MSRC AND CARB REPORTS, BY THE FOLLOWING VOTE:

AYES: Bartlett, Benoit, Burke, Buscaino, Cacciotti, Delgado, Kracov, McCallon Mitchell, Rodriguez and Rutherford

NOES: None

ABSENT: Barger and Perez

MOVED BY MITCHELL, SECONDED BY BUSCAINO TO APPROVE THE FOLLOWING RECOMMENDATION ON HR 7822:

Agenda Item	Recommendation
HR 7822 (Blunt Rochester) Public Health Air Quality Act	Support with Amendments

THE MOTION FAILED BY THE FOLLOWING VOTE:

AYES: Burke, Buscaino, Cacciotti, Delgado, Kracov and Mitchell

NOES: Bartlett, Benoit, McCallon, Rodriguez and Rutherford

ABSENT: Barger and Perez

Bayron Gilchrist, General Counsel, noted that due to the motion failing, HR 7822 would continue to next month.

Council Member Benoit suggested that the Legislative Committee work on an alternative recommendation for HR 7822 and bring the item back to the Board. Mr. Nastri responded that staff would work with the Legislative Committee and its Chair.

Staff Presentations/Board Discussion

24. Budget and Economic Outlook Update (*Presentation In Lieu of Board Letter*)

Jill Whynot, Chief Operating Officer, gave the presentation on Item No. 24.

Council Member Cacciotti inquired about the company that was reported to have one third of the permits that are expiring.

Ms. Whynot clarified that there are ten companies that make up one third of the potentially expiring permits. The companies with expiring permits represent miscellaneous business types but the vast majority are smaller businesses. Staff continues to reach out to these businesses to provide information regarding the payment plan option.

Council Member Cacciotti commented on a small auto repair dealer in Los Angeles County that has experienced a significant reduction in their smog check testing operations. He noted that small businesses are hurting financially due to the pandemic.

Council Member Rodriguez thanked staff for their efforts to inform businesses about the payment plan option and inquired about the year-to-year comparison of the actual number of expired permits and the percentage change.

Ms. Whynot explained that staff started tracking the difference between potentially expired permits and actual permits that expired since the pandemic started. The database is not designed to provide year-to-year data comparing the percent change; however, staff would provide historical data on the total number of actual permits that have expired from year to date.

Chairman Burke inquired about the number of permits for dry cleaners that may expire due to the compliance deadline for Rule 1421 – Control of Perchloroethylene from Dry Cleaning Systems, to phase out the use of perchloroethylene as a cleaning solvent.

Ms. Whynot responded that there are currently approximately 120 dry cleaning businesses using perchloroethylene and the compliance deadline is December 31, 2020. Many of them are having financial difficulty due to the pandemic; however, staff has been doing extensive outreach to the dry cleaners and the Korean Dry Cleaners & Laundry Association to make them aware of the compliance deadline, assist with the transition and explain that they can go before the Hearing Board to seek a variance.

RECEIVE AND FILE; NO ACTION NECESSARY

25. 2020 Ozone Season and Wildfire Impacts (*Presentation in Lieu of Board Letter*)

Dr. Scott Epstein, Program Supervisor and Dr. Phillip Fine, DEO/Planning, Rule Development and Area Sources gave the presentation on Item No. 25.

Mayor McCallon questioned whether the Bobcat and El Dorado wildfires contributed to increases in the ozone level since both fires started in early September.

Dr. Epstein responded that several factors contributed to the high ozone values this year. The wildfires did not affect the entire ozone season, but preliminary data suggests that ozone was higher during those periods.

Council Member Rodriguez asked whether the effects from the Blue Ridge fire were included in the analysis.

Dr. Epstein responded that this analysis was compiled before the Blue Ridge fire occurred. While it may have affected ozone levels in the Orange County area on certain days, it is uncertain they would have affected the top 10 ozone days in the year.

Supervisor Bartlett noted the challenges that are inherent given the topography of the Basin and catastrophic events which further exacerbate air pollution. She asked whether additional emission reductions would be realistic and achievable.

Dr. Fine noted that the South Coast AQMD has been doing everything possible to reduce emissions and it has been a real challenge. If the South Coast fails to achieve attainment, U.S. EPA will require a new plan and set a new deadline. There is a provision in the federal Clean Air Act that also requires that when a region has failed to attain the standards by a specified deadline, a nonattainment fee be imposed on stationary sources.

Chairman Burke commented on the progress in reaching PM standards but noted the growing concerns regarding nanoparticles.

Mayor McCallon asked whether the high VOC levels are primarily due to the use of cleaning and sanitizing products during the pandemic.

Dr. Fine responded that product sales and usage information is needed to make that conclusion, but the spatial and temporal patterns this year seem to indicate that VOC levels did not drop as much as NOx.

Mayor McCallon reiterated his comment from a previous Board meeting where he suggested that the data collected during the April-June time frame would be an ideal time to check and adjust the ozone models. He also noted the westward shift of the ozone levels and record high readings in that part of the Basin.

Dr. Fine noted that it is hard to calibrate the models without the VOC emissions. He added that the University of California, Riverside has been conducting a study to evaluate meteorological factors and trends contributing to high ozone levels. They will also look at how activities during the COVID-19 pandemic have affected VOC emissions.

Senator Delgado noted the contrasting reports in the media about air quality during the pandemic and that questions regarding air quality in the region are one of the most common topics on social media. She suggested getting this information out in a format that would make it more understandable to the public.

Mr. Nastri commented on outreach efforts that staff is considering to inform the public about the various factors that have been affecting air quality this year and convey the region's air quality challenges.

Chairman Burke commented on the challenge of transmitting easily understood information to the general public and encouraged suggestions from Board members.

Council Member Buscaino inquired about fireworks activity in recent celebrations for the Dodgers and Lakers championships and the implications if fireworks emissions were excluded from the data for the entire year.

Dr. Fine responded that fireworks emissions are evaluated on a case-by-case basis. Air quality impacts from fireworks on Independence Day (July 4 & 5) are excluded in accordance with U.S. EPA's Exceptional Event Rule; however, celebrations for sporting events may not qualify for that designation.

Dr. Epstein added that there was a slight increase in emissions after the celebrations for the Dodgers World Series championship but the standards were not exceeded that day. An exceptional event demonstration may be submitted to U.S. EPA for consideration, but U.S. EPA will only consider it if the resulting emissions cause a significant exceedance or change the attainment status.

Harvey Eder commented on the effects and implications of climate change on air quality, citing the September 2020 issue of National Geographic, and expressed an urgent need to convert to solar.

Ranji George urged continued work that moves towards zero emission and away from combustion technologies.

Jessica Craven, Northeast Los Angeles (NELA) Climate Collective

Emily Spokes, NELA Climate Collective

Eleese Stemp, NELA Climate Collective

Carolina Forni, NELA Climate Collective

Commented on the poor air quality and adverse health effects; urged the

Board to address the climate crisis and be more aggressive and hold everyone to stricter standards to improve air quality; commended staff on the recent Environmental Justice Conference; and requested displaying the specific agenda item on the screen as they are being discussed and moving the Public Comment Period to the beginning of the agenda.

Chris Chavez, Coalition for Clean Air, noted the significant challenge for the South Coast region to meet the 2023 ozone standard. He expressed concerns with the South Coast AQMD's delay and ability in passing strong rules that would reduce emissions associated with warehouses, ports, and rail yards, and the need to rely on the "black box measures" to meet the 2016 AQMP emission goals. He urged stronger action from the Board to meet the clean air standards and noted that a lot of work is still needed.

Peter Herzog, NAIOP, suggested that further analysis is needed to explain the increase in ozone levels despite the significant decrease in NOx and PM. He also commented on the need to move forward with MATES V and focus on rules that are realistic and technologically feasible.

Chairman Burke requested that staff look into moving the Public Comment Period to the beginning of the agenda. He commented on the need to look at rulemaking efforts in the coming months.

RECEIVE AND FILE; NO ACTION NECESSARY

PUBLIC HEARING

26. Determine That Proposed Amendments to Rule 1178 – Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities, Are Exempt from CEQA and Amend Rule 1178

Mike Morris, Planning and Rules Manager, gave the staff presentation on Item No. 26.

The public hearing was opened, and the following individual addressed the Board on Item 26.

Mr. Eder expressed support for the phase out of fossil fuels, concerns about limiting public testimony and difficulties he experienced filing legal documents.

There being no further testimony on this item, the public hearing was closed.

MOVED BY BENOIT, SECONDED BY CACCIOTTI, AGENDA ITEM NO. 26 APPROVED AS RECOMMENDED, ADOPTING RESOLUTION NO. 20-17 DETERMINING THAT PROPOSED AMENDED RULE 1178 – FURTHER REDUCTIONS OF VOC EMISSIONS FROM STORAGE TANKS AT PETROLEUM FACILITIES IS EXEMPT FROM THE REQUIREMENTS OF CEQA AND AMENDING RULE 1178 – FURTHER REDUCTIONS OF VOC EMISSIONS FROM STORAGE TANKS AT PETROLEUM FACILITIES, BY THE FOLLOWING VOTE:

AYES: Bartlett, Benoit, Burke, Buscaino, Cacciotti, Delgado, Kracov, McCallon, Mitchell, Rodriguez, and Rutherford

NOES: None

ABSENT: Barger and Perez

PUBLIC COMMENT PERIOD – (Public Comment on Non-Agenda Items, Pursuant to Government Code Section 54954.3)

Mr. George expressed support for moving the Public Comment period to the beginning of the agenda and thanked the Board and staff for their efforts in addressing the concerns raised by employees and retirees about the Alameda decision.

Ian Stewart, Rail Propulsion Systems, thanked the Board and South Coast AQMD staff for their support and updated the Board on the progress of their current battery powered switcher locomotive demonstration project. He stressed the need for continued support to bring zero emission locomotives to market.

Mr. Eder commented on the history and death of the electric car and electric modes of transportation in the 1950's and expressed concern about methane gas emissions.

Jessie Parks urged the Board to support and consider a rule to regulate pollution from indirect sources. She expressed concern about the delay in an indirect source rule for warehouses and commented on the pollution from trucks and warehouses that is impacting air quality in communities throughout the region.

CLOSED SESSION

There was no closed session.

ADJOURNMENT

There being no further business, the meeting was adjourned by Chairman Burke at 11:40 a.m.

The foregoing is a true statement of the proceedings held by the South Coast Air Quality Management District Board on November 6, 2020.

Respectfully Submitted,

Faye Thomas
Clerk of the Boards

Date Minutes Approved: _____

Dr. William A. Burke, Chairman

ACRONYMS

AQMP = Air Quality Management Plan
CARB = California Air Resources Board
CEC = California Energy Commission
CEQA = California Environmental Quality Act
FY = Fiscal Year
MATES = Multiple Air Toxics Exposure Study
MSRC = Mobile Source (Air Pollution Reduction) Review Committee
NOx = Oxides of Nitrogen
PM = Particulate Matter
RFP = Request for Proposals
U.S. EPA = United States Environmental Protection Agency
VOC = Volatile Organic Compound

 Back to Agenda

BOARD MEETING DATE: December 4, 2020

AGENDA NO. 2

PROPOSAL: Set Public Hearing January 8, 2021 to Consider Adoption of and/or Amendments to South Coast AQMD Rules and Regulations:

Certify Final Environmental Assessment and Adopt Proposed Rule 1407.1 – Control of Toxic Air Contaminant Emissions from Chromium Alloy Melting Operations

Proposed Rule 1407.1 will reduce hexavalent chromium, arsenic, cadmium, and nickel emissions from chromium alloy melting operations. Proposed Rule 1407.1 establishes point source emission limits, housekeeping requirements, building enclosure provisions, source testing requirements, and monitoring, reporting, and recordkeeping requirements. This action is to adopt the Resolution: 1) Certifying the Final Environmental Assessment for Proposed Rule 1407.1 – Control of Toxic Air Contaminant Emissions from Chromium Alloy Melting Operations; and 2) Adopting Proposed Rule 1407.1 – Control of Toxic Air Contaminant Emissions from Chromium Alloy Melting Operations. (Reviewed: Stationary Source Committee, November 20, 2020)

The complete text of the proposed amendments, staff report and other supporting documents will be available from the South Coast AQMD's publication request line at (909) 396-2001, or from: Mr. Derrick Alatorre – Deputy Executive Officer/Public Advisor, South Coast AQMD, 21865 Copley Drive, Diamond Bar, CA 91765, (909) 396-2432, dalatorre@aqmd.gov and on the Internet (www.aqmd.gov) as of December 9, 2020.

RECOMMENDED ACTION:

Set Public Hearing January 8, 2021 to Adopt Rule 1407.1

Wayne Natri
Executive Officer

BOARD MEETING DATE: December 4, 2020

AGENDA NO. 3

PROPOSAL: Recognize Revenue and Execute Contracts for Electrification of Transport Refrigeration in Southern California Grocery Fleet

SYNOPSIS: South Coast AQMD has been awarded up to \$2,240,721 from U.S. EPA to replace diesel transport refrigeration units (TRUs) with electrified TRUs and install supporting infrastructure with Albertsons Companies. These actions are to: 1) recognize revenue, upon receipt, of up to \$2,240,721 from the U.S. EPA FY20 Clean Diesel Funding Assistance Program into the Clean Fuels Program Fund (31) for electrification of transport refrigeration; 2) execute a contract with Albertsons Companies to replace diesel TRUs with electrified TRUs and install supporting infrastructure in an amount not to exceed \$2,170,975 from the Clean Fuels Program Fund (31); and 3) reimburse the General Fund up to \$69,746 from the Clean Fuels Program Fund (31) for administrative costs.

COMMITTEE: Technology, November 20, 2020; Recommend for Approval

RECOMMENDED ACTIONS:

1. Recognize revenue, upon receipt, of up to \$2,240,721 from the U.S. EPA FY20 Clean Diesel Funding Assistance Program into the Clean Fuels Program Fund (31) for electrification of transport refrigeration;
2. Authorize the Chairman to execute a contract with Albertsons Companies to replace diesel TRUs with electrified TRUs and install supporting infrastructure in an amount not to exceed \$2,170,975 from the Clean Fuels Fund (31); and
3. Reimburse the General Fund up to \$69,746 from Clean Fuels Program Fund (31) for administrative costs.

Wayne Nastri
Executive Officer

Background

The 2016 AQMP identifies the need for NO_x reductions in meeting upcoming national ambient air quality standards. Mobile sources are major contributors to NO_x emissions with adverse impact on public health in the South Coast Air Basin, particularly in EJ communities. Significant increases in NO_x, PM and GHG emissions from these sources are expected due to increased demand in goods movement activities. In order to mitigate these emissions, South Coast AQMD strongly supports many pathways to accelerated deployment of zero and near zero emission technologies. The electrifying refrigerated trailers to eliminate idling with electrified parking infrastructure and facilitate zero-emission over-the-road operation are one of many ways to pursue a zero and near-zero emission technologies roadmap.

Staff submitted a proposal to the U.S. EPA for Diesel Emission Reduction Act (DERA) grants for electrification of transport refrigeration units (TRUs) in Southern California grocery fleet. In August 2020, U.S. EPA notified staff that this application had been selected for \$2,240,721 in funding.

Proposal

Staff proposes a project that will a) replace up to 41 diesel TRUs and trailers with a combination of 15 all-electric TRUs and insulated trailers (refrigerated trailers) and 26 hybrid-electric standby refrigerated trailers; b) install eligible infrastructure to support the 15 all-electric refrigerated trailers; c) install idle reduction electrified parking spaces and 194 spaces to allow hybrid-electric refrigerated trailers to plug in at Albertson's project site locations. The proposed idle reduction parking spaces will supply electricity to the proposed 26 hybrid-electric TRUs on trailers, and another 194 pre-existing hybrid-electric refrigerated trailers which have never had the infrastructure to support electrified idle reduction.

Staff proposes the following actions: recognize revenue, upon receipt, of up to \$2,240,721 from the U.S. EPA FY20 Clean Diesel Funding Assistance Program into the Clean Fuels Program Fund (31) for electrification of transport refrigeration, authorize the Chairman to execute a contract with Albertsons Companies to replace diesel TRUs with electrified TRUs and install supporting infrastructure in an amount not to exceed \$2,170,975 from the Clean Fuels Program Fund (31) and reimburse the General Fund up to \$69,746 for administrative costs.

Sole Source Justification

Section VIII.B.3 of the Procurement Policy and Procedure identifies four major provisions under which contracts funded in whole or in part with federal funds may be made as a sole source award. This request for sole source award is made under provision B.3.c, which states the awarding federal agency authorizes noncompetitive proposals in response to a written request from the non-Federal entity.

Benefits to South Coast AQMD

Projects to support development and demonstration of hybrid and all-electric TRUs and infrastructure are included in the *Technology Advancement Office Clean Fuels Program 2020 Plan Update* under the categories of “Develop and Demonstrate Electric and Hybrid Vehicles,” and “Develop and Demonstrate Electric Charging Infrastructure.” Successful accomplishment of this project will contribute to the attainment of national ambient air quality standards in the South Coast Air Basin by eliminating PM and NOx emissions from replaced diesel TRUs and idle reduction from installation of electrified parking spaces. Communities surrounding facilities proposed under the project, which will take emissions reduction benefits from project investments, are considered disadvantaged communities.

Resource Impacts

The U.S. EPA FY20 DERA Grant award of \$2,240,721 for the electrification of TRUs in Southern California grocery fleet project includes \$2,170,975 for project costs and \$69,746 for South Coast AQMD administrative costs. The proposed project budget of \$6,281,500 includes \$2,170,975 from U.S. EPA and \$4,110,525 in cost-share from Albertsons Companies.

Source	Amount	Percent
U.S. EPA	\$2,170,975	35%
Albertsons Companies	\$4,110,525	65%
Total	\$6,281,500	100%

BOARD MEETING DATE: December 4, 2020

AGENDA NO. 4

PROPOSAL: Recognize Funds, Execute and Amend Agreements for Installation and Maintenance of Air Filtration Systems, and Reimburse General Fund

SYNOPSIS: As part of the Community Air Protection Program (CAPP) incentive funds, \$6,352,650 was approved to implement school air filtration projects in AB 617 communities. CARB has also requested South Coast AQMD administer two Supplemental Environmental Projects (SEPs) to install and maintain air filtration systems at schools and residences in Environmental Justice communities. These actions are to: 1) recognize up to \$17,600 and \$9,250 from CARB for two SEPs to install and maintain air filtration systems at schools and residences, and reimburse administrative costs, into the Air Filtration Fund (75); 2) execute contracts with IQAir North America to install air filtration systems in an amount up to \$6,352,650 from the Community Air Protection SB 856 Fund (77) and up to \$17,600 and \$9,250 from the Air Filtration Fund (75); 3) execute agreements with CARB and local school districts; 4) amend contracts to purchase additional filters using unspent administrative funds; and 5) reimburse the General Fund for administrative costs up to \$1,343 for the CARB SEPs.

COMMITTEE: Technology, November 20, 2020; Recommended for Approval

RECOMMENDED ACTIONS:

1. Recognize up to \$17,600 and \$9,250 from CARB for two Supplemental Environmental Projects (SEPs) to install and maintain air filtration systems at schools and residences, and reimburse administrative costs, into the Air Filtration Fund (75);
2. Authorize the Chairman to execute the following contracts with IQAir North America:
 - a. Up to \$6,352,650 to install air filtration systems at schools in AB 617 communities using FY 2018-19 funds (G18-MCAP-06) in the Community Air Protection SB 856 Fund (77); and
 - b. Up to \$17,600 and \$9,250 to install air filtration systems at schools and residences from the Air Filtration Fund (75).

3. Authorize the Executive Officer to execute agreements with CARB to implement SEPs for installation and maintenance of air filtration systems at schools and residences, and execute or amend agreements with local school districts;
4. Authorize the Chairman to amend contracts, as needed, to purchase additional filters using unspent administrative funds in the Air Filtration Fund (75); and
5. Reimburse the General Fund for administrative costs up to \$1,343 from the Air Filtration Fund (75) for the CARB SEPs.

Wayne Natri
Executive Officer

MMM:NB:JI:MH

Background

In December 2019, the Board recognized up to \$86 million in FY 2018-19 Community Air Protection Program (CAPP) incentive funds from CARB. In June 2020, based on a South Coast AQMD proposal, CARB approved \$6,352,650 of the FY 2018-19 CAPP incentive funds to install air filtration systems at schools in AB 617 communities. As a part of initial efforts to implement Community Emissions Reduction Plans (CERPs), the Community Steering Committees (CSC) worked with South Coast AQMD staff and determined criteria to prioritize schools for installing air filtration systems in each AB 617 community. This resulted in a preliminary list of schools identified for air filtration systems.

CARB has also executed consent decrees with Long Beach Container Terminal and Vortech Engineering Inc. and has requested South Coast AQMD to act as the SEP administrator to install and maintain air filtration systems in schools and residences in environmental justice (EJ) communities. CARB will execute agreements with the South Coast AQMD to implement these two SEPs.

To date, South Coast AQMD has funded the installation and maintenance of air filtration systems at 92 schools and community centers in the South Coast Air Basin. These air filtration systems have been provided and installed by IQAir North America (IQAir). IQAir was selected through two competitive bid processes in 2011 and 2013 for air filtration projects. Staff performed a comprehensive review to ensure no new technology providers have come to market. IQAir is the only qualified manufacturer of high-performance panel filters and stand-alone units meeting the performance standards identified in South Coast AQMD's 2009 air filtration pilot study. Furthermore, the University of California, Riverside College of Engineering/Center for Environmental Research and Technology conducted a national review of air filtration technologies in 2010 and verified IQAir systems had an average removal efficiency of greater than 85 percent for ultrafine PM, black carbon, and PM 2.5 and a noise level below 45 decibels for stand-alone units.

Proposal

Staff proposes to use the \$6,352,650 allocated CAPP incentive funds, and execute a contract with IQAir, to install air filtration systems at schools prioritized by the CSC in AB 617 communities. In addition, staff proposes to execute a contact with IQAir North America to implement two CARB SEPs as listed below:

Company	SEP Type	Amount
Long Beach Container Terminal	School	\$17,600
Vortech Engineering Inc.	Residential	\$9,250

CARB, along with Long Beach Container Terminal, LAUSD, and other local school districts, will identify one school in an EJ community to receive air filtration systems through this SEP.

The CARB residential SEP funding will be used for the San Bernardino residential air filtration pilot study approved by the Board in April 2020. As a part of this pilot study, standalone air filtration units with an electricity stipend will be provided to the residents who participate in the study.

The air filtration systems at the schools in AB 617 communities are expected to be installed by February 2022 and the maintenance of these systems will continue until August 2027. For the residential air filtration project, the installation is expected to occur in December 2021 with an additional five years of maintenance which ends in December 2026.

The proposed schedules for implementing the air filtration projects using CAPP incentives and CARB SEPs funds for schools and residences are as follow:

Date	Event
Schools Air Filtration (CAPP & CARB SEP)	
Dec. 2020	Board approval
March 2021	Anticipated execution of contracts
June 2021	School selection, site assessment
Feb. 2022	Installation at schools
Feb. 2022-2027	Maintenance (varies by schools)
Aug. 2022-2027	Post-installation, annual, and final reports
Residential Air Filtration	
Dec. 2020	Board approval
March 2021	Anticipated execution of contracts
March 2020- June 2021	Community selection and study design, site assessment, and execute contracts with residents
Dec. 2021	Installation at residence
Dec. 2021- 2026	Maintenance
Dec. 2021- 2026	Post installation, annual, and final reports

Staff is proposing the following actions: 1) recognize up to \$17,600 and \$9,250 from CARB for two SEPs to install and maintain air filtration systems at schools and residences, and to reimburse administrative costs of up to \$1,343 into the Air Filtration Fund (75); 2) authorize the Chairman to execute contracts with IQAir North America for up to \$6,352,650 to install air filtration systems at schools in AB 617 communities from the Community Air Protection SB 856 Fund (77), and for up to \$17,600 and \$9,250 to install air filtration systems at schools and residences from the Air Filtration Fund (75); 3) authorize the Executive Officer to execute agreements with CARB to implement SEPs to install air filtration systems at schools and residences, and execute or amend agreements with local school districts; 4) authorize the Chairman to amend contracts to purchase additional filters using unspent administrative costs; and 5) reimburse the General Fund from the Air Filtration Fund (75), for administrative costs up to \$1,343 from the monies obtained from CARB for the SEP administration.

Sole Source Justification

Section VIII. B. 2 of the Procurement Policy and Procedure identifies four major provisions under which a sole source award may be justified. This request for a sole source award is made under provision B.2.c (1): The desired services are available from only the sole source based upon the proposed contractor or contractor team's unique experience and capabilities. IQAir remains the only manufacturer of high-performance panel filters and stand-alone units identified by South Coast AQMD and CARB staff that meet the performance standards required to complete the work.

Benefits to South Coast AQMD

This project will reduce children's exposure to criteria and toxic pollutants and ultrafine PM. Health studies have determined that fine and ultrafine PM, including diesel PM, present the greatest air pollution health risk to sensitive receptors in EJ communities identified in the SEP agreement and CERPs.

Resource Impacts

South Coast AQMD will receive up to \$26,850 from CARB to administer and implement school and residential air filtration projects in accordance with the SEPs, which will be recognized into the Air Filtration Fund (75). The new contracts with IQAir North America in the amount not to exceed \$6,352,650 and \$26,850 will be executed from the Community Air Protection Fund (77) and Air Filtration Fund (75), respectively, to install air filtration systems. The administrative costs will not exceed \$1,343 for administration of the two SEPs and will be obtained from the monies received from CARB.



BOARD MEETING DATE: December 4, 2020

AGENDA NO. 5

PROPOSAL: Execute Contracts for the Volkswagen Environmental Mitigation Trust Program – Combustion Freight and Marine Projects Category

SYNOPSIS: In March 2020, the Program Announcement for the Volkswagen (VW) Environmental Mitigation Trust Program - Combustion Freight and Marine Projects category, with \$30 million in available funding, closed. The solicitation was largely undersubscribed primarily due to the lower incentive amounts, other competing programs in South Coast AQMD, and other programmatic requirements, as specified in the court-approved Consent Decrees and CARB’s Beneficiary Mitigation Plan. Based on review of eligible applications, staff is recommending awards for truck replacement and marine engine repower projects. This action is to execute contracts for the VW Program – Combustion Freight and Marine Projects Category.

COMMITTEE: Technology, November 20, 2020; Recommended for Approval

RECOMMENDED ACTION:

Authorize the Chairman to execute contracts for the replacement of on-road heavy-duty trucks as listed in Table 1A in an amount not to exceed \$3,895,238 and one contract for the repower of a marine vessel as listed in Table 1B, in an amount not to exceed \$1,000,000 from the VW Mitigation Special Revenue Fund (79).

Wayne Natri
Executive Officer

MMM:NB:VW:PG

Background

In November 2018 and March 2020, the Board recognized revenue up to \$165 million to administer and implement two of the five project funding categories for the VW Program, including \$150 million in project funds. The two funding categories that South Coast AQMD is administering are the Combustion Freight and Marine Projects and Zero-Emission Class 8 Freight and Port Drayage Trucks, which have been allocated \$60

million and \$90 million in project funds, respectively. The other three funding categories are being administered by San Joaquin Valley APCD and Bay Area AQMD.

On December 6, 2019, the South Coast AQMD released a Program Announcement (PA) to solicit projects for the Combustion Freight and Marine Projects Category, using the first installment of \$30 million. The solicitation closed on March 4, 2020 and was largely undersubscribed primarily due to the lower incentive amounts and other programmatic requirements, as specified in partial Consent Decrees ordered by the U.S. District Court for the Northern District of California (*United States of America v. Volkswagen AG et al.*, Case No. 16-cv-295 (N.D. Cal.)) and CARB's Beneficiary Mitigation Plan (BMP).

As a follow-up, in coordination with CARB staff, staff surveyed applicants that initiated the process for the solicitation but did not complete the applications and discussed the programmatic parameters with local fleet operators. Based on feedback received, the primary reasons for the low subscription were the lower incentive amounts relative to other competing programs, compounded by the requirements to scrap an older vehicle and inability to leverage VW Trust funds with other CARB funds. For example, HVIP, although depleted of funds, offers up to \$45,000 per NZE truck with no scrappage and Proposition 1B offers \$100,000 per truck with scrappage. The confluence of these factors discouraged many fleet operators from applying for funding under this PA. However, two larger fleets who applied were willing to move forward at a reduced funding amount relative to the maximum incentive offered by the VW program.

Proposal

All applications were evaluated based on the criteria specified in the PA, including other VW program-related documents, and eligible projects were ranked based on cost effectiveness for the amount of NOx emissions reduced. The projects were also reviewed by a five-member panel consisting of one member from: South Coast AQMD, Bay Area AQMD, San Joaquin Valley APCD, CARB, and California Air Pollution Control Officers Association (CAPCOA). The review panel verified all project selection criteria were followed.

Staff is recommending the execution of contracts for truck replacement projects and one marine engine repower project from the approved rank list, as identified in Tables 1A and 1B, in an amount not to exceed \$3,895,238 and \$1,000,000, respectively, from the VW Mitigation Special Revenue Fund (79). In summary, the total recommended awards from the first solicitation of the Combustion Freight and Marine Projects Category will be \$4,895,238 as summarized in Table 1C.

Outreach

The PA was provided to San Joaquin Valley APCD, Bay Area AQMD, CARB and CAPCOA to assist with statewide outreach. The PA was also posted on each of the VW websites administered by the South Coast AQMD, San Joaquin Valley APCD, Bay Area AQMD and CARB. South Coast AQMD issued a press release notifying interested stakeholders of the opening of the PA for the Combustion Freight and Marine Projects category. Staff also held a public webinar to assist applicants statewide and conducted outreach on a statewide basis, including the utilization of social media and sending over 136,000 emails to subscribers.

Staff will work with other air districts, industry organizations, community groups and other stakeholders, in coordination with CARB, on revised statewide outreach for future solicitations.

Disadvantaged and Low-Income Communities

Consistent with the goals established within the BMP, not less than 50 percent of the funds appropriated for this category are to be expended in a manner that directly reduces air contaminants and/or associated public health risks in disadvantaged and/or low-income communities. The qualification of the projects is determined by using CalEnviroScreen version 3.0 to identify disadvantaged and low-income communities.

Staff determined that 85 percent of the projects recommended for funding in this Board action are expected to provide benefits to disadvantaged and/or low-income communities. This greatly surpasses the requirements of the program.

Funding Distribution

The VW Trust is a component of partial settlements with VW and is enumerated in Appendix D of the Consent Decree ordered by the U.S. District Court for the Northern District of California. In May 2018, as required by the Consent Decree, CARB approved the BMP, which includes a goal that at least 50 percent of program funds be expended on projects that will reduce NOx emissions in disadvantaged and low-income communities for the Combustion Freight and Marine Projects category.

Recommended projects in this Board letter are anticipated to reduce emissions in the following counties: Alameda, Butte, Los Angeles, Riverside, Sacramento, San Diego and other areas where the vehicles are operated.

Benefits to South Coast AQMD

The successful implementation of the projects selected for funding through the VW Program will reduce emissions of NOx and other criteria air pollutants, toxic air contaminants and greenhouse gases on a statewide basis, including the South Coast AQMD. The recommended projects will exceed the targets for benefits to disadvantaged and low-income communities as qualified by CalEnviroScreen version

3.0. Below are the estimated NOx emissions reduction benefits from the recommended awards:

Funding Category	Number of Vehicles/Engines	Maximum Recommended Awards	Estimated Statewide NOx Emission Reductions (tons/year)	Estimated NOx Emission Reductions Within South Coast AQMD (tons/year)
On-Road	66	\$3,895,238	14.5	13.0
Marine	2	\$1,000,000	10.6	0.0
Total	68	\$4,895,238	25.1	13.0

The NOx emission reductions that will be achieved from replacing older, high-polluting vehicles and equipment with cleaner technologies within the South Coast AQMD and statewide are intended to fully mitigate the diesel NOx emissions caused by VW’s illegal actions. This program provides incentive funding to owners of heavy-duty vehicles and equipment to reduce emissions by replacing or repowering their older engines to the cleanest zero-emission or near zero-emission technologies. The projects identified in this Board letter will result in emission reductions that are surplus to existing regulations and will occur throughout the life of the projects resulting in long-term emission reduction and public health benefits.

Resource Impacts

Total funding for projects under the VW Environmental Mitigation Trust Program – Combustion Freight and Marine Projects Category will not exceed \$4,980,238. Revenue up to \$165 million, which includes \$150 million in projects funds and \$15 million in Administrative Costs, was previously recognized into the VW Mitigation Special Revenue Fund (79) to administer and implement the two project funding categories being administered by the South Coast AQMD. There are sufficient funds in the VW Mitigation Special Revenue Fund (79) for this funding category, including the recommended awards in this Board letter. Reimbursement of administrative costs will not exceed \$15 million of revenue received.

Attachments

Table 1A: Combustion Freight and Marine Projects Category: On-Road Trucks Program Awards

Table 1B: Combustion Freight and Marine Projects Category: Marine Project Program Awards

Table 1C: Combustion Freight and Marine Projects Category: Total Program Awards

Table 1A

Combustion Freight and Marine Projects Category: On-Road Trucks Program Awards (Grant # G18-VWM-04)			
Applicant	Category	Number of Vehicles	Maximum Recommended Award
Arete Logistics Corp.	On-Road	1	\$85,000
Bookmark Logistics, Inc.	On-Road	1	\$85,000
City of Los Angeles, Bureau of Sanitation	On-Road	2	\$170,000
Hyon, Allen Chul	On-Road	1	\$85,000
Jeon, Hyeong Cheol	On-Road	1	\$85,000
King Business Services, Inc. dba Debris Box	On-Road	1	\$73,094
Kwon, Jason	On-Road	1	\$85,000
MJ Truck Leasing, LLC	On-Road	2	\$170,000
On, Pung Seob	On-Road	1	\$85,000
Pacific Green Trucking Inc.	On-Road	3	\$255,000
Premium Transportation Services, Inc. dba Total Transportation Services (TTSI)	On-Road	4	\$340,000
Universal Waste Systems Inc.	On-Road	4	\$323,032
US Foods, Inc.	On-Road	27	\$1,279,112
USA Waste of California, Inc.	On-Road	17	\$775,000
Subtotal:		66	\$3,895,238

Table 1B

Combustion Freight and Marine Projects Category: Marine Project Program Awards (Grant # G18-VWM-04)			
Applicant	Category	Number of Engines	Maximum Recommended Award
R.E. Staite Engineering, Inc.	Marine	2	\$1,000,000
Subtotal:		2	\$1,000,000

Table 1C

Combustion Freight and Marine Projects Category: Total Program Awards (Grant # G18-VWM-04)		
Category	Number of Vehicles/Engines	Maximum Recommended Award
On-Road	66	\$3,895,238
Marine	2	\$1,000,000
Total:	68	\$4,895,238

BOARD MEETING DATE: December 4, 2020

AGENDA NO. 6

PROPOSAL: Recognize Revenue and Appropriate and Transfer Funds, Issue Solicitations and Purchase Orders and Amend Contract for Air Monitoring

SYNOPSIS: South Coast AQMD is expected to receive supplemental grant funds up to \$350,000 from the U.S. Government for the Enhanced Particulate Monitoring Program and up to \$794,261 from U.S. EPA for the FY 2021 (29th Year) PAMS Program. These actions are to recognize revenue and appropriate funds when they become available in Science & Technology Advancement's FY 2020-21 and FY 2021-22 budgets for the Enhanced Particulate Monitoring Program and the PAMS Program, transfer up to \$350,000 between Major Objects in Science and Technology Advancement's FY 2020-21 Budget to realign expenditures as needed for the Enhanced Monitoring Program, issue solicitations, execute purchase orders and amend contract for equipment and services for air monitoring.

COMMITTEE: Administrative, November 13, 2020; Recommended for Approval

RECOMMENDED ACTIONS:

1. Recognize revenue, upon receipt, and appropriate supplemental funds in the amount of up to \$350,000 for the U.S. Government Enhanced Particulate Monitoring Program into Science & Technology Advancement's (STA) (Org 47) FY 2020-21 Budget, Services and Supplies as set forth in Attachment 1;
2. Recognize revenue, upon receipt, and appropriate funds in the amount of \$404,261 (\$390,000 was previously included in Salaries & Employee Benefits within the FY 2020-21 Budget) for the U.S. EPA Section 105 Grant for the 29th Year PAMS Program into STA (Org 47) FYs 2020-21 and/or 2021-22 Budgets, Services and Supplies and Capital Outlays Major Objects, as set forth in Attachment 2;
3. Transfer up to \$350,000 between the Services and Supplies Major Object (Org 47), and Salaries and Employee Benefits Major Object (Org 44) in Science and Technology Advancement's FY 2020-21 Budget to realign expenditures, as needed, for the Enhanced Particulate Monitoring Program;
4. Authorize the Procurement Manager, in accordance with South Coast AQMD's Procurement Policy and Procedure, to issue "Prior Bid, Last Price" purchase orders,

or a solicitation(s), as needed, followed by a purchase order, for the equipment and services listed in Table 1, as follows:

- a. Up to two gas dilution systems in an amount not to exceed \$55,000;
 - b. Up to two replacement air conditioning units in an amount not to exceed \$25,000;
 - c. One portable gas dilution system in an amount not to exceed \$27,500;
 - d. One ozone monitor in an amount not to exceed \$15,000;
 - e. One ozone primary standard in an amount not to exceed \$19,000; and
5. Authorize the Executive Officer, to amend the existing contract with Sonoma Technology, Inc. in an amount not to exceed \$41,000 to provide additional meteorological audit technical support within the scope of the contract as described in this letter.

Wayne Natri
Executive Officer

MMM:JCL:RMB:AK:KD:ld

Background

Enhanced Particulate Monitoring Program

South Coast AQMD has been providing enhanced particulate monitoring support as part of a national monitoring program since 2003. Sample collection began in February 2003 and will continue for the foreseeable future. South Coast AQMD is expected to receive supplemental funds up to \$350,000 to extend the grant period through April 30, 2021. Since the onset of the Enhanced Particulate Monitoring Program, the U.S. Government has annually allocated funds to fully support the program.

PAMS Program

In February 1993, U.S. EPA promulgated the PAMS regulations for areas classified as serious, severe or extreme nonattainment. These regulations require South Coast AQMD to conduct monitoring for ozone precursors with enhanced monitoring equipment at multiple sites. The PAMS Program also funds upper air and surface-based meteorological measurements at several locations. Since the onset of the PAMS Program, U.S. EPA has annually allocated Section 105 Grant funds in support of this requirement.

Proposal

Enhanced Particulate Monitoring Program (FY 2020-21)

The South Coast AQMD is expected to receive supplemental funding from the U.S. Government for the ongoing Enhanced Particulate Monitoring Program through April 30, 2021, in an amount up to \$350,000. These actions are to recognize revenue up to \$350,000 and appropriate up to \$350,000 into STA's FY 2020-21 Budget, Services & Supplies and Salaries & Employee Benefits Major Objects, as set forth in Attachment 1

and to transfer up to \$350,000 between the Services and Supplies Major Object (Org 47), and Salaries and Employee Benefits Major Object (Org 44) in Science and Technology Advancement's FY 2020-21 Budget to realign expenditures as needed.

PAMS Program

The estimated U.S. EPA Section 105 Grant for the 29th Year PAMS Program funding is \$794,261 based on the 28th Year PAMS Program funding levels. This action is to recognize revenue, upon receipt, and appropriate a portion of the estimated funds in the amount of \$404,261 (with the remainder of \$390,000 already included in Salaries and Employee Benefits within the FY 2020-21 Budget) into the Services and Supplies and Capital Outlays Major Objects in STA's FYs 2020-21 and/or 2021-22 Budgets, as set forth in Attachment 2. The U.S. EPA concurs with staff's proposed allocation.

Proposed Purchases through an RFQ Process, "Prior Bid, Last Price" or Informal Bid *Gas Dilution Systems*

U.S. EPA requires the measurement of criteria pollutants at multiple sites. Periodic calibration of the air monitors is required to meet U.S. EPA quality control criteria. Gas dilution systems are necessary to provide a known concentration of gas standard required for the calibration of air monitoring equipment. The current gas dilution systems are greater than ten years old and are in need of replacement. The approximate cost for up to two gas dilution systems is \$55,000 (see Table 1). The purchase will be made by "Prior Bid, Last Price" or through a solicitation process, as needed, followed by issuance of a purchase order.

Replacement Air Conditioning Units

U.S. EPA requires a temperature-controlled environment at air monitoring sites. Temperature must be between 20 - 30°C with a standard deviation of 2°C over a 24-hour period. Replacement of the current air conditioning units are required to meet these criteria. The current air conditioning units at the Rubidoux sites are greater than fifteen years old, run continuously and no longer meet this standard. The approximate cost for up to two replacement air conditioning units is \$25,000 (see Table 1). The purchase will be made by "Prior Bid, Last Price" or through a solicitation process, as needed, followed by issuance of a purchase order.

Portable Gas Dilution System

U.S. EPA's PAMS Program requires the measurement of ozone precursors with enhanced monitoring equipment at multiple sites. Periodic audits of air monitors are required to meet U.S. EPA quality assurance criteria. Gas dilution systems are necessary to provide a known concentration of gas standard required for auditing air monitoring equipment. The current gas dilution systems are greater than ten years old and are in need of replacement. The approximate cost for a portable gas dilution system is \$27,500 (see Table 1). The purchase will be made by "Prior Bid, Last Price" or through a solicitation process, as needed, followed by issuance of a purchase order.

Ozone Monitor

U.S. EPA requires the measurement of ozone for non-attainment areas. South Coast AQMD operates a network of 28 ozone monitors to obtain data regarding public exposure to air contaminants. Periodic audits of ozone monitors are required to meet U.S. EPA quality assurance criteria. This monitor is necessary to provide a secondary standard concentration of ozone required for auditing the ambient ozone network. The approximate cost for an ozone monitor is \$15,000 (see Table 1). The purchase will be made by “Prior Bid, Last Price” or through a solicitation process, as needed, followed by issuance of a purchase order.

Ozone Primary Standard

U.S. EPA requires the measurement of ozone for non-attainment areas. South Coast AQMD operates a network of 28 ozone monitors to obtain data regarding public exposure to air contaminants. Periodic audits and calibration of ozone monitors are required to meet U.S. EPA quality assurance criteria. This ozone primary standard is necessary to continue to provide a certified concentration of ozone required for audits and calibrations of the ambient ozone network. The company that produced the current ozone primary standard is no longer in business. The primary standard is more than eight years old; parts and service are no longer available. The approximate cost for an ozone primary standard is \$19,000 (see Table 1). The purchase will be made through a solicitation process, as needed, followed by issuance of a purchase order.

Proposed Contract Amendment

Technical Support for Upper Air and Monitoring Site Meteorological Network

On October 5, 2018 the Board authorized the solicitation of bids and execution of a contract for technical support for surface and upper air meteorological measurements. A multi-year Contract was awarded to Sonoma Technology, Inc. with a provision for annual amendments to extend the term and add funds up to \$100,000, based on contractor performance and availability of funds. The second-year contract amendment was executed for \$100,000, (under the Executive Officer’s authority) beginning September 1, 2020, with funds allocated in the August 7, 2020 Board Letter in an amount not to exceed \$141,000 as appropriated from U.S. EPA Section 105 27th Year PAMS Program funding. This action authorizes a new amendment for the remaining \$41,000 in support of additional meteorological audits under the scope of the current contract.

Resource Impacts

U.S. Government Grant funding will fully support the Enhanced Particulate Monitoring Program.

The U.S. EPA Section 105 Grant funding will support the operation of the PAMS Program to meet necessary objectives of the Program.

Table 1
Proposed PAMS Capital Outlay Expenditures for FYs 2020-21 and/or FY 2021-22

Description	Qty	Funding Source	Estimated Amount	Contracting Method
Gas Dilution Systems	Up to 2	PAMS 29th Year	\$55,000	'Prior Bid, Last Price' or Solicitation
Replacement Air Conditioning Units	Up to 2	PAMS 29th Year	\$25,000	'Prior Bid, Last Price' or Solicitation
Portable Gas Dilution System	1	PAMS 29th Year	\$27,500	'Prior Bid, Last Price' or Solicitation
Ozone Monitor	1	PAMS 29th Year	\$15,000	'Prior Bid, Last Price' or Solicitation
Ozone Primary Standard	1	PAMS 29th Year	\$19,000	Solicitation
Total			\$141,500	

Attachments

1. Proposed Supplemental Enhanced Particulate Monitoring Expenditures for FY 2020-21
2. Proposed 29th Year PAMS Expenditures for FYs 2020-21 and/or 2021-22

Attachment 1
Proposed Supplemental Enhanced Particulate Monitoring Expenditures for
FY 2020-21

Account Description	Account Number	Program Code	Estimated Expenditures
Salaries & Employee Benefits Major Object:			
Overtime	52000	44505	\$50,000
Total Salaries & Employee Benefits Major Object:			\$50,000
Services & Supplies Major Object:			
Temporary Agency Services	67460	47505	\$300,000
Total Services & Supplies:			\$350,000
Total Appropriations:			\$350,000

Attachment 2
Proposed 29th Year PAMS Expenditures for FYs 2020-21 and/or FY 2021-22

Account Description	Account Number	Program Code	Estimated Expenditure
Services & Supplies Major Object:			
Rents & Leases Equipment	67300	47530	\$500
Rents & Leases Structure	67350	47530	8,000
Professional and Special Services: Data Management and Analysis	67450	47530	18,100
Temp Agency Services	67460	47530	5,000
Demurrage Expenses	67550	47530	10,000
Maintenance of Equipment	67600	47530	105,000
Building Maintenance	67650	47530	9,000
Travel	67800	47530	5,000
Communications	67900	47530	2,000
Laboratory Supplies	68050	47530	69,161
Office Expense	68100	47530	5,000
Small Tools, Instruments, Equipment	68300	47530	20,000
Training	69500	47530	6,000
Total Services & Supplies Major Object:			\$262,761
Capital Outlay Major Object:			
Gas Dilution Systems (Up to 2)	77000	47530	\$55,000
Replacement Air Conditioning Units (Up to 2)	77000	47530	25,000
Portable Gas Dilution System	77000	47530	27,500
Ozone Monitor	77000	47530	15,000
Ozone Primary Standard	77000	47530	19,000
Total Capital Outlay Major Object:			\$141,500
FY Appropriations			\$404,261

Note: \$390,000 was previously recognized in Salaries & Employee Benefits within the FY 2020-21 Budget.

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BOARD MEETING DATE: December 4, 2020

AGENDA NO. 7

PROPOSAL: Amend Contracts for Legislative Representation in Washington, D.C.

SYNOPSIS: The current contracts for legislative and regulatory representation in Washington D.C. with Kadesh & Associates, LLC, Cassidy & Associates, and Carmen Group Inc., expire on January 14, 2021. Each of these contracts includes an option for two one-year extensions. This action is to consider approval of the second one-year extension of the existing contracts for Calendar Year 2021 with Kadesh & Associates, LLC for \$226,400; Cassidy & Associates for \$216,000; and Carmen Group Inc. for \$222,090 as South Coast AQMD's legislative and regulatory representatives in Washington D.C., to further the agency's policy positions at the federal level. Sufficient funding is available in the Legislative, Public Affairs & Media FY 2020-21 Budget.

COMMITTEE: Administrative, October 9, 2020; Recommended for Approval

RECOMMENDED ACTION:

Authorize the Chairman to approve Contract modifications for legislative consulting services in Washington, D.C. to extend the term of the Contracts for a one-year period beginning on January 15, 2021, in the amounts of \$226,400, \$216,000, and \$222,090, with Kadesh & Associates, Cassidy & Associates, Inc., and Carmen Group, Inc., respectively.

Wayne Natri
Executive Officer

DJA:RAR:LTO:ar

Background

After a competitive request for proposals process in 2018, the Board selected Kadesh & Associates, LLC, Cassidy & Associates and the Carmen Group Inc., for legislative and regulatory representation in Washington, D.C. for one year beginning on January 15,

2019, with an option for up to two one-year renewals, upon satisfactory performance, at the Board's discretion. Each of the three one-year consultant contracts will expire on January 14; however, each agreement includes an option for two one-year extensions. This is the second and final one-year extension for each consultant contract.

The firms have been effective in working with the Board and staff to maintain a continued and noticeable presence to advance the Board's agenda for federal legislative and regulatory issues. They have effectively organized meetings with the Administration, Congressional Members and staff, industry, environmental and health organizations and other stakeholders. These meetings have strengthened South Coast AQMD's ability to provide information to policymakers in Washington, D.C. The consultants planned and helped facilitate an Executive Council and staff trip to Washington, D.C. in February 2020. South Coast AQMD met with the Administration, key Congressional Members and staff, industry and health organizations on the Cleaner Trucks Initiative, rollback of Corporate Average Fuel Economy Standards and the revocation of the California Waiver, as well as appropriations for the Diesel Emission Reduction Act program (DERA), Targeted Airshed Grants (TAG), Section 103/105 and other funding programs. The federal consultants also assisted in educating the South Coast AQMD Congressional Delegation and key Members of Congress on attainment issues related to the federal government doing its fair share to reduce emissions from mobile sources to improve public health for the residents of the South Coast region. This relationship building has developed stronger relationships between Members of Congress and South Coast AQMD based on air quality issues in their districts, South Coast region and the nation. Several Members of Congress have championed air quality issues and are working with South Coast AQMD in partnership.

As a result of our consultants' efforts to increase funding for TAG, South Coast AQMD was awarded \$37 million by the U.S. EPA in 2019 and 2020. South Coast AQMD also received over \$2.2 million from the DERA National Grants program. There are several legislative initiatives that South Coast AQMD consultants worked on which are pending in the 116th Congress, including:

- Inclusion of H.R. 2616, the "Clean Corridors Act of 2019" (DeSaulnier) with South Coast and Bay Area AQMD amendments in the larger, transportation and infrastructure bill known as H.R., the "Moving Forward Framework" which was approved by the full House of Representatives. Similar provisions were included in the Senate surface transportation bill. Congress is likely to extend the existing surface transportation policy which expires on September 30, 2020, for one-year, allowing the 117th Congress to act on the next major surface transportation and infrastructure bill which is highly likely to include the Clean Corridors provisions as amended.
- Work on H.R. 7073, "Special Districts Provide Critical Services Act" (Garamendi) to provide federal assistance for COVID-19 related unplanned expenses and revenue losses for special districts such as South Coast AQMD. South Coast AQMD

consultants also worked to support efforts for S. 4308 (Sinema, Cornyn, Harris) which also provides federal assistance to special districts through the CARES Act State and Local government program. South Coast AQMD continues to assist in garnering bi-partisan support for S. 4308 including Committee leadership and staff.

- Request for increased appropriations and reauthorization of DERA. The Fiscal Year 2021 House Appropriations bill for Interior included \$90 million plus an additional \$450 million under “Infrastructure Improvements.” The reauthorization of DERA is pending in multiple legislative vehicles in both the House and Senate.
- Working with several Congressional offices on legislative proposals including,
 - H.R. 7024, “Climate Smart Ports” (Barragan) included in H.R. 2, “Moving Forward Framework.” This bill may be carried forward into the 117th Congress as part of the larger surface transportation and infrastructure package.
 - H.R. 7822, the “Public Health Air Quality Act” which seeks to implement fence line monitoring, improve the national air monitoring network, increase monitoring of air toxics, and other provisions. This bill and a companion Senate bill, S. 4369 (Duckworth) are being revised and will be reintroduced in the 117th Congress.
 - H.R. 4924, the “Smoke Planning and Research Act” (Eshoo) / S. included in the larger energy package, H.R. 4447, the “Clean Economy Jobs and Innovation Act” which is expected to be heard before the end of the 116th Congress.
 - S. 1750 (Harris) and the companion bill, H.R. 3973 (Hayes), the “Clean School Bus Act” would establish a grant program for zero-emission school buses, including infrastructure and other provisions. This bill was included in H.R. 2, “Moving Forward Framework.” It is a good candidate to come back as part of the 117th Congress’ larger surface transportation and infrastructure legislation.
- Supporting the promulgation of the U.S. EPA Cleaner Trucks Initiative (CTI) rulemaking initially gained momentum which was slowed by Administration and eventually impacted by COVID-19. Other rulemaking efforts include, “Safer Affordable Fuel-Efficient Vehicles,” “Science Transparency,” “Review of NAAQS for Ozone,” and “Review of NAAQS Primary and Secondary for PM2.5 and PM10.”

The consultants have represented South Coast AQMD well and continued representation in Washington, D.C. is necessary to further the agency’s policy and funding objectives in the future. South Coast AQMD has several significant legislative and administrative issues that likely will be dealt with in the 117th Congress. Staff is strategizing with the consultants on how to best move forward policy and funding opportunities to address attainment issues and air toxics. Key legislation that may move in the 117th Congress include climate, surface transportation and infrastructure, public health and environmental justice, and additional COVID-19 recovery and relief and economic stimulus.

It is critical that South Coast AQMD be involved in policy development relating to federal air quality legislation, federal Clean Air Act implementation, subvention funding, and special grants, and that all these issues and any other related matters are closely monitored. Therefore, staff recommends continued direct representation and advocacy of South Coast AQMD's policy positions on environmental issues in Washington, D.C.

Proposal

Staff recommends retaining Kadesh & Associates, LLC, Cassidy & Associates, and Carmen Group Inc., for Calendar Year 2021, given their successful efforts in 2020 and the ability to build upon those efforts in the coming year. Continuity of representation will help build on past relationships and policy initiatives to increase the successful outcomes of South Coast AQMD policy objectives going forward.

Pursuant to the original contract, the Board has discretion to exercise options for two one-year extensions. This proposal is to approve the final one-year extension for all three consulting contracts.

Resource Impacts

The Legislative, Public Affairs, and Media Budget for FY 2021-2022 has sufficient funds for legislative advocacy in Washington D.C.

BOARD MEETING DATE: December 4, 2020

AGENDA NO. 8

PROPOSAL: Execute Contracts for Legislative Representation in Sacramento, California

SYNOPSIS: At the September 4, 2020 meeting, the Board approved release of an RFP to solicit proposals for legislative representation in Sacramento, California. Four separate proposals were received from California Advisors, LLC, Campbell Strategy & Advocacy, Joe A. Gonsalves & Son and Resolute. On November 13, 2020, the Administrative Committee recommended approval of the execution of contracts with: California Advisors, LLC for \$142,080, Joe A. Gonsalves & Son for \$143,000 and Resolute for \$180,000 for legislative representation in Sacramento

COMMITTEE: Administrative, November 13, 2020; Recommended for Approval

RECOMMENDED ACTIONS:

Authorize the Chairman to execute contracts with: California Advisors, LLC, Joe A. Gonsalves & Son and Resolute in a total amount not to exceed \$465,080 for legislative representation in Sacramento, California for one year, beginning in January 1, 2021. The contracts include options for up to two one-year renewals, contingent on satisfactory performance and approval of subsequent budgets, upon approval of the Governing Board.

Wayne Natri
Executive Officer

DJA:PFC:RAR:EH

Background

The current contracts for legislative representation in Sacramento, California expire on December 31, 2020.

As a leading air quality agency in California and an innovative leader in developing emission reduction programs, South Coast AQMD is an important contributor to the policy discussions in Sacramento. It is important to ensure that South Coast AQMD's

input continues to be conveyed in a timely and meaningful manner, and that South Coast AQMD is involved in the day-to-day policy discussions in Sacramento that promote cleaner air, both through policy development and adequate funding. A legislative presence in Sacramento is critical to advancing Board policies and priorities, including the 2016 Air Quality Management Plan (AQMP) and subsequent AQMPs, and South Coast AQMD legislative goals and objectives, and to protecting South Coast AQMD's authority. Therefore, it is appropriate to continue direct legislative representation in Sacramento.

These efforts in Sacramento include providing technical information, assistance and otherwise serving as a resource to legislators and the Governor's Office regarding air quality matters; acting as a liaison between South Coast AQMD and legislators and the Governor's Office regarding the Board's policy and funding priorities; seeking funding and program support for technology advancement and emission reduction projects and incentive programs, and advocating for South Coast AQMD's positions on air quality-related legislation. These efforts also include fostering state support for South Coast AQMD's federal initiatives which have synergy at the state level.

The 2016 AQMP puts a priority on maximizing emission reductions utilizing zero emission technologies wherever cost-effective and feasible, and near-zero emission technologies in all other applications. Incentives are critically important to achieve near-term attainment goals and serve to accelerate the transition to zero and near-zero emission technologies. Incentives totaling an estimated \$11 billion to \$14 billion, or about \$1 billion per year over the next 15 years, are needed in order to achieve clean air goals. Should the region fail to meet federally mandated clean air goals, U.S. EPA could impose sanctions that are far more onerous and costly to the Basin's residents and businesses than the 2016 AQMP.

The development of South Coast AQMD's 2021 State Legislative Goals and Objectives will be contingent on the outcomes of the 2020 legislative session. However, many of the prior year's priorities are expected to continue and be built upon for the coming legislative year in Sacramento. South Coast AQMD's legislative priorities for 2021 will be presented to the Legislative Committee for review and approval, and then will move to the full Board for final approval.

At the September 4, 2020 meeting, the Board approved release of an RFP to solicit proposals for legislative representation in Sacramento, California. Four separate proposals were received from California Advisors, LLC, Campbell Strategy & Advocacy, Joe A. Gonsalves & Son and Resolute. Subsequently, on November 13, 2020, the Administrative Committee recommended approval of the execution of contracts with: California Advisors, LLC for \$142,080, Joe A. Gonsalves & Son for \$143,000 and Resolute for \$180,000, for a total amount not to exceed \$465,080.

Outreach

In accordance with South Coast AQMD's Procurement Policy and Procedure, a public notice advertising the RFP and inviting bids was published in the Los Angeles Times, the Orange County Register, the San Bernardino Sun, Riverside County's Press Enterprise, and the Sacramento Bee newspapers, to leverage the most cost-effective method of outreach to the entire South Coast Basin and beyond.

Additionally, thirty RFP notification letters were mailed to lobbying and public affairs firms in Sacramento and San Rafael, CA. Notice of the RFP was also e-mailed to the Black and Latino Legislative Caucuses and various minority chambers of commerce and business associations, and placed on the Internet at South Coast AQMD's website (<http://www.aqmd.gov>).

Bid Evaluation

Four proposals were received in response to the RFP. The proposals were evaluated by a three-member panel, including two South Coast AQMD managers, one female and one male, both Hispanic, and one outside municipal official, who was male and Hispanic. All proposals were deemed technically qualified and all proponents were interviewed by the South Coast AQMD Administrative Committee. Attachment A provides the final scores for all four firms.

Proposal

Staff proposes to execute contracts with: California Advisors, LLC, Joe A. Gonsalves & Son and Resolute in a total amount not to exceed \$465,080 for legislative representation in Sacramento, California, for one-year, beginning on January 1, 2021. The contracts include options for up to two one-year renewals, contingent on satisfactory performance and approval of subsequent budgets, upon approval of the Governing Board.

Resource Impacts

Funding for these contracts is available in the Legislative, Public Affairs & Media FY 2020-21 Budget. Funding for the two optional one-year extensions in all three contracts is contingent upon Governing Board approval of the Budget for the respective fiscal years.

Attachment A

**RFP # P2021-02 SCORES AND COSTS MATRIX
FOR QUALIFYING FIRMS**

Firm Name	Technical Score	Additional Points	Cost Points	Total Points	Total Cost
California Advisors, LLC	70.0	12.0	24.5	106.5	\$142,080
Campbell Strategy & Advocacy	63.3	10.0	30.0	103.3	\$120,000
Joe A. Gonsalves & Son	68.7	0	24.3	93.0	\$143,000
Resolute	68.7	10.0	15.0	93.7	\$180,000

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BOARD MEETING DATE: December 4, 2020

AGENDA NO. 9

PROPOSAL: Establish List of Prequalified Vendors for Mailing Services

SYNOPSIS: On September 4, 2020, the Board approved release of an RFQ to establish a prequalified list for outside mailing services, including folding, inserting, sealing, removing duplicate addresses, labeling, tabbing and metering, as well as pick-up and delivery of mailing materials. This action is to establish a prequalified vendor list that will be used for mailing services for a three-year period, from January 1, 2021 to December 31, 2023, and vendors on the list will be given an opportunity to bid competitively on mailing jobs, as the need arises.

COMMITTEE: Administrative, November 13, 2020; Recommended for Approval

RECOMMENDED ACTION:

Approve the vendors listed in Attachment A as prequalified vendors to provide mailing services, as needed, from January 1, 2021 to December 31, 2023.

Wayne Nastri
Executive Officer

AJO:VR

Background

On September 4, 2020, the Board approved release of RFQ #Q2021-02 to establish a list of prequalified vendors for mailing services for the next three-year period of January 1, 2021 to December 31, 2023. South Coast AQMD conducts various types of mailings and the Subscription Services unit coordinates many of these mailings, including South Coast AQMD's subscription publications. Other mailings include, but are not limited to, scheduled mailings for public workshops, rule notification, and permit fee billings. The RFQ included services such as folding, inserting, sealing, removing duplicate addresses, labeling, tabbing and metering, as well as pick-up and delivery of mailing materials.

When mailing services are needed, competitive bids are solicited from all prequalified providers listed for the respective job category. Final selection of a vendor is based on vendor ability to provide the service, as specified, and lowest cost. If a service cannot be met by any of the prequalified vendors, another vendor may be selected to provide such mailing services.

Outreach

In accordance with South Coast AQMD's Procurement Policy and Procedure, a public notice advertising the RFQ and inviting bids was published in the Los Angeles Times, the Orange County Register, the San Bernardino Sun, and Riverside County's Press Enterprise newspapers to leverage the most cost-effective method of outreach to the South Coast Basin. Additionally, potential bidders may have been notified utilizing South Coast AQMD's own electronic listing of certified minority vendors. Notice of the RFQ was emailed to the Black and Latino Legislative Caucuses and various minority chambers of commerce and business associations, and placed on South Coast AQMD's website (<http://www.aqmd.gov>).

Bid Evaluation

For RFQ 2021-02 to prequalify vendors to provide mailing services to South Coast AQMD, 85 copies of the RFQ were mailed out. Three proposals were received by the close of bidding at 2:00 p.m. on October 7, 2020. The three proposals evaluated received a qualifying score and Table 1 summarizes the results of the evaluation process.

The evaluation panel consisted of three South Coast AQMD employees: a Mail/Subscriptions Services Supervisor, a Print Shop Supervisor, and a Mail/Subscription Services Clerk. Of these three panel members, two are African American, one is Caucasian; all are male.

This action seeks approval of the vendors listed in Attachment A as prequalified vendors to provide mailing services, as needed, from January 1, 2021 to December 31, 2023.

Of the three proposed prequalified vendors, all were self-certified as a Small Business, one was self-certified as a Local Business, and one was self-certified as a Woman-Owned Business.

Resource Impacts

Sufficient funds have been appropriated for these services in the FY 2020-21 Budget and will be requested in subsequent fiscal year budgets.

Attachment

Prequalified Vendors for Mailing Services

ATTACHMENT A

Table 1
PREQUALIFIED VENDOR LIST
MAILING SERVICES
RFQ #2021-02

Name	Qualifying Score	Additional Points	Total Points
Direct Connection Mailing	85	4	89
McPrint Direct	79	2	81
SoCal Mailing Services Inc.	82	4	86

BOARD MEETING DATE: December 4, 2020

AGENDA NO. 10

PROPOSAL: Amend Provisions of South Coast AQMD's Salary Resolution and Labor Contracts with Teamsters Local 911 and SC-PEA Relating to Vacation Leave Accrual

SYNOPSIS: Due to operational needs brought about by the COVID-19 pandemic, staff has been required to restrict the use of vacation leave time. As a result, a substantial number of employees will exceed the accrual limits on vacation leave balances at the end of the year and will be prohibited from accruing vacation leave hours next year. This proposal seeks approval of amendments to applicable provisions of South Coast AQMD's Salary Resolution and the bargaining unit MOUs, in order to temporarily suspend the limitations on vacation leave accrual.

COMMITTEE: No Committee Review

RECOMMENDED ACTIONS:

1. Approve the proposed amendments to the 2018-2020 Teamsters MOU, representing the Technical-Enforcement and Office Clerical and Maintenance bargaining units, and the 2018-2020 Professional Unit MOU representing the Professional bargaining unit employees. Proposed changes to the 2018-2020 Teamsters MOU are shown in Attachment A and proposed changes to the 2018-2020 Professional Unit MOU are shown in Attachment B.
2. Approve the proposed amendments to Section 41(a) of South Coast AQMD's Salary Resolution.

Wayne Nastri
Executive Officer

Background

Vacation leave accrual for employees is limited. Specifically, employees are not permitted to accrue additional vacation time if the employee's vacation leave balance exceeds 360 hours by the end of the last pay period beginning in December. Vacation accrual resumes when the employee's vacation leave balance falls to 360 hours or less. See, Article 15, Section 5, of the Teamsters MOU; Article 15, Section 6, of the Professional Unit MOU; and Section 41 of South Coast AQMD's Salary Resolution.

This year, due to the anticipated financial impacts of the COVID-19 pandemic, the Board adopted a budget with a higher than usual vacancy rate of 13 percent, as a means to reduce expenditures. Since July, staff has maintained or exceeded this vacancy rate, while continuing to meet South Coast AQMD's commitments and responsibilities in its planning, compliance, monitoring, grant and permitting programs.

Proposal

High priority operational and program needs, such as the Permit Backlog Reduction Action Plan and AB 617, as well as the ongoing regular functions (such as finance and information technology duties) require maximum capacity staffing resources. However, the reduced staffing required by the budget for cost-saving purposes necessitates limiting approvals for employees to take vacation time off. These circumstances make it difficult for employees with vacation leave balances at or near the threshold, often the most knowledgeable and experienced employees, to control the effects of exceeding the limits.

This proposal seeks approval of amendments to South Coast AQMD's Salary Resolution, and the Memoranda of Understanding with the represented employees. For bargaining unit members, the MOUs would be amended to allow employees whose vacation leave balances exceed 360 hours at the end of the last pay period beginning in December 2020 to continue to accrue vacation leave hours. Management has reached a tentative agreement with the representatives of the bargaining units. Similarly, for unrepresented classifications, the Salary Resolution would be amended under this proposal to allow employees whose vacation leave balances exceed 360 hours at the end of the last pay period beginning in December 2020 to continue to accrue vacation leave hours.

The 360-hour accrual limit will be reinstated and implemented for all employees at the end of the last pay period beginning in December 2021.

Fiscal Impacts

Sufficient funding for these amendments is available in the 2020-21 Fiscal Year budget.

Attachments

Attachment A – Proposed Amendment to Teamsters MOU

Attachment B – Proposed Amendment to Professional Unit MOU

Attachment C – Proposed Amendment to Salary Resolution

ATTACHMENT A

SOUTH COAST AIR QUALITY

MANAGEMENT DISTRICT

MEMORANDUM OF UNDERSTANDING

**TECHNICAL & ENFORCEMENT
AND
OFFICE CLERICAL & MAINTENANCE UNITS**

January 1, 2018 – December 31, 2020

Article 15 – VACATIONS (Time of Taking Vacations), Section 5, of this MOU is amended by the following:

Employees whose vacation leave balances exceed 360 hours by the end of the last pay period beginning in December 2020 may accrue additional vacation leave hours. The 360-hour accrual limit will be reinstated and implemented at the end of the last pay period beginning in December 2021.

ATTACHMENT B

SOUTH COAST AIR QUALITY

MANAGEMENT DISTRICT

MEMORANDUM OF UNDERSTANDING

PROFESSIONAL UNIT

January 1, 2018 – December 31, 2020

Article 15 - VACATIONS (Time of Taking Vacations), Section 6, of this MOU is amended by the following:

Employees whose vacation leave balances exceed 360 hours by the end of the last pay period beginning in December 2020 may accrue additional vacation leave hours. The 360-hour accrual limit will be reinstated and implemented at the end of the last pay period beginning in December 2021.

ATTACHMENT C

SOUTH COAST

AIR QUALITY MANAGEMENT DISTRICT

SALARY RESOLUTION

Amended October 2, 2020

Section 41 (TIME OF TAKING VACATIONS), subsection a, of this *Salary Resolution* is amended as follows:

Employees whose vacation leave balances exceed 360 hours by the end of the last pay period beginning in December 2020 may accrue additional vacation leave hours. The 360-hour accrual limit will be reinstated and implemented at the end of the last pay period beginning in December 2021.

BOARD MEETING DATE: December 4, 2020

AGENDA NO. 11

PROPOSAL: Approve Contract Award and Modifications as Approved by MSRC

SYNOPSIS: The Mobile Source Air Pollution Reduction Review Committee (MSRC) approved a replacement contract as part of their FYs 2014-16 Work Program. The MSRC also approved the modification of three contracts under the FYs 2016-18 Work Program. At this time the MSRC seeks Board approval of the contract award and modifications as part of the FYs 2014-16 and 2016-18 Work Programs.

COMMITTEE: Mobile Source Air Pollution Reduction Review, November 19, 2020; Recommended for Approval

RECOMMENDED ACTIONS:

1. Approved modified contract with the City of Beaumont, substituting the installation of three (3) Level III charging stations for the installation of two (2) Level II charging stations, as part of approval of the FYs 2016-18 Work Program, as described in this letter;
2. Approve modified contract with the City of South Gate, substituting the installation of a Level III charging station for a Level II charging station, as part of approval of the FYs 2016-18 Work Program, as described in this letter;
3. Approve a \$2,000 contract value increase and four-month term extension to existing Contract #MS18003 with Geographics, the MSRC's current website maintenance contractor, to continue operation of the site pending successor selection and contract finalization, as part of approval of the FYs 2016-18 Work Program, as described in this letter;
4. Approve a replacement contract with Los Angeles County Metropolitan Transportation Authority, in an amount not to exceed \$2,500,000, to complete an expansion of the Willowbrook/Rosa Parks Station under the Transportation Control Measure Partnership Program, as part of approval of the FYs 2014-16 Work Program, as described in this letter; and

5. Authorize the Chairman of the Board to execute the new and modified contracts under the FYs 2014-16 and 2016-18 Work Programs, as described above and in this letter.

Larry McCallon
Chair, MSRC

MMM:NB:CR

Background

In September 1990, Assembly Bill 2766 was signed into law (Health & Safety Code Sections 44220-44247) authorizing an annual \$4 motor vehicle registration fee to fund the implementation of programs exclusively to reduce air pollution from motor vehicles. AB 2766 provides that 30 percent of the annual \$4 vehicle registration fee subvented to the South Coast AQMD be placed into an account to be allocated pursuant to a work program developed and adopted by the MSRC and approved by the Board.

Proposals

At its November 19, 2020 meeting, the MSRC considered recommendations from the MSRC Technical Advisory Committee (MSRC-TAC) and approved the following:

FYs 2016-18 Local Government Partnership Program

As part of the FYs 2016-18 Local Government Partnership Program, the MSRC approved an award of \$31,870 to the City of Beaumont for the installation of two Level II electric vehicle charging stations. To better serve the needs of their residents and staff, the City requested to substitute the installation of three (3) Level III charging stations for the originally proposed Level II stations. These modifications would result in a greater number of more powerful charging stations overall for the same MSRC investment. The MSRC considered and approved the City's requested contract modifications.

As part of the FYs 2016-18 Local Government Partnership Program, the MSRC approved an award of \$121,500 to the City of South Gate for procurement of five light-duty zero emission vehicles and the installation of three (3) Level II charging stations. To improve efficiency and offer a greater sense of security that the electric vehicles will be available for emergencies, the City requested to substitute the installation of a Level III charging station for the originally planned Level II charging station at their corporate yard. This modification would result in a more powerful charging station for the same MSRC investment. The MSRC considered and approved the City's requested modification.

FYs 2016-18 Design, Hosting and Maintenance of the MSRC Website

The recommendation to award a contract for long-term maintenance of the MSRC website has been delayed, and it is now anticipated that recommendation will be brought to the MSRC for consideration within the next two months. The current Contract #MS18003 with Geographics, which covers maintenance of the site, will terminate on February 20, 2021. In order to ensure uninterrupted operation of the site pending successor selection and contract finalization, a four-month extension of Contract #MS18003 was recommended. The MSRC considered and approved a \$2,000 contract value increase and four-month term extension.

FYs 2014-16 Transportation Control Measure Partnership Program

As part of the FYs 2014-16 Transportation Control Measure Partnership Program, the MSRC awarded the Los Angeles County Metropolitan Transportation Authority (Metro) \$2,500,000 towards the expansion of the Willowbrook/Rosa Parks Transit Station. In September, Metro requested an extension due to delays associated with removal of temporary access measures and unexpected requirements related to stormwater release. The MSRC approved the extension at their October 15, 2020 meeting, but the contract modification process was not completed prior to the contract termination date. The MSRC considered and approved a twelve-month replacement contract in the amount of \$2,500,000 as part of the FYs 2014-16 Work Program.

At this time, the MSRC requests the South Coast AQMD Board approve the contract award and modifications as part of approval of the FYs 2014-16 and 2016-18 AB 2766 Discretionary Fund Work Programs as outlined above. The MSRC also requests the Board authorize the South Coast AQMD Board Chairman to execute all agreements described in this letter.

Resource Impacts

The South Coast AQMD acts as fiscal administrator for the AB 2766 Discretionary Fund Program (Health & Safety Code Section 44243). Money received for this program is recorded in a special revenue fund (Fund 23) and the contracts specified herein will be drawn from this fund.

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BOARD MEETING DATE: December 4, 2020

AGENDA NO. 12

REPORT: Legislative, Public Affairs and Media Report

SYNOPSIS: This report highlights the October 2020 outreach activities of the Legislative, Public Affairs and Media Office, which includes Major Events, Community Events/Public Meetings, Environmental Justice Update, Speakers Bureau/Visitor Services, Communications Center, Public Information Center, Business Assistance, Media Relations, and Outreach to Community Groups and Federal, State and Local Governments.

COMMITTEE: No Committee Review

RECOMMENDED ACTION:
Receive and file.

Wayne Natri
Executive Officer

DJA:LTO:KH:BW:lam:ar

BACKGROUND

This report summarizes the activities of the Legislative, Public Affairs and Media Office for October. The report includes: Major Events; Community Events/Public Meetings; Environmental Justice Update; Speakers Bureau/Visitor Services; Communications Center; Public Information Center; Business Assistance; Media Relations; and Outreach to Community Groups and Governments.

MAJOR EVENTS (HOSTED AND SPONSORED)

Each year, South Coast AQMD staff engage in holding and sponsoring several major events throughout South Coast AQMD's four county areas to promote, educate, and provide important information to the public regarding reducing air pollution, protecting public health, improving air quality, and the economy.

Environmental Justice Conference

On October 28, South Coast AQMD held its 6th Annual Environmental Justice Conference, “A New Era of Environmental Justice – Our Community Survival” on several virtual platforms. Over 750 people participated and were very active on the question and answer and chat message boards. Dr. Burke, Council Member Mitchell and Supervisor Perez presented welcome, introductory and closing remarks. The Master of Ceremonies was Jose Trinidad Castaneda, a member of our Young Leaders Advisory Council. The conference included a prerecorded welcome message by Los Angeles Mayor Eric Garcetti and an interview session with Margaret Gordon from West Oakland Environmental Indicators Project. Breakout sessions were held on AB 617 community partnerships, youth united to change the world, health professionals discussing the pandemic, legislation for environmental equity and recovery, women in the environmental justice movement, and tribal nations on the frontlines. The plenary session featured a discussion on Black Lives Matter – Race and Environmental Justice and remarks by California Attorney General Xavier Becerra.

COMMUNITY EVENTS/PUBLIC MEETINGS

Each year, South Coast AQMD staff engage with thousands of residents and stakeholders, providing valuable information about the agency, incentive programs, and ways individuals can help reduce air pollution through events and meetings sponsored solely by South Coast AQMD or in partnership with others. Attendees typically receive the following information:

- Tips on reducing their exposure to smog and its health effects;
- Clean air technologies and their deployment;
- Invitations or notices of conferences, seminars, workshops, and other public events;
- South Coast AQMD incentive programs;
- Ways to participate in South Coast AQMD’s rules and policy development; and,
- Assistance in resolving air pollution-related problems.

South Coast AQMD staff attended and/or provided information and updates at the following October events and meetings:

AB2588 Public Notification Meeting

On October 1, staff held an AB2588 public notification meeting for Phillips 66 Los Angeles Refinery located in Wilmington. Staff provided background information on the AB 2588 Toxic Hotspots program and presented information on the facilities’ Health Risk Assessment, potential impact emissions may have on public health, and what is being done to reduce emissions both now and in the future. Meeting attendees participated in a question and answer session and provided public comment.

Clean Air Day Webinar

On October 7, staff represented South Coast AQMD at the University of California, Riverside's Bourns College of Engineering Center for Environmental Research & Technology and the Office of Sustainability's Clean Air Day webinar. The webinar provided information on transportation in the Inland Empire, health and air quality impacts, and new technologies.

South Pasadena Chamber of Commerce Legislative Committee

Staff attended the Legislative Committee meeting for the South Pasadena Chamber of Commerce on October 14. Staff updated the Committee on South Coast AQMD programs and current funding opportunities including VW Mitigation Trust, Residential EV Charging Rebate, and the Commercial Lawn Equipment Incentive program. Elected officials and members of the public attended the meeting.

West Rancho Dominguez Emissions Investigation

A virtual briefing was held on October 14 to update staff of elected officials representing the unincorporated area of West Rancho Dominguez on the on-going emissions investigation related to hexavalent chromium. The briefing was attended by local, state and federal offices representing three elected officials.

Orange County Council of Governments (OCCOG)

Staff supported Council Member Carlos Rodriguez during the October 22 OCCOG Board meeting by providing information on South Coast AQMD programs. The report focused on the Commercial Lawn & Garden Equipment program, incentives for Lower Emission School Buses, Check Before You Burn, and the 6th Annual Environmental Justice Conference.

ENVIRONMENTAL JUSTICE UPDATE

The following are key environmental justice-related activities in which staff participated during October. These events and meetings involve communities affected disproportionately from adverse air quality impacts.

The Latina Public Service Academy 2020 Training

Staff participated in a career panel hosted by the Latina Public Service Academy on October 10. The training was for high school and college students to learn about careers in public service and leadership opportunities. The panel discussed their educational journey, work responsibilities, and navigating college.

A Conversation with Mary Nichols Webinar

Staff participated a webinar on October 14, sponsored by the Center for Environmental Policy in partnership with the American Lung Association and the Center for Environmental Filmmaking. Mary Nichols, CARB Chair of, discussed California's air

quality progress during her 45-year career, remaining challenges, the future of air policy, health equity, environmental justice, states' roles in addressing air pollution, and climate change. Threats to public health such as extreme wildfires and COVID-19 mortality rates in communities with long-term exposure to air pollution were also discussed.

Planet and Power Webinar

On October 14, staff participated in a webinar organized by the California State University system. The webinar included a panel discussion focused on climate justice, equal social justice, and their intersections. The discussion was followed by a question and answer session.

State Environmental Justice Training Webinar

Staff participated in an October 21, State Environmental Justice Training Webinar - "Incorporating Equity in Disaster Mitigation and Climate Adaption Programs" hosted by the Florida Department of Environmental Protection, Massachusetts Executive Office on Energy and Environmental Affairs and North Carolina Department of Environmental Quality. Topics included the resiliency of disadvantaged communities dealing with the effects of climate change, mitigating recurrent flooding, tree planting, and impacts of heat waves.

Riverside County Health Coalition Meeting

On October 21, staff participated in the Riverside County Health Coalition general membership meeting. The meeting featured an update on the Riverside County's Community Health Improvement Plan, a community-wide initiative that aligns public and private resources to improve health in Riverside County. Other updates included a presentation on systemic racism and health inequities in Riverside County.

Environmental Justice Advisory Group (EJAG) Meeting

Staff hosted the quarterly EJAG meeting, on October 23. EJAG members heard presentations on AQMP activities, virtual inspections, and the Environmental Justice Community Partnership. The group also discussed proposed EJAG goals and objectives for 2021.

Using Citizen Science to Address Air Pollution Webinar

Staff participated in an Environmental Law Institute webinar on "Using Citizen Science to Address Air Pollution" on October 23. Topics of discussion included air monitoring technologies that are available to community scientists, what agencies can do to address issues of quality of data, and government agencies use of new technology to encourage public reporting of potential violations.

Coachella Valley EJ Enforcement Task Force

Staff participated in the monthly Coachella Valley EJ Enforcement Task Force meeting on October 23. Representatives from the Department of Toxic Substance Control (DTSC), Comite Civico del Valle, Coachella Water Authority, Cabazon Band of Indians, Twenty-nine Palms Tribe, Mosquito Vector, California Environmental Protection Agency, University of California at Davis, and residents of the Coachella Valley attended the meeting. Attendees updated task force members about their environmental concerns such as the Salton Sea. South Coast AQMD announced upcoming November 12 and 19 AB 617 Eastern Coachella Valley Community Steering Committee meetings and the October 28 Environmental Justice Conference.

AB 617 UPDATE

The following are key AB 617-related activities in which staff participated during October. These events, workshops and meetings involve AB 617 communities to support the Community Steering Committees (CSC), Community Air Monitoring Plans (CAMPs) and Community Emissions Reduction Plans (CERPs).

AB 617 Eastern Coachella Valley (ECV) CSC

On October 7, approximately 20 people participated in an ECV CSC meeting. Staff discussed informational handouts outlining potential actions and strategies for four of the six air quality priorities identified by the committee: the Salton Sea, pesticides, open burning and illegal dumping, and fugitive road dust. Committee members asked questions about the emissions data for fugitive dust, pesticides, and the Salton Sea. Staff answered questions on the potential monitoring and emission reduction strategies. Committee members suggested actions to collaborate with health care providers and conduct additional monitoring for emissions from the Salton Sea. Committee members expressed hesitation about choosing one air quality priority for an initial Community Emission Reduction Plan (necessary to meet the December statutory deadline) and requested another survey of the committee to rank the four priorities.

Southeast Los Angeles (SELA) AB 617 CSC

The SELA CSC meeting was held on October 8 with approximately 85 attending. Staff presented on the CERP and CAMP development process, timeline, and framework. Potential goals and actions for five of the six air quality priorities identified by the committee were discussed, including truck traffic and freeways, rail yards and locomotives, metal processing facilities, rendering facilities and green spaces. Staff also provided an update on the recent bankruptcy agreement between Exide and the U.S. Department of Justice.

AB 617 Eastern Coachella Valley (ECV) CSC

On October 14, approximately 55 people participated in an ECV CSC meeting. Staff summarized the comments from the Question and Answer Workshop on October 7 and provided the results of the air quality priority survey. Among the ECV priorities, the

Salton Sea was ranked highly by survey respondents for the ECV CERP. The Committee preference is to include all priorities in the CERP by December 2020.

AB 617 Incentive Strategies Meeting

Staff held an AB 617 Incentives Strategies public consultation meeting on October 15 with approximately 83 attendees. One member from each of the six South Coast AQMD AB 617 communities described their community and air pollution concerns. Staff presented an overview of incentive funds allocated to AB 617 communities before the program began (2016 to 2018) and after the state legislature enacted AB 617. Meeting attendees participated in a breakout exercise to identify and prioritize factors for evaluating future projects. Examples of the factors prioritized included technologies (e.g., near-zero and zero-emission technologies), air toxics, business size and proximity to sensitive receptors.

AB 617 ECV CSC

Approximately 70 people attended the ECV CSC meeting on October 22 and discussed the December 2020 CERP and CAMP development. The meeting was attended by community members, government representatives, staff from elected officials' offices, businesses, and other stakeholders.

Boyle Heights Neighborhood Council – Transportation and Environment Committee

On October 23, staff participated in the Boyle Heights Neighborhood Council Transportation and Environment Committee meeting. Staff presented on the AB 617 East Los Angeles, Boyle Heights, West Commerce CSC, the FIND webtool, and South Coast AQMD compliance activities.

SPEAKERS BUREAU/VISITOR SERVICES

South Coast AQMD regularly receives requests for staff to speak on air quality-related issues from a wide variety of organizations, such as trade associations, chambers of commerce, community-based groups, schools, hospitals and health-based organizations. South Coast AQMD also hosts visitors from around the world who meet with staff on a wide range of air quality issues.

California State Polytechnic University, Pomona

On October 9, staff virtually presented to a California State Polytechnic University, Pomona civil engineering class on air quality, South Coast AQMD, and AQMPs.

California State University, San Bernardino

Staff gave a presentation to a Government and Business Relations class at California State University, San Bernardino on October 14. The presentation provided an overview of South Coast AQMD and air quality issues, AB 617, and our small business assistance programs.

Girl Scout Research Project

On October 30, staff met with a local girl scout to provide information on air quality issues and what each of us can do to help clean the air. The girl scout is researching how to create a healthy, air quality home to create a brochure that she will share with her troop, friends and family. Staff provided resources including the “Right to Breathe” and “Do One Thing” videos and links to South Coast AQMD’s Clean Air Choices programs, how to file a complaint, mobile Apps, and publications.

COMMUNICATION CENTER STATISTICS

The Communication Center handles calls on South Coast AQMD’s main line, the 1-800-CUT-SMOG® line, the Spanish line, and after-hours calls to each of those lines. Total calls received in the month of October were:

Calls to South Coast AQMD’s Main Line and 1-800-CUT-SMOG® Line	2,541
Calls to South Coast AQMD’s Spanish-language Line	23
Clean Air Connections	0
Total Calls	2,564

PUBLIC INFORMATION CENTER STATISTICS

The Public Information Center (PIC) handles phone calls and walk-in requests for general information. Information for the month of October is summarized below:

Calls Received by PIC Staff	0
Calls to Automated System	1,378
Total Calls	1,378

Email Advisories Sent	50,765
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BUSINESS ASSISTANCE

South Coast AQMD notifies local businesses of proposed regulations so they can participate in the agency’s rule development process. South Coast AQMD also works with other agencies and governments to identify efficient, cost-effective ways to reduce air pollution and shares that information broadly. Staff provides personalized assistance to small businesses both over the telephone and via virtual on-site consultation, as summarized below for October.

- Provided permit application assistance to 280 companies; and,
- Processed 84 Air Quality Permit Checklists.

Types of businesses assisted:

Architecture Firms	Engineering Firms	Plating Facilities
Auto Body Shops	Furniture Refinishing	Restaurants
Auto Repair Centers	Facilities	Warehouses
Construction Firms	Gas Stations	
Dry Cleaners	Manufacturing Facilities	

MEDIA RELATIONS

The Media Office handles all South Coast AQMD outreach and communications with television, radio, newspapers and all other publications, and media operations. October reports are listed below:

Major Media Interactions	129
Press Releases	19
News Carousel	3

Major Media Topics

- **Air Monitoring and Heat Wave:** Voice of OC requested information on air quality monitors in Orange County and how the summer heat wave affected air quality in the region. Written responses were provided.
- **AB 617:** Staff participated in an interview on the AB 617 program with an independent journalist.
- **Smoke and Air Quality Impacts from Wildfires:** Staff participated in an interview with Bloomberg News on the recent wildfire smoke and its impacts on air quality.
- **Air Pollution Impacts and COVID-19:** Los Angeles Times submitted questions regarding air quality as a potential risk factor for COVID-19. A written response was sent.
- **Commercial Lawn and Garden:** Palisadian-Post submitted a web inquiry regarding commercial lawn and garden equipment. A written response was provided.
- **EVs and Clean Technology:** Staff is scheduled to participate in an interview on the Jehu Garcia podcast on November 13 to talk about the EV industry.
- **Weekend Air Quality:** Brains on Science Podcast inquired whether lower temperatures over the weekend of 10/10-10/12 would improve air quality. A written response was sent.
- **Exide Hearing:** The Los Angeles Times requested a response on the federal bankruptcy court’s decision allowing Exide to abandon its facility in Vernon. A written response was provided.
- **Request for Speaker:** A California State University, Northridge professor requested a speaker from the Eastern Coachella Valley Community Steering

Committee. The AB 617 team has reached out to connect the professor with a speaker.

- **All American Asphalt:** The Daily Pilot requested a statement in response to critical comments by the City of Irvine. The reporter was provided with a written statement.
- **Planning for Air Quality:** A social media influencer inquired about planning her day with information on air quality. A written response was sent.
- **Air Quality Op-Ed:** La Opinion ran an op-ed on air quality in 2020 in Spanish on October 18.
- **Reporting Error:** KCBS/KCAL was informed their recent use of the term “advisory” was incorrect, when no official advisory had been issued. The KCBS/KCAL assignment desk confirmed language would be adjusted accordingly for future forecasts.
- **Los Angeles Air Quality:** Brains on Science Podcast inquired as to why air quality in Los Angeles had remained poor following recent wildfires, while San Francisco and Portland saw improvements. A written response was provided.
- **Warehouse ISR Working Group:** LA Progressive was referred to public records for a request on data from the October 9 warehouse indirect source rule working group presentation.
- **Ozone:** Staff participated in an interview with Los Angeles Times regarding bad air quality days and what has been driving ozone increases in 2020.
- **Health Effects of Wildfires:** Proto Magazine requested an interview on health effects data from the 2020 wildfires. The reporter was referred to the appropriate agency and sent links to peer-reviewed studies on health effects.
- **Special Governing Board Meeting:** Los Angeles Times inquired why a special Governing Board meeting was requested for October 27. A written response was sent.
- **AQI Levels:** KESQ inquired why AQI levels had reached 500+ in the Coachella Valley. A written response was provided informing the reporter about the windblown dust and ash conditions.
- **Windblown Ash:** ABC7 inquired why ash was visible in the Arcadia area. A written response was sent on the windblown dust and ash conditions.
- **Current Air Quality:** Spectrum News 1 reached out requesting a KML file for current air quality. The requested file was sent.
- **Air Quality Forecast:** Kaiser Permanente SoCal Communications asked where they could find the next day’s air quality forecast. The reporter was directed to the website and app.
- **Windblown Dust Advisory:** Los Angeles Times inquired if dust and ash advisories were a new type of advisory. Staff confirmed that dust and ash advisories had been issued before. KPCC inquired whether the dust and ash

advisory would continue. The latest advisory was provided at the time of request. Inglewood News Today inquired how to interpret advisory information. A verbal explanation was provided.

- **Emailing Lists:** A reporter from Courthouse News Service asked to be added to South Coast AQMD's emailing lists for advisories and press releases. The reporter was added to the list.
- **Wind Conditions:** The Associated Press reached out with questions regarding meteorological conditions and how wind shifts were impacting smoke transport. A written response was sent.
- **Flaring Events:** Random Lengths News reached out with questions regarding notices for planned and unplanned flare events and how to put them in context for readers. Written responses were provided.
- **Smoke Advisories for Blue Ridge and Silverado Fires:** Fifty-two pitches were sent to news outlets due to smoke advisories for the Blue Ridge and Silverado Fires.
- **Windblown Dust and Ash Advisories:** Pitches were sent to 14 news outlets containing the windblown dust and ash advisories.
- **Governing Board Decision on South L.A.:** Pitches were sent to 15 news outlets regarding the Board's Year 3 AB 617 recommendation of South Los Angeles.
- **Check Before You Burn Press Release:** Pitches were sent to 15 news outlets with the October 30 press release announcing the start of Check Before You Burn season.

News Releases:

- **South Coast AQMD Governing Board Selects South Los Angeles for AB 617 Program to Accelerate Air Pollution Reduction in Community - October 2, 2020:** Informed residents of the Board's selection of South Los Angeles for AB 617 community projects.
- **Volvo Trucks Awarded \$21.7M from U.S. EPA and South Coast AQMD to Deploy 70 Class 8 VNR Electric Zero-Emission Trucks – October 19, 2020:** Announced funding to Volvo Trucks for the deployment of electric zero-emission trucks.
- **South Coast AQMD Issues Windblown Dust Advisory for Portions of Orange, Riverside and San Bernardino Counties (English and Spanish) - October 25, 2020:** Informed residents about dust and ash conditions.
- **ROUSH CleanTech Deploys Class 6 Battery Electric Vehicle - October 26, 2020:** Shared the ROUSH CleanTech press release regarding the deployment of new battery electric vehicles.

- **South Coast AQMD Continues Windblown Dust and Ash Advisory (English and Spanish) - October 26, 2020:** Informed residents about dust and ash conditions.
- **South Coast AQMD Issues Smoke Advisory Due to Silverado Fire (English and Spanish) - October 26, 2020:** Informed residents about smoke conditions due to wildfires.
- **South Coast AQMD Issues Smoke Advisory Due to Blue Ridge Fire (English and Spanish) - October 26, 2020:** Informed residents about smoke conditions due to wildfires.
- **South Coast AQMD Continues Smoke Advisory Due to Silverado and Blue Ridge Fires (English and Spanish) - October 27-29, 2020:** Informed residents about smoke conditions due to wildfires.
- **Check Before You Burn to Improve Air Quality in the Cooler Months Ahead (English and Spanish) - October 30, 2020:** Informed residents about the beginning of Check Before You Burn season.

News Carousel:

- **Keep up with the latest news from South Coast AQMD – October 7, 2020:** A link to the October/November/December digital edition of the Advisor.
- **Funding Available for Lower Emission School Bus Program – October 14, 2020:** Program highlighted, and links provided for information.
- **Register for the Environmental Justice Conference – October 22, 2020:** A one-click link to the registration page for the virtual Environmental Justice Conference.

Social Media Notable posts:

- **AQ Forecast (10/1):** 12,920 Twitter Impressions
- **AQ Forecast (10/11):** 23,045 Twitter Impressions
- **AQ Forecast (10/12):** 21,617 Twitter Impressions
- **Chelsea Peretti interaction (10/14):** 17,055 Media Interactions (video views), 8,016 Twitter Impressions
- **AQ Forecast (10/18):** 21,411 Twitter Impressions
- **Windblown Dust Advisory (10/25):** 38,428 Twitter Impressions
- **AQ Advisory Update (10/27):** 49,375 Twitter Impressions
- **AQ Forecast (10/28):** 57,444 Twitter Impressions

OUTREACH TO COMMUNITY GROUPS AND FEDERAL, STATE, AND LOCAL GOVERNMENTS

In light of COVID-19, outreach was conducted virtually in October, utilizing web based and other technologies to communicate with elected officials or staff from the following cities:

Anaheim	Hawthorne	Pasadena
Arcadia	Hermosa Beach	Paramount
Azusa	Huntington Beach	Placentia
Baldwin Park	Indian Wells	Pomona
Banning	Indio	Rancho Mirage
Beaumont	Industry	Rancho Palos Verdes
Beverly Hills	Inglewood	Redondo Beach
Big Bear Lake	Irvine	Riverside
Bradbury	Irwindale	Rolling Hills
Brea	Jurupa Valley	Rolling Hills Estates
Buena Park	La Cañada Flintridge	Rosemead
Burbank	La Habra	San Bernardino
Carson	La Puente	San Dimas
Cathedral City	La Quinta	San Fernando
Claremont	La Verne	San Gabriel
Coachella	Laguna Niguel	San Jacinto
Colton	Lawndale	San Marino
Corona	Lomita	Santa Clarita
Covina	Long Beach	Santa Monica
Culver City	Los Alamitos	Sierra Madre
Desert Hot Springs	Los Angeles	South El Monte
Diamond Bar	Malibu	South Pasadena
Duarte	Manhattan Beach	Temple City
El Monte	Mission Viejo	Torrance
El Segundo	Monrovia	Tustin
Fountain Valley	Monterey Park	West Covina
Fullerton	Murrieta	West Hollywood
Garden Grove	Norco	Wildomar
Gardena	Palm Desert	Yorba Linda
Glendale	Palm Springs	
Glendora	Palos Verdes Estates	

Communication conducted in October with elected officials and/or staff from the following state and federal offices:

- U.S. Senator Dianne Feinstein
- U.S. Senator Kamala Harris
- U.S. Representative Nanette Barragán
- U.S. Representative Alan Lowenthal
- U.S. Representative Grace Napolitano
- Senator Bob Archuleta
- Senator Steven Bradford
- Senator Steve Glazer
- Senator Susan Rubio
- Assembly Majority Leader Ian Calderon
- Assembly Member Sabrina Cervantes
- Assembly Member Laura Friedman

Staff represented South Coast AQMD in October and/or provided updates or a presentation to the following governmental agencies and business organizations:

Alhambra Chamber of Commerce
American Lung Association
Association of California Cities, Orange County
Bay Area AQMD
Building Industry Association of Southern California, Orange County
California Contract Cities Association
California Department of Transportation
California Geologic Energy Management Division
Calimesa Chamber of Commerce
CARB
Carson Chamber of Commerce
Clean Cities Coachella Valley
Coachella Valley Chamber of Commerce
Coachella Valley Council of Governments
Drive Electric
DTSC
Foothill Transit
Fountain Valley Chamber of Commerce
Gateway Cities Council of Governments
Inland Valley Development Agency
LA Metro
League of California Cities, Los Angeles
Long Beach Chamber of Commerce
Long Beach Harbor Commission
Los Angeles City Attorney, Office of Environmental Justice

Los Angeles City Fire Department
Los Angeles County Board of Supervisors
Los Angeles County Department of Health
Los Angeles County Fire Department, Health Hazardous Materials Division
Los Angeles Department of Water and Power
Metrolink
Mountain Transit
Move LA
Newport Beach Chamber of Commerce
North Orange County Chamber of Commerce
Omnitrans
Ontario International Airport
Orange County Board of Supervisors
Orange County Business Council
Orange County Council of Governments
Orange County Human Relations Commission
Orange County Transportation Authority
Palos Verdes Peninsula Chamber of Commerce
Pasadena Chamber of Commerce
Riverside County Board of Supervisors
Riverside Transit Agency
San Bernardino County Board of Supervisors
San Bernardino County Transportation Authority
San Fernando Valley Council of Governments
San Gabriel Valley City Managers' Association
San Gabriel Valley Council of Governments
San Gabriel Valley Public Affairs Network
South Bay Cities Council of Governments
South Pasadena Chamber of Commerce
Southern California Association of Governments
Southern California Edison
Sunline Transit
Sustain Southern California
Valley Economic Alliance
West Los Angeles Veterans Hospital
Western Riverside Council of Governments
Westside Cities Council of Governments

Staff represented South Coast AQMD in October and/or provided updates or a presentation to the following community and educational groups and organizations:

Alhambra Unified School District
American Green Zone Alliance
Arcadia Unified School District
Azusa Unified School District
Baldwin Hills Community Advisory Panel
Baldwin Park Unified School District
Bassett Unified School District
Bonita Unified School District
Breathe Southern California
California School Board Association
California State University, San Bernardino
Castaic Union School District
CHA CHA, Altadenians for Clean Healthy Air
Claremont Unified School District
Clean Air Coalition of North Whittier and Avocado Heights
Coalition for Clean Air
Covina Unified School District
Desert Health Care
Duarte Unified School District
Earthjustice
El Monte Unified School District
Esperanza Community Housing
Glendale Unified School District
Glendora Unified School District
Hacienda La Puente Unified School District
Huntington Beach Unified School District
Inland Empire Electric Car Club
La Canada Unified School District
La Verne Unified School District
Los Angeles Unified School District
Monrovia Unified School District
Pasadena City College
Pasadena Unified School District
People Not Pozos
Pomona Unified School District
Rosemead School District
Rowland Unified School District
San Gabriel Unified School District
San Marino Unified School District
Santa Ana Unified School District

South Pasadena Unified School District
Sustain Southern California
Taking Responsibility and Control (TRAC) Neighborhood Watch
Temple City Unified School District
University of California, Irvine
Walnut Valley Unified School District
West Covina Unified School District
Women Involved in South Pasadena Political Activism

[↑ Back to Agenda](#)

BOARD MEETING DATE: December 4, 2020

AGENDA NO. 13

REPORT: Hearing Board Report

SYNOPSIS: This reports the actions taken by the Hearing Board during the period of October 1 through October 31, 2020.

COMMITTEE: No Committee Review

RECOMMENDED ACTION:
Receive and file.

Julie Prussack
Chairman of Hearing Board

ft

Two summaries are attached: **October 2020 Hearing Board Cases** and **Rules From Which Variances and Orders for Abatement Were Requested in 2020**. An index of South Coast AQMD Rules is also attached.

There was one (1) appeal filed during the period of October 1 to October 31, 2020.

Report of October 2020 Hearing Board Cases

Case Name and Case No. (South Coast AQMD Attorney)	Rules	Reason for Petition/Hearing	South Coast AQMD Position/Hearing Board Action	Type and Length of Variance or Order	Excess Emissions
1. Altair Paramount, LLC Case No. 2914-127 (M. Reichert)	203(b) 2004(f)(1) 3002(c)(1)	SCR unexpectedly failed.	Not Opposed/Granted	EV granted commencing 10/6/20 and continuing through 10/24/20.	NOx: 7.16 lbs/day NH ₃ : TBD by 10/30/20
2. OC Waste & Recycling, Frank R. Bowerman Landfill Case No. 5710-4 (B. Tomasovic & E. Chavez)	203(b) 404(a) 409 3002(c)(1)	Flares I-3 and I-4 unexpectedly failed source test for PM.	Not Opposed/Granted	IV granted commencing 10/7/20 and continuing for 90 days or until the SV hearing scheduled for 11/18/20, whichever comes first.	PM: 44.47 lbs/day
3. Orange County Waste & Recycling Frank R. Bowerman Landfill Case No. 5710-5 (S. Hanizavareh)	203(b) 1150.1(d)(14) 1150.1(d)(16) 1150.1(e)(1) 1150.1(e)(2) 1150.1(e)(3) 1150.1(e)(4) 1150.1(e)(7) 1150.1(f)(1)(A) 1150.1(f)(1)(B) 1150.1(f)(1)(C) 1150.1(f)(1)(E) 1150.1(f)(1)(G) 1150.1(f)(1)(L) 3002(c)(1)	Unexpected wildfire caused extensive damage to portions of the landfill, including loss of electrical power and the gas collection and control system, rendering it inoperable and in need of major repairs.	Not Opposed/Denied	Ex Parte EV denied.	N/A
4. Phillips 66 Company Case No. 4900-111 (No Appearance; Consent Calendar)	203(b) 2004(f)(1) 3002(c)(1)	During major maintenance turnaround, petitioner plans to route the gases from the Alkylolation Unit to portable vapor combustion unit in lieu of flare gas recovery system.	Not Opposed/Granted	SV granted commencing on or about 3/2/21 following the notice of start-up of the VCU given to the Hearing Board pursuant to Condition No. 1 and shall continue for 18 days after start-up of the VCU, with an estimated end date of 3/20/21.	None

Case Name and Case No. (South Coast AQMD Attorney)	Rules	Reason for Petition/Hearing	South Coast AQMD Position/Hearing Board Action	Type and Length of Variance or Order	Excess Emissions
5. South Coast AQMD vs. Riverside County Department of Water Resources, Lamb Canyon Landfill Case No. 6176-1 (No Appearance; Consent Calendar)	3002(c)(1)	Respondent is operating Flare in violation of its permitted emission limits.	Stipulated/Issued	O/A issued commencing 10/8/20; the Hearing Board shall retain jurisdiction over this matter until 5/31/21.	N/A

Acronyms

EV: Emergency Variance
 IV: Interim Variance
 N/A: Not Applicable
 NH₃: Ammonia
 NO_x: Oxides of Nitrogen
 O/A: Order for Abatement
 PM: Particulate Matter
 SCR: Selective Catalytic Reduction
 SV: Short Variance
 TBD: To Be Determined
 VCU: Vapor Combustion Unit

Rules from which Variances and Orders for Abatement were Requested in 2020

Rules	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Total Actions
202		1											1
203(a)				1	1								2
203(b)	6	7	3	4	2		2		5	4			33
218(f)(3)			1										1
218.1(b)(4)(C)		2			1		1						4
40(b)(1)		1							1				2
402								1					1
404(a)										1			1
407(a)		1						1	1				3
409										1			1
441				1									1
461				1									1
461(e)(2)(A)(i)							1						1
463(c)	1	1											2
463(c)(2)			1										1
463(e)(4)			1										1
464(b)(1)(A)									1				1
464(b)(2)									1				1
464(b)(3)									1				1
1121(c)(3)(A)				1									1
1147 (c)(2)					1								1
1148.1(d)(8)	1												1
1150(b)(2)									1				1
1150.1(d)(14)										1			1
1150.1(d)(16)										1			1
1150.1(e)(1)										1			1
1150.1(e)(2)										1			1
1150.1(e)(3)										1			1
1150.1(e)(4)										1			1
1150.1(e)(7)										1			1
1150.1(f)(1)(A)										1			1

Rules from which Variances and Orders for Abatement were Requested in 2020

Rules	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Total Actions
1150.1(f)(1)(B)										1			1
1150.1(f)(1)(C)										1			1
1150.1(f)(1)(E)										1			1
1150.1(f)(1)(G)										1			1
1150.1(f)(1)(L)										1			1
1173(d)(1)(B)	1												1
1176(e)(1)									1				1
1176(e)(2)									1				1
1176(e)(2)(A)		1											1
1178(d)(3)			1										1
1178(g)			1										1
1180(e)			2	1		1			1				5
1196							1						1
1196(d)(1)							1						1
1196(f)(8)(a)							1						1
1196(f)(10)							1						1
1430						1							1
2004(f)(1)	5	6	2	2	1		1		4	2			23
2011(c)(2)(A)		1					1		1				3
2011(c)(2)(B)		1					1						2
2011(c)(3)(A)							1		1				2
2011(e)(1)		1					1		1				3
2011(k) Table 2011-1									1				1
2011, Appendix A, Chapter 2, Table 2-A									1				1
2011, Attachment C									1				1
2012(c)(2)(A)		1	1		1		1		1				5
2012(c)(2)(B)		1	1		1		1						4
2012(c)(3)(A)									1				1
2012(d)(2)	1				1								2
2012(g)(1)		1	1				1		1				4

Rules from which Variances and Orders for Abatement were Requested in 2020

Rules	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Total Actions
2012(m), Table 2012-1									1				1
2012, Apendix A	1												1
2012, Appendix A, Chapter C h.		2											2
2012, Appendix A, Chapter 2, Table 2-A									1				1
2012, Attachment C									1				1
3002(c)	1	1							1				3
3002(c)(1)	4	5	3	2	1		1		2	5			23
H&S 41700								1					1
H&S 41701		1							1				1

**SOUTH COAST AQMD RULES AND REGULATIONS INDEX
FOR 2020 HEARING BOARD CASES AS OF OCTOBER 31, 2020**

REGULATION II – PERMITS

Rule 202	Temporary Permit to Operate
Rule 203	Permit to Operate
Rule 218	Continuous Emissions Monitoring
Rule 218.1	Continuous Emission Monitoring Performance Specifications

REGULATION IV – PROHIBITIONS

Rule 401	Visible Emissions
Rule 402	Nuisance
Rule 404	Particulate Matter - Concentration
Rule 409	Combustion Contaminants
Rule 441	Research Operations
Rule 461	Gasoline Transfer and Dispensing
Rule 463	Organic Liquid Storage
Rule 464	Waste Water Separators

REGULATION XI - SOURCE SPECIFIC STANDARDS

Rule 1121	Control of Nitrogen Oxides (NOx) from Residential Type, Natural-Gas-Fired Water Heaters
Rule 1147	NOx Reductions from Miscellaneous Sources
Rule 1148.1	Oil and Gas Production Wells
Rule 1150	Excavation of Landfill Sites
Rule 1173	Control of Volatile Organic Compound Leaks and Releases from Components at Petroleum Facilities and Chemical Plants
Rule 1176	VOC Emissions from Wastewater Systems
Rule 1178	Reductions VOC Emissions from Storage Tanks at Petroleum Facilities
Rule 1180	Refinery Fenceline and Community Air Monitoring
Rule 1196	Clean On-Road Heavy-Duty Public Fleet Vehicles

REGULATION XIV - TOXICS AND OTHER NON-CRITERIA POLLUTANTS

Rule 1430	Control of Emissions from Metal Grinding Operations at Metal Forging Facilities
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**SOUTH COAST AQMD RULES AND REGULATIONS INDEX
FOR 2020 HEARING BOARD CASES AS OF OCTOBER 31, 2020**

REGULATION XX - REGIONAL CLEAN AIR INCENTIVES MARKET (RECLAIM)

- Rule 2004 Requirements
- Rule 2011 Requirements for Monitoring, Reporting, and Recordkeeping for Oxides of Sulfur (SO_x) Emissions
- Rule 2012 Requirements for Monitoring, Reporting, and Recordkeeping for Oxides of Nitrogen (NO_x) Emissions

REGULATION XXX - TITLE V PERMITS

- Rule 3002 Requirements

CALIFORNIA HEALTH AND SAFETY CODE

- §41700 Prohibited Discharges
- §41701 Restricted Discharges

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BOARD MEETING DATE: December 4, 2020

AGENDA NO. 14

REPORT: Civil Filings and Civil Penalties Report

SYNOPSIS: This reports the monthly penalties from October 1, 2020 through October 31, 2020, and legal actions filed by the General Counsel's Office from October 1 through October 31, 2020. An Index of South Coast AQMD Rules is attached with the penalty report.

COMMITTEE: Stationary Source, November 20, 2020, Reviewed

RECOMMENDED ACTION:
Receive and file this report.

Bayron T. Gilchrist
General Counsel

BTG:ew

There are no Civil Filings for October 2020

Attachments

October 2020 Penalty Report

Index of South Coast AQMD Rules and Regulations

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
General Counsel's Office**

Settlement Penalty Report (10/01/2020 - 10/31/2020)

Total Penalties

Civil Settlement : \$62,646.96
Criminal Referral Settlement : \$43,148.63
Hearing Board Settlement : \$25,000.00
MSPAP Settlement : \$7,800.00

Total Cash Settlements: \$138,595.59

Fiscal Year through 10/31/2020 Cash Total : \$3,460,907.59

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbrs	Total Settlement
Civil						
149179	A V PLATING, ANGEL SEDANO DBA	203	10/09/2020	WW	P66432	\$3,000.00
177941	APRO LLC DBA UNITED OIL #143	203	10/02/2020	BT	P64925	\$31,500.00
185861	BESTWAY FOODS	1415.1	10/09/2020	VT	P64838	\$340.00
17818	COACHELLA VALLEY WATER DIST(WPR 7)	201	10/02/2020	WW	P70102	\$13,406.96
9053	ENWAVE LOS ANGELES INC.	2012	10/02/2020	DH	P68654	\$9,500.00
800057	KINDER MORGAN LIQUIDS TERMINALS, LLC	3002(c)(1)	10/09/2020	VT	P60285	\$1,500.00
185894	QUANTUM FREIGHT	403	10/28/2020	SH	P63965	\$2,400.00
126919	QUIKRETE OF SOUTHERN CALIFORNIA	203(b)	10/09/2020	WW	P66798	\$1,000.00
Total Civil Settlements: \$62,646.96						

Criminal Referral						
188149	CHICAM LLC	40 CFR 61.145, 1403	10/21/2020	GC	P65401, P65402	\$20,659.00
187655	THE ROBERTS COMPANIES	40 CFR 61.145, 1403	10/15/2020	GC	P66295	\$21,304.05

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbrs	Total Settlement
97908	TRI SPAN INC	1403	10/21/2020	GV	P69418	\$1,185.58

Total Criminal Referral Settlements: \$43,148.63

Hearing Board

104234	SCAQMD v. Mission Foods	202, 203(b), 1153.1, 1303	10/28/2020	KCM	5400-4	\$25,000.00
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Total Hearing Board Settlements: \$25,000.00

MSPAP

148888	H B SHELL	461, H&S 41960.2	10/09/2020	TCF	P69860	\$1,500.00
36491	MILLIE & SEVERSON INC	403	10/09/2020	TCF	P59287	\$3,200.00
121252	REGENT AEROSPACE CORP	1171	10/09/2020	TCF	P65600	\$800.00
189259	STAYBRIDGE SUITES	222	10/09/2020	TCF	P63891	\$500.00
1625	UNION PACIFIC RAILROAD	203(b)	10/09/2020	TCF	P69371	\$800.00
139464	YUSEN TERMINALS LLC	461	10/09/2020	TCF	P50747	\$1,000.00

Total MSPAP Settlements: \$7,800.00

**SOUTH COAST AQMD'S RULES AND REGULATIONS INDEX
FOR OCTOBER 2020 PENALTY REPORT**

REGULATION II - PERMITS

- Rule 201 Permit to Construct
- Rule 202 Temporary Permit to Operate
- Rule 203 Permit to Operate
- Rule 222 Filing Requirements for Specific Emission Sources Not Requiring a Written Permit Pursuant to Regulation II

REGULATION IV - PROHIBITIONS

- Rule 403 Fugitive Dust
- Rule 461 Gasoline Transfer and Dispensing

REGULATION XI - SOURCE SPECIFIC STANDARDS

- Rule 1153.1 Emissions of Oxides of Nitrogen from Commercial Food Ovens
- Rule 1171 Solvent Cleaning Operations

REGULATION XIII - NEW SOURCE REVIEW

- Rule 1303 Requirements

REGULATION XIV - TOXICS

- Rule 1403 Asbestos Emissions from Demolition/Renovation Activities
- Rule 1415.1 Reduction of Refrigerant Emissions from Stationary Refrigeration Systems

REGULATION XX - REGIONAL CLEAN AIR INCENTIVES MARKET (RECLAIM)

- Rule 2012 Requirements for Monitoring, Reporting, and Recordkeeping for Oxides of Nitrogen (NOx) Emissions

REGULATION XXX - TITLE V PERMITS

- Rule 3002 Requirements for Title V Permits

CALIFORNIA HEALTH AND SAFETY CODE

- 41960.2 Gasoline Vapor Recovery

CODE OF FEDERAL REGULATIONS

- 40 CFR 61.145 Standard for demolition and renovation

 [Back to Agenda](#)

BOARD MEETING DATE: December 4, 2020

AGENDA NO. 15

REPORT: Lead Agency Projects and Environmental Documents Received

SYNOPSIS: This report provides a listing of CEQA documents received by the South Coast AQMD between October 1, 2020 and October 31, 2020, and those projects for which the South Coast AQMD is acting as lead agency pursuant to CEQA.

COMMITTEE: No Committee Review

RECOMMENDED ACTION:
Receive and file.

Wayne Natri
Executive Officer

PF:SN:JW:LS:MC

CEQA Document Receipt and Review Logs (Attachments A and B) – Each month, the South Coast AQMD receives numerous CEQA documents from other public agencies on projects that could adversely affect air quality. A listing of all documents received during the reporting period of October 1, 2020 to October 31, 2020 is included in Attachment A. A list of active projects for which South Coast AQMD staff is continuing to evaluate or prepare comments for the September reporting period is included as Attachment B. A total of 70 CEQA documents were received during this reporting period and 26 comment letters were sent.

The Intergovernmental Review function, which consists of reviewing and commenting on the adequacy of the air quality analysis in CEQA documents prepared by other lead agencies, is consistent with the Board's 1997 Environmental Justice Guiding Principles and Environmental Justice Initiative #4. As required by the Environmental Justice Program Enhancements for FY 2002-03, approved by the Board in October 2002, each attachment notes proposed projects where the South Coast AQMD has been contacted regarding potential air quality-related environmental justice concerns. The South Coast AQMD has established an internal central contact to receive information on projects

with potential air quality-related environmental justice concerns. The public may contact the South Coast AQMD about projects of concern by the following means: in writing via fax, email, or standard letters; through telephone communication; and as part of oral comments at South Coast AQMD meetings or other meetings where South Coast AQMD staff is present. The attachments also identify, for each project, the dates of the public comment period and the public hearing date, if applicable. Interested parties should rely on the lead agencies themselves for definitive information regarding public comment periods and hearings as these dates are occasionally modified by the lead agency.

At the January 6, 2006 Board meeting, the Board approved the Workplan for the Chairman's Clean Port Initiatives. One action item of the Chairman's Initiatives was to prepare a monthly report describing CEQA documents for projects related to goods movement and to make full use of the process to ensure the air quality impacts of such projects are thoroughly mitigated. In response to describing goods movement, CEQA documents (Attachments A and B) are organized to group projects of interest into the following categories: goods movement projects; schools; landfills and wastewater projects; airports; general land use projects, etc. In response to the mitigation component, guidance information on mitigation measures was compiled into a series of tables relative to off-road engines; on-road engines; harbor craft; ocean-going vessels; locomotives; fugitive dust; and greenhouse gases. These mitigation measure tables are on the CEQA webpages portion of the South Coast AQMD's website at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>. Staff will continue compiling tables of mitigation measures for other emission sources.

Staff focuses on reviewing and preparing comments for projects: where the South Coast AQMD is a responsible agency; that may have significant adverse regional air quality impacts (e.g. special event centers, landfills, goods movement); that may have localized or toxic air quality impacts (e.g. warehouse and distribution centers); where environmental justice concerns have been raised; and which a lead or responsible agency has specifically requested South Coast AQMD review. If staff provided written comments to the lead agency as noted in the column "Comment Status," there is a link to the "South Coast AQMD Letter" under the Project Description. In addition, if staff testified at a hearing for the proposed project, a notation is provided under the "Comment Status." If there is no notation, then staff did not provide testimony at a hearing for the proposed project.

During the period of October 1, 2020 to October 31, 2020, the South Coast AQMD received 70 CEQA documents. Of the 86 documents listed in Attachments A and B:

- 26 comment letters were sent;
- 31 documents were reviewed, but no comments were made;
- 22 documents are currently under review;
- 0 documents did not require comments (e.g., public notices);
- 0 documents were not reviewed; and
- 7 documents were screened without additional review.

(The above statistics are from October 1, 2020 to October 31, 2020 and may not include the most recent “Comment Status” updates in Attachments A and B.)

Copies of all comment letters sent to lead agencies can be found on the South Coast AQMD’s CEQA webpage at the following internet address:

<http://www.aqmd.gov/home/regulations/ceqa/commenting-agency>.

South Coast AQMD Lead Agency Projects (Attachment C) – Pursuant to CEQA, the South Coast AQMD periodically acts as lead agency for stationary source permit projects. Under CEQA, the lead agency is responsible for determining the type of CEQA document to be prepared if the proposal for action is considered to be a “project” as defined by CEQA. For example, an Environmental Impact Report (EIR) is prepared when the South Coast AQMD, as lead agency, finds substantial evidence that the project may have significant adverse effects on the environment. Similarly, a Negative Declaration (ND) or Mitigated Negative Declaration (MND) may be prepared if the South Coast AQMD determines that the project will not generate significant adverse environmental impacts, or the impacts can be mitigated to less than significance. The ND and MND are written statements describing the reasons why projects will not have a significant adverse effect on the environment and, therefore, do not require the preparation of an EIR.

Attachment C to this report summarizes the active projects for which the South Coast AQMD is lead agency and is currently preparing or has prepared environmental documentation. As noted in Attachment C, the South Coast AQMD continued working on the CEQA documents for two active projects during October.

Attachments

- A. Incoming CEQA Documents Log
- B. Ongoing Active Projects for Which South Coast AQMD Has or Will Conduct a CEQA Review
- C. Active South Coast AQMD Lead Agency Projects

**ATTACHMENT A
INCOMING CEQA DOCUMENTS LOG
October 1, 2020 to October 31, 2020**

SOUTH COAST AQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Waste and Water-related</i> LAC201028-02 Los Angeles County Waterworks District No. 29, Malibu, Priority Capital Deficiencies Improvements	The project consists of demolition of three existing water tanks and 34,300 feet of water pipelines, and construction of one 225,000-gallon water tank reservoir and 25,300 feet of water pipelines ranging from eight inches to 18 inches in diameter. The project encompasses 30,000 acres of service area and is located in the City of Malibu and the community of Topanga within Los Angeles County. Reference LAC171114-05 Comment Period: 10/28/2020 - 12/14/2020 Public Hearing: N/A	Notice of Availability of a Draft Environmental Impact Report	Los Angeles County Department of Public Works	Under review, may submit written comments
<i>Waste and Water-related</i> ORC201006-06 West Lincoln Assemblage	The project consists of development of cleanup actions to remove soil contaminated with chlorinated solvents, installation of a vapor intrusion mitigation system, and a land use covenant to require monitoring and soil management for future development on 7.17 acres. The project is located at 1699 West Lincoln Avenue on the northeast corner of West Lincoln Avenue and Euclid Street in the City of Anaheim. Reference ORC200707-01 and ORC200623-02 Comment Period: 9/30/2020 - 10/14/2020 Public Hearing: N/A	Draft Removal Action Workplan	Department of Toxic Substances Control	Document reviewed - No comments sent for this document received
<i>Waste and Water-related</i> ORC201027-04 Septic to Gravity Sewer Conversion Project	The project consists of construction of 2,300 linear feet of sewer pipelines eight inches in diameter. The project is located along 17th Street, Medford Road, Pasadena Street, and Deodar Street near the northeast corner of 17th Street and Ponderosa Street. Comment Period: 10/23/2020 - 11/21/2020 Public Hearing: 12/30/2020	Notice of Intent to Adopt a Mitigated Negative Declaration	City of Santa Ana	Document reviewed - No comments sent for this document received
<i>Waste and Water-related</i> RVC201001-20 Indian Canyon Drive Sewer Main Project	The project consists of construction of 11,800 linear feet of sewer pipelines ranging from 10 inches to 18 inches in diameter. The project is located along Indian Canyon Drive between West Tramview Road to Garnet Avenue. Comment Period: 9/17/2020 - 10/29/2020 Public Hearing: N/A	Notice of Intent to Adopt a Mitigated Negative Declaration	City of Palm Springs	Document reviewed - No comments sent for this document received

- Project has potential environmental justice concerns due to the nature and/or location of the project. Documents received by the CEQA Intergovernmental Review program but not requiring review are not included in this report.

**ATTACHMENT A
INCOMING CEQA DOCUMENTS LOG
October 1, 2020 to October 31, 2020**

SOUTH COAST AQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Medical Facility</i> ORC201015-03 Hoag Hospital Irvine Expansion	The project consists of construction of 752,290 square feet of hospital facilities to accommodate an increase in hospital beds from 166 to 391 on 24.5 acres. The project is located at 16200 San Canyon Avenue on the southeast corner of Alton Parkway and Sand Canyon Avenue. Comment Period: 10/14/2020 - 11/2/2020 Public Hearing: N/A	Mitigated Negative Declaration	City of Irvine	Document reviewed - No comments sent for this document received
<i>Medical Facility</i> RVC201001-07 Rancho Mirage Medical Center	The project consists of construction of three medical offices totaling 34,902 square feet on 4.47 acres. The project is located on the northeast corner of Bob Hope Drive and Ginger Rodgers Road. Comment Period: 9/28/2020 - 10/28/2020 Public Hearing: N/A	Notice of Intent to Adopt a Mitigated Negative Declaration	City of Rancho Mirage	Document reviewed - No comments sent for this document received
<i>Retail</i> LAC201006-02 Hilton Universal City Project	The project consists of construction of a 300,000-square-foot hotel with 395 rooms and subterranean parking on 7.26 acres. The project is located on the southwest corner of Universal Hollywood Drive and Hotel Drive in the community of Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2020/November/LAC201006-02.pdf Comment Period: 10/16/2020 - 11/4/2020 Public Hearing: 10/20/2020	Notice of Preparation	City of Los Angeles	South Coast AQMD staff commented on 11/3/2020
<i>Retail</i> LAC201015-04 ENV-2018-3545: 2250, 2260, 2268 and 2270 Pico Blvd. and 1315 S. Arapahoe St.	The project consists of demolition of a 9,627-square-foot existing structure and construction of a 77,282-square-foot hotel with 125 rooms and subterranean parking on 28,345 square feet. The project is located on the southwest corner of West Pico Boulevard and Arapahoe Street in the community of Central City. Comment Period: 10/15/2020 - 11/4/2020 Public Hearing: N/A	Mitigated Negative Declaration	City of Los Angeles	Document reviewed - No comments sent for this document received

- Project has potential environmental justice concerns due to the nature and/or location of the project. Documents received by the CEQA Intergovernmental Review program but not requiring review are not included in this report.

ATTACHMENT C
ACTIVE SOUTH COAST AQMD LEAD AGENCY PROJECTS
THROUGH OCTOBER 31, 2020

PROJECT DESCRIPTION	PROPONENT	TYPE OF DOCUMENT	STATUS	CONSULTANT
<p>Quemetco is proposing to modify existing South Coast AQMD permits to allow the facility to recycle more batteries and to eliminate the existing daily idle time of the furnaces. The proposed project will increase the rotary feed drying furnace feed rate limit from 600 to 750 tons per day and increase the amount of total coke material allowed to be processed. In addition, the project will allow the use of petroleum coke in lieu of or in addition to calcined coke, and remove one existing emergency diesel-fueled internal combustion engine (ICE) and install two new emergency natural gas-fueled ICEs.</p>	<p>Quemetco</p>	<p>Environmental Impact Report (EIR)</p>	<p>A Notice of Preparation/Initial Study (NOP/IS) was released for a 56-day public review and comment period from August 31, 2018 to October 25, 2018, and 154 comment letters were received. Two CEQA scoping meetings were held on September 13, 2018 and October 11, 2018 in the community. South Coast AQMD staff is reviewing the preliminary Draft EIR and has provided comments to the consultant.</p>	<p>Trinity Consultants</p>
<p>Sunshine Canyon Landfill is proposing to modify its South Coast AQMD permits for its active landfill gas collection and control system to accommodate the increased collection of landfill gas. The proposed project will: 1) install two new low emissions flares with two additional 300-hp electric blowers; and 2) increase the landfill gas flow limit of the existing flares.</p>	<p>Sunshine Canyon Landfill</p>	<p>Subsequent Environmental Impact Report (SEIR)</p>	<p>The consultant provided a preliminary air quality analysis and health risk assessment (HRA) which is undergoing review by South Coast AQMD staff.</p>	<p>SCS Engineers</p>

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BOARD MEETING DATE: December 4, 2020

AGENDA NO. 16

REPORT: Rule and Control Measure Forecast

SYNOPSIS: This report highlights South Coast AQMD rulemaking activities and public hearings scheduled for 2021.

COMMITTEE: No Committee Review

RECOMMENDED ACTION:
Receive and file.

Wayne Natri
Executive Officer

PMF:SN:SR:AK:ZS

2021 MASTER CALENDAR

The 2021 Master Calendar provides a list of proposed or proposed amended rules for each month, with a brief description, and a notation in the third column indicating if the rulemaking is for the 2016 AQMP, Toxics, AB 617 BARCT, or Other. Rulemaking efforts that are noted for implementation of the 2016 AQMP, Toxics, and AB617 BARCT are either statutorily required and/or are needed to address a public health concern. Projected emission reductions will be determined during rulemaking.

Staff continues to move forward with rulemaking, recognizing stakeholders' resource limitations due to COVID-19. To maintain social distancing while integrating public participation in the rulemaking process, staff is connecting with stakeholders using tele- and videoconferencing. Also, staff has increased the review time for working group materials to allow stakeholders additional time to prepare for meetings. Lastly, working group meetings have been restructured to be shorter in duration to better accommodate the tele- and video-conferencing format.

The following symbols next to the rule number indicate if the rulemaking will be a potentially significant hearing, will reduce criteria pollutants, or is part of the RECLAIM transition. Symbols have been added to indicate the following:

- * *This rulemaking is a potentially significant hearing.*
- + *This rulemaking will reduce criteria air contaminants and assist toward attainment of ambient air quality standards.*
- # *This rulemaking is part of the transition of RECLAIM to a command-and-control regulatory structure.*

2021 MASTER CALENDAR

Month	Title and Description	Type of Rulemaking
January		
1407.1*	<p>Control of Toxic Air Contaminant Emissions from Chromium Alloy Melting Operations Proposed Rule 1407.1 will establish requirements to reduce point source and fugitive toxic air contaminant emissions from chromium alloy metal melting operations.</p> <p style="text-align: center;"><i>Michael Morris 909.396.3282; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Toxics/ AB 617 CERP
February		
1150.3*+	<p>NO_x Emission Reductions from Combustion Equipment at Landfills Proposed Rule 1150.3 will establish NO_x emission limits for combustion equipment burning biofuels to reflect Best Available Retrofit Control Technology and include monitoring, reporting, and recordkeeping requirements at landfills.</p> <p style="text-align: center;"><i>Michael Morris 909.396.3282; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	AQMP/ AB 617 BARCT
March		
218*# 218.1 218.2 218.3	<p>Continuous Emission Monitoring Continuous Emission Monitoring Performance Specifications Enhanced Requirements for Continuous Emission Monitoring System Enhanced Requirements for Continuous Emission Monitoring System Performance Specifications</p> <p>Proposed Amended Rules 218 and 218.1 will include existing provisions for continuous emissions monitoring systems for non-RECLAIM facilities with minor revisions. The revised provisions for Continuous Emissions Monitoring Systems (CEMS) will be included in Proposed Rules 218.2 and 218.3 for non-RECLAIM and former RECLAIM facilities.</p> <p style="text-align: center;"><i>Michael Krause 909.396.2706; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	AQMP

* Potentially significant hearing

+ Reduce criteria air contaminants and assist toward attainment of ambient air quality standards

Part of the transition of RECLAIM to a command-and-control regulatory structure

2021 MASTER CALENDAR (Continued)

Month	Title and Description	Type of Rulemaking
March (Continued)		
1109*+ 1109.1*+ [#]	<p>Emissions of Oxides of Nitrogen from Boilers and Process Heaters in Petroleum Refineries</p> <p>Reduction of Emissions of Oxides of Nitrogen from Refinery Equipment</p> <p>Proposed Rule 1109.1 will establish NOx emission limits to reflect Best Available Retrofit Control Technology for NOx emitting equipment at petroleum refineries and related operations, and include monitoring, reporting, and recordkeeping requirements. Rule 1109 is proposed to be rescinded.</p> <p><i>Michael Krause 909.396.2706; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	AQMP/ AB 617 BARCT/ AB 617 CERP
2305*+	<p>Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program</p> <p>Proposed Rule 2305 will both reduce emissions and facilitate local and regional emission reductions associated with warehouses and the mobile sources attracted to warehouses.</p> <p><i>Ian MacMillan 909.396.3244; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	AQMP/ AB 617 CERP
April		
1426*	<p>Reduction of Toxic Air Contaminants from Metal Finishing Operations</p> <p>Proposed amendments to Rule 1426 will establish requirements to reduce nickel, cadmium, hexavalent chromium, and other metal air toxics from plating and related operations. Proposed Amended Rule 1426 will focus on measures to minimize fugitive metal toxic air contaminant emissions.</p> <p><i>Jillian Wong 909.396.3176; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Toxics/ AB 617 CERP
May		
1466	<p>Control of Particulate Emissions from Soils with Toxic Air Contaminants</p> <p>Proposed amendments to Rule 1466 will clarify existing provisions and update requirements for pre-approved monitors.</p> <p><i>Michael Morris 909.396.3282; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Toxics

* Potentially significant hearing

+ Reduce criteria air contaminants and assist toward attainment of ambient air quality standards

Part of the transition of RECLAIM to a command-and-control regulatory structure

2021 MASTER CALENDAR (Continued)

Month	Title and Description	Type of Rulemaking
May (Continued)		
1469.1*	Spraying Operations Using Coatings Containing Chromium Proposed Amended Rule 1469.1 will establish additional requirements to address hexavalent chromium emissions from spraying operations using chromate primers and coatings. <i>Jillian Wong 909.396.3176; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i>	Toxics/ AB 617 CERP
Reg. III	Fees This is a placeholder as staff may propose minor amendments to Regulation III as part of the annual budget process. <i>Ian MacMillan 909.396.3244; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i>	Other
June		
445*	Wood Burning Devices Proposed Amended Rule 445 will address additional U.S. EPA requirements for Best Available Control Measures and potentially address ozone contingency measure requirements for the Coachella Valley. <i>Tracy Goss 909.396.3106; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i>	AQMP
1147*+##	NOx Reductions from Miscellaneous Sources Proposed Amended Rule 1147 will revise NOx emission limits to reflect Best Available Retrofit Control Technology for miscellaneous combustion sources and that will apply to RECLAIM and non-RECLAIM facilities.	AQMP/ AB 617 BARCT
1100#	Implementation Schedule for NOx Facilities Proposed Amended Rule 1100 will establish the implementation schedule for Rule 1147 equipment at NOx RECLAIM and former NOx RECLAIM facilities. <i>Michael Krause 909.396.2706; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i>	
2306	Emission Reductions from Indirect Sources at Railyards Proposed Rule 2306 will reduce emissions from indirect sources associated with railyards. <i>Ian MacMillan 909.396.3244; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i>	AQMP/ AB 617 CERP

* Potentially significant hearing

+ Reduce criteria air contaminants and assist toward attainment of ambient air quality standards

Part of the transition of RECLAIM to a command-and-control regulatory structure

2021 MASTER CALENDAR (Continued)

Month	Title and Description	Type of Rulemaking
August		
1110.2*+##	<p>Emissions from Gaseous- and Liquid-Fueled Engines Proposed amendments will address use of emergency standby engines at essential public services for Public Safety Power Shutoff programs. Proposed amendments may also be needed to incorporate possible comments by U.S. EPA for approval into the SIP and address monitoring provisions for new engines. <i>Jillian Wong 909.396.3176; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	AQMP/ AB 617 BARCT
1135	<p>Emissions of Oxides of Nitrogen from Electricity Generating Facilities Proposed Amended Rule 1135 will revise startup, shutdown, and malfunction requirements and monitoring, reporting, and recordkeeping provisions to reflect amendments to rules regulating Continuous Emissions Monitoring Systems. Proposed amendments may also be needed to incorporate possible comments by U.S. EPA for approval into the SIP. <i>Michael Morris 909.396.3282; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	AQMP/ AB 617 BARCT
1147.2*+##	<p>NOx Reductions from Metal Melting and Heating Furnaces Proposed Rule 1147.2 will establish NOx emission limits to reflect Best Available Retrofit Control Technology for metal melting and heating furnaces and will apply to RECLAIM and non-RECLAIM facilities.</p>	AQMP/ AB 617 BARCT
1147*+##	<p>NOx Reductions from Miscellaneous Sources Proposed Amended Rule 1147 will remove equipment that will be regulated under Proposed Rule 1147.2. <i>Michael Morris 909.396.3282; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	
1470	<p>Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines Proposed Amended Rule 1470 will address provisions for essential public services for testing engines and additional provisions, if needed, to ensure proposed amendments meet state requirements. <i>Jillian Wong 909.396.3176; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Toxics

* Potentially significant hearing

+ Reduce criteria air contaminants and assist toward attainment of ambient air quality standards

Part of the transition of RECLAIM to a command-and-control regulatory structure

2021 MASTER CALENDAR (Continued)

Month	Title and Description	Type of Rulemaking
September		
219* 461 461.1	<p>Equipment Not Requiring a Written Permit Pursuant to Regulation II</p> <p>Gasoline Transfer and Dispensing</p> <p>Mobile Refueling Gasoline Transfer and Dispensing</p> <p>Proposed Amended Rule 219 will modify permitting requirements for mobile fueling operations. Proposed Amended 461 will remove requirements for mobile refueling operations and Proposed Rule 461.1 will establish requirements for mobile refueling operations.</p> <p><i>Jillian Wong 909.396.3176; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Other
1134	<p>Emissions of Oxides of Nitrogen from Stationary Gas Turbines</p> <p>Proposed Amended Rule 1134 will revise startup, shutdown, and malfunction requirements and monitoring, reporting, and recordkeeping provisions to reflect amendments to rules regulating Continuous Emissions Monitoring Systems. Proposed amendments may also be needed to incorporate possible comments by U.S. EPA for approval into the SIP.</p> <p><i>Michael Morris 909.396.3282; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	AQMP/ AB 617 BARCT
1157.1	<p>PM 10 Emission Reductions from Concrete and Asphalt Crushing and Grinding Operations</p> <p>Proposed Rule 1157.1 will establish requirements to minimize PM emissions from recycled concrete and asphalt crushing and grinding operations, including storage and transfer of materials.</p> <p><i>Tracy Goss 909.396.3106; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Other
October		
1115	<p>Motor Vehicle Assembly Line Coating Operations</p> <p>Proposed amendments will address U.S. EPA RACT requirements.</p> <p><i>TBD; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Other
1147.1*+ [#]	<p>NOx Reductions for Equipment at Aggregate Facilities</p> <p>Proposed Rule 1147.1 will establish NOx emission limits to reflect Best Available Retrofit Control Technology for NOx equipment at aggregate facilities and will apply to RECLAIM and non-RECLAIM facilities.</p>	AQMP/ AB 617 BARCT
1147*+ [#]	<p>NOx Reductions from Miscellaneous Sources</p> <p>Proposed Amended Rule 1147 will remove equipment that will be regulated under Proposed Rule 1147.1.</p> <p><i>Michael Krause 909.396.2706; CEQA: Jillian Wong 909.396.3176 and Socio: Ian MacMillan 909.396.3244</i></p>	

* Potentially significant hearing

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Part of the transition of RECLAIM to a command-and-control regulatory structure

2021 MASTER CALENDAR (Continued)

Month	Title and Description	Type of Rulemaking
October (Continued)		
1445*	Control of Toxic Emissions from Laser Arc Cutting Proposed Rule 1445 will establish requirements to reduce metal toxic air contaminant particulate emissions from laser arc cutting. <i>Michael Morris 909.396.3282; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i>	Toxics
Regulation XX*#	RECLAIM Proposed Amended Regulation XX will address the transition of RECLAIM facilities to a command and control regulatory structure. <i>Michael Morris 909.396.3282; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i>	AQMP
November		
1118*	Control of Emissions from Refinery Flares Proposed Amended Rule 1118 will incorporate revisions to further reduce flaring at refineries, provisions for clean service flares, and facility thresholds. The AB 617 Community Emission Reduction Plan has an emission reduction target to reduce flaring by 50 percent, if feasible. <i>Michael Krause 909.396.2706; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i>	AQMP/ AB 617 CERP
1159.1	Control of NOx Emissions from Nitric Acid Units Proposed Rule 1159.1 will establish requirements to reduce NOx emissions from nitric acid units that will apply to RECLAIM and non-RECLAIM facilities. <i>Michael Morris 909.396.3282; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i>	AQMP/ AB 617 BARCT
1173	Control of Volatile Organic Compound Leaks and Releases from Components at Petroleum Facilities and Chemical Plants Proposed Amended Rule 1173 will further reduce emissions from petroleum and chemical plants by requiring early leak detection approaches consistent with AB 617 Community Emission Reduction Plan. <i>Michael Krause 909.396.2706; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i>	Other/ AB 617 CERP
Regulation XIII*#	New Source Review Proposed Amended Regulation XIII will revise New Source Review provisions to address facilities that are transitioning from RECLAIM to a command-and-control regulatory structure. Staff may be proposing a new rule within Regulation XIII to address offsets for facilities that transition out of RECLAIM. <i>Michael Morris 909.396.3282; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i>	AQMP

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Part of the transition of RECLAIM to a command-and-control regulatory structure

2021 MASTER CALENDAR (Continued)

Month	Title and Description	Type of Rulemaking
December		
1146.2 [#]	<p>Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters Proposed Amended Rule 1146.2 will update the NO_x emission limit to reflect Best Available Retrofit Control Technology. <i>Michael Krause 909.396.2706; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	AQMP/ AB 617 BARCT
1178	<p>Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities Proposed Amended Rule 1178 will incorporate the use of more advanced early leak detection methods and improve leak detection and repair programs for storage tanks to further reduce VOC emissions. Proposed amendments will implement one of the actions in the AB 617 Community Emission Reduction Plan. <i>Michael Morris 909.396.3282; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	AB 617 CERP
1426.1	<p>Control of Hexavalent Chromium Emissions from Metal Finishing Operations Proposed Rule 1426.1 will reduce hexavalent chromium emissions from chromium tanks used in metal finishing operations that do not have a chromium electroplating or chromic acid anodizing tank. <i>Jillian Wong 909.396.3176; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Toxics
1435 [*]	<p>Control of Emissions from Metal Heat Treating Processes Proposed Rule 1435 will establish requirements to reduce point source and fugitive toxic air contaminants including hexavalent chromium emissions from heat treating processes. Proposed Rule 1435 will also include monitoring, reporting, and recordkeeping requirements. <i>Jillian Wong 909.396.3176; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Toxics/ AB 617 CERP

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2021 To-Be-Determined

2021	Title and Description	Type of Rulemaking
102	<p>Definition of Terms Proposed amendments may be needed to update and add definitions. <i>TBD; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Other
103	<p>Definition of Geographical Areas Proposed amendments are needed to update geographic areas to be consistent with state and federal references to those geographic areas. <i>TBD; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Other
209	<p>Transfer and Voiding of Permits Proposed amendments may be needed to clarify requirements for change of ownership and permits and the assessment of associated fees. <i>Michael Krause 909.396.2706; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Other
219	<p>Equipment Not Requiring a Written Permit Pursuant to Regulation II Proposed Amendments may be needed to address issues raised by U.S. EPA for approval in the State Implementation Plan. Proposed Amendments may also be needed to identify sources that are currently exempt from permitting. <i>TBD; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Other
222	<p>Filing Requirements for Specific Emission Sources Not Requiring a Written Permit Pursuant to Regulation II Proposed Amendments may be needed to require certain equipment that is currently not permitted to register the equipment to gather information and emissions data. <i>TBD; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Other
223	<p>Emission Reduction Permits for Large Confined Animal Facilities Proposed Amended Rule 223 will seek additional ammonia emission reductions from large confined animal facilities by lowering the applicability threshold. Proposed amendments will implement BCM-04 in the 2016 AQMP. <i>TBD; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	AQMP
317	<p>Clean Air Act Non-Attainment Fees Proposed amendments may be needed to modify CAA Section 185 fees for non-attainment. <i>TBD; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Other
407 [#]	<p>Liquid and Gaseous Air Contaminants Proposed Amended Rule 407 will update SOx emission limits to reflect Best Available Retrofit Control Technology, if needed, remove exemptions for RECLAIM facilities, and update monitoring, reporting, and recordkeeping requirements. <i>TBD; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	AB 617 BARCT

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[#] Part of the transition of RECLAIM to a command-and-control regulatory structure

2021 To-Be-Determined (Continued)

2021	Title and Description	Type of Rulemaking
410	<p>Odors from Transfer Stations and Material Recovery Facilities Proposed Amended Rule 410 will clarify existing provisions. Additional provisions may be needed to address activities associated with diversion of food waste to transfer stations or material recovery facilities. <i>TBD; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Other
425	<p>Odors from Cannabis Processing Proposed Rule 425 will establish requirements for control of odors from cannabis processing. <i>Tracy Goss 909.396.3106; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Other
429	<p>Start-Up and Shutdown Exemption Provisions for Oxides of Nitrogen Proposed amendments to Rule 429 may be needed to incorporate recent policy decisions by U.S. EPA regarding start-up and shutdown provisions. <i>TBD; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Other
431.1 [#]	<p>Sulfur Content of Gaseous Fuels Proposed Amended Rule 431.1 will assess exemptions, including RECLAIM, and update other provisions, if needed. <i>Michael Krause 909.396.2706; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	AB 617 BARCT/ AB 617 CERP
431.2 [#]	<p>Sulfur Content of Liquid Fuels Proposed Amended Rule 431.2 will assess exemptions, including RECLAIM, and update other provisions, if needed. <i>Michael Krause 909.396.2706; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	AB 617 BARCT/ AB 617 CERP
431.3 [#]	<p>Sulfur Content of Fossil Fuels Proposed Amended Rule 431.3 will assess exemptions, including RECLAIM, and update other provisions, if needed. <i>Michael Krause 909.396.2706; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	AB 617 BARCT/ AB 617 CERP

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Part of the transition of RECLAIM to a command-and-control regulatory structure

2021 To-Be-Determined (Continued)

2021	Title and Description	Type of Rulemaking
442.1 1107 1124 1136 1145 1171	<p>Usage of Solvent Coating of Metal Parts and Products Aerospace Assembly and Component Manufacturing Operations Wood Products Coatings Plastic, Rubber, Leather, and Glass Coatings Solvent Cleaning Operations</p> <p>Proposed amendments will prohibit the sale, distribution, and application of materials that do not meet the VOC limits specified in Regulation XI rules and possible provisions to prohibit circumvention of VOC limits. <i>Tracy Goss 909.396.3106; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Other
462	<p>Organic Liquid Loading</p> <p>Proposed Amended Rule 462 will incorporate the use of advanced techniques to detect fugitive emissions and Facility Vapor Leak. Other amendments may be needed to streamline implementation and add clarity. <i>TBD; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Other
463	<p>Organic Liquid Storage</p> <p>Proposed Amended Rule 463 will address the current test method and improve the effectiveness, enforceability, and clarity of the rule. Proposed amendments may also be needed to ensure consistency with Rule 1178. <i>TBD; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Other
468 [#]	<p>Sulfur Recovery Units</p> <p>Proposed Amended Rule 468 will update SO_x emission limits to reflect Best Available Retrofit Control Technology, if needed, remove exemptions for RECLAIM facilities, and update monitoring, reporting, and recordkeeping requirements. <i>TBD; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	AB 617 BARCT
469 [#]	<p>Sulfuric Acid Units</p> <p>Proposed Amended Rule 469 will update SO_x emission limits to reflect Best Available Retrofit Control Technology, if needed, remove exemptions for RECLAIM facilities, and update monitoring, reporting, and recordkeeping requirements. <i>TBD; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	AB 617 BARCT

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Part of the transition of RECLAIM to a command-and-control regulatory structure

2021 To-Be-Determined (Continued)

2021	Title and Description	Type of Rulemaking
1101 [#]	<p>Secondary Lead Smelters/Sulfur Oxides Proposed Amended Rule 1101 will update SOx emission limits to reflect Best Available Retrofit Control Technology, if needed, remove exemptions for RECLAIM facilities, and update monitoring, reporting, and recordkeeping requirements. <i>TBD; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	AB 617 BARCT
1105 [#]	<p>Fluid Catalytic Cracking Units SOx Proposed Amended Rule 1105 will update SOx emission limits to reflect Best Available Retrofit Control Technology, if needed, remove exemptions for RECLAIM facilities, and update monitoring, reporting, and recordkeeping requirements. <i>TBD; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	AB 617 BARCT/ AB 617 CERP
1111	<p>Reduction of NOx Emissions from Natural-Gas-Fired, Fan-Type Central Furnaces Proposed amendments may be needed to address implementation issues. <i>Michael Krause 909.396.2706; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	AQMP
1111.1	<p>Zero-Emission Residential Furnaces Proposed Rule 1111.1 may include provisions to encourage zero emission residential furnaces that goes beyond Rule 1111 for gas-fired furnaces. <i>TBD; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	AQMP
1113	<p>Architectural Coatings Proposed amendments may be needed to clarify applicability of the rule with respect to distribution. <i>Dave DeBoer 909.396.2329; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Other
1119 [#]	<p>Petroleum Coke Calcining Operations – Oxides of Sulfur Proposed Amended Rule 1119 will update SOx emission limits to reflect Best Available Retrofit Control Technology, if needed, remove exemptions for RECLAIM facilities, and update monitoring, reporting, and recordkeeping requirements. <i>TBD; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	AB 617 BARCT/ AB 617 CERP
1121*	<p>Control of Nitrogen Oxides from Residential Type, Natural-Gas-Fired Water Heaters Proposed amendments may be needed further reduce NOx emissions from water heaters. <i>Michael Krause 909.396.2706; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	AQMP

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Part of the transition of RECLAIM to a command-and-control regulatory structure

2021 To-Be-Determined (Continued)

2021	Title and Description	Type of Rulemaking
1121.1	<p>Zero Emission Residential Water Heaters Proposed Rule 1121.1 may include provisions to encourage zero emission water heaters that goes beyond Rule 1121 for gas-fired water heaters. <i>TBD; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	AQMP
1133.3	<p>Emission Reductions from Greenwaste Composting Operations Proposed Amended Rule 1133.3 will seek additional VOCs and ammonia emission reductions from greenwaste and foodwaste composting. Proposed amendments will implement BCM-10 in the 2016 AQMP. <i>TBD; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	AQMP
1138	<p>Control of Emissions from Restaurant Operations Proposed Amended Rule 1138 will further reduce emissions from char boilers. <i>Tracy Goss 909.396.3106; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	AQMP
1142	<p>Marine Tank Vessel Operations Proposed Amended Rule 1142 will address VOC and hydrogen sulfide emissions from marine tank vessel operations, applicability, noticing requirements, and provide clarifications. <i>TBD; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Other
1146	<p>Emissions of Oxides of Nitrogen from Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters Proposed amendments to Rule 1146 may be needed to incorporate comments from U.S. EPA. <i>TBD; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Other
1146.1 [#]	<p>Emissions of Oxides of Nitrogen from Small Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters Proposed amendments to Rule 1146.1 may be needed to clarify provisions for industry-specific categories and to incorporate comments from U.S. EPA. <i>Michael Krause 909.396.2706; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Other

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[#] Part of the transition of RECLAIM to a command-and-control regulatory structure

2021 To-Be-Determined (Continued)

2021	Title and Description	Type of Rulemaking
1148.1*	<p>Oil and Gas Production Wells Proposed Amendments to Rule 1148.1 may be needed to further reduce emissions from operations, implement early leak detection, odor minimization plans, and enhanced emissions and chemical reporting from oil and drilling sites consistent with the AB 617 Community Emission Reduction Plan. <i>TBD; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Other/ AB 617 CERP
1148.2	<p>Notification and Reporting Requirements for Oil and Gas Wells and Chemical Suppliers Proposed amendments to Rule 1148.2 may be needed to improve notifications of well working activities to the community and to address other issues. <i>TBD; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Other/ AB 617 CERP
1153.1	<p>Emissions of Oxides of Nitrogen from Commercial Food Ovens Proposed amendments to Rule 1153.1 may be needed to establish NOx BARCT limits for the RECLAIM transition. <i>TBD; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	AQMP/ AB 617 BARCT
1166	<p>Volatile Organic Compound Emissions from Decontamination of Soil Proposed Amended Rule 1166 will update requirements, specifically concerning notifications and usage of mitigation plans (site specific versus various locations). <i>Michael Morris 909.396.3282; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Other
1168	<p>Adhesive and Sealant Applications Staff is considering possible amendments for foam insulation applications. Other amendments may also be needed. <i>Michael Morris 909.396.3282; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Other
1176	<p>VOC Emissions from Wastewater Systems Proposed Amended Rule 1176 will clarify the applicability of the rule to include bulk terminals under definition of "Industrial Facilities," and streamline and clarify provisions. <i>TBD; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Other/ AB 617 CERP
1180	<p>Refinery Fenceline and Community Air Monitoring Amendments to Rule 1180 may be needed to provide additional clarity and if Proposed Rule 1180.1 is adopted, provisions may be needed to provide additional clarity. <i>Michael Krause 909.396.2706; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Other

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Part of the transition of RECLAIM to a command-and-control regulatory structure

2021 To-Be-Determined (Continued)

2021	Title and Description	Type of Rulemaking
1180.1	<p>Fenceline and Community Monitoring Proposed Rule 1180.1 may establish fenceline and community monitoring requirements for non-petroleum refineries and facilities that are not currently included in Rule 1180 – Refinery Fenceline and Community Air Monitoring. <i>Michael Krause 909.396.2706; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Other
1403*	<p>Asbestos Emissions from Demolition/Renovation Activities Proposed Amended Rule 1403 will enhance implementation, improve rule enforceability, update provisions, notifications, exemptions, and align provisions with the applicable U.S. EPA National Emission Standard for Hazardous Air Pollutants (NESHAP) and other state and local requirements as necessary. <i>TBD; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Toxics
1404	<p>Hexavalent Chromium Emissions from Cooling Towers Amendments may be needed to provide additional clarifications to use of process water that is associated with sources that have the potential to contain chromium in cooling towers. <i>TBD; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Toxics
1405	<p>Control of Ethylene Oxide and Chlorofluorocarbon Emissions from Sterilization or Fumigation Processes Amendments may be needed to address ethylene oxide emissions from sterilization of medical equipment. <i>TBD; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Toxics
1415 1415.1	<p>Reduction of Refrigerant Emissions from Stationary Air Conditioning Systems, and Reduction of Refrigerant Emissions from Stationary Refrigeration Systems Proposed Amended Rules 1415 and 1415.1 will align requirements with the proposed CARB Refrigerant Management Program and U.S. EPA’s Significant New Alternatives Policy Rule provisions relative to prohibitions on specific hydrofluorocarbons. <i>David De Boer 909.396.2329; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Other
1420	<p>Emissions Standard for Lead Proposed Amended Rule 1420 will update requirements to address arsenic emissions to close a regulatory gap between Rule 1420 and Rule 1407 - Control of Emissions of Arsenic, Cadmium, and Nickel from Non-Ferrous Metal Melting Operations. Other provisions may be needed to address storage and handling requirements, and revise closure requirements. <i>Michael Morris 909.396.3282; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Toxics

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2021 To-Be-Determined (Continued)

2021	Title and Description	Type of Rulemaking
1420.1	<p>Emission Standards for Lead and Other Toxic Air Contaminants from Large Lead-Acid Battery Recycling Facilities Proposed Amendments are needed to update applicable test methods and provide clarifications regarding submittal of a source-test protocol. Additional amendments may be needed to address monitoring and post closure requirements. <i>Michael Morris 909.396.3282; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Toxics
1420.2	<p>Emission Standards for Lead from Metal Melting Facilities Proposed Amended Rule 1420.2 will update requirements to address arsenic emissions to close a regulatory gap between Rule 1420 and Rule 1407 - Control of Emissions of Arsenic, Cadmium, and Nickel from Non-Ferrous Metal Melting Operations. Additional amendments may be needed to address monitoring and post closure requirements. <i>Michael Morris 909.396.3282; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Toxics
1421	<p>Control of Perchloroethylene Emissions from Dry Cleaning Systems Proposed amendments may be needed to address implementation issues. <i>TBD; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Toxics
1450*	<p>Control of Methylene Chloride Emissions Proposed Rule 1450 will reduce methylene chloride emissions from furniture stripping and establish monitoring, reporting, and recordkeeping requirements. <i>Michael Morris 909.396.3282; CEQA: Jillian Wong 909.396.3176; and Socio: Ian MacMillan 909.396.3244</i></p>	Toxics
1455	<p>Control of Hexavalent Chromium Emissions from Torch Cutting and Welding Proposed Rule 1455 will establish requirements to reduce hexavalent chromium emissions from torch cutting and welding of chromium alloys. <i>Michael Morris 909.396.3282; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Toxics
1460	<p>Control of Particulate Emissions from Metal Cutting and Shredding Operations Proposed Rule 1460 will establish housekeeping and best management practices to minimize fugitive particulate emissions from metal cutting and shredding operations. <i>TBD; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Other

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2021 To-Be-Determined (Continued)

2021	Title and Description	Type of Rulemaking
1466.1	<p>Control of Particulate Emissions from Demolition of Buildings and Structures with Equipment and Processes with Metal Toxic Air Contaminants</p> <p>Proposed Rule 1466.1 would establish requirements to minimize PM emissions during the demolition of buildings that housed equipment and processes with metal toxic air contaminants and pollution control equipment.</p> <p align="center"><i>TBD; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Toxics
1469*	<p>Hexavalent Chromium Emissions from Chromium Electroplating and Chromic Acid Anodizing Operations</p> <p>Proposed amendments to Rule 1469 may be needed to address use of chemical fume suppressants or other implementation issues.</p> <p align="center"><i>Jillian Wong 909.396.3176; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Toxics
1472	<p>Requirements for Facilities with Multiple Stationary Emergency Standby Diesel-Fueled Internal Combustion Engines</p> <p>Proposed Amended Rule 1472 will remove provisions that are no longer applicable, update and streamline provisions to reflect the 2015 Health Risk Assessment Guidelines, and assess the need for a Compliance Plans.</p> <p align="center"><i>Michael Morris 909.396.3282; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Toxics
1480	<p>Toxics Monitoring</p> <p>Proposed amendments to Rule 1480 may be needed to remove fee provisions if they are incorporated in Regulation III.</p> <p align="center"><i>Jillian Wong 909.396.3176; CEQA: Jillian Wong 909.396.3176 and Socio: Ian MacMillan 909.396.3244</i></p>	Toxics/ AB 617 CERP
2202*	<p>On-Road Motor Vehicle Mitigation Options</p> <p>Proposed Amended Rule 2202 will streamline implementation for regulated entities, as well as reduce review and administration time for South Coast AQMD staff. Concepts may include program components to facilitate achieving average vehicle ridership (AVR) targets.</p> <p align="center"><i>Carol Gomez 909.396.3264; CEQA: Jillian Wong 909.396.3176; Socio: Ian MacMillan 909.396.3244</i></p>	Other
Regulation XXIII* ⁺	<p>Facility-Based Mobile Sources</p> <p>Proposed rules within Regulation XXIII would reduce emissions from indirect sources (e.g., mobile sources that visit facilities).</p> <p align="center"><i>Ian MacMillan 909.396.3244; CEQA: Jillian Wong 909.396.3176 Socio: Ian MacMillan 909.396.3244</i></p>	AQMP/ Toxics/ AB 617 CERP

* Potentially significant hearing

⁺ Reduce criteria air contaminants and assist toward attainment of ambient air quality standards

[#] Part of the transition of RECLAIM to a command-and-control regulatory structure

2021 To-Be-Determined (Continued)

2021	Title and Description	Type of Rulemaking
Regulation II, III, IV, XIV, XI, XIX, XXIII, XXIV, XXX and XXXV	Various rule amendments may be needed to meet the requirements of state and federal laws, implement OEHHA’s 2015 revised risk assessment guidance, changes from OEHHA to new or revised toxic air contaminants or their risk values, address variance issues, emission limits, technology-forcing emission limits, conflicts with other agency requirements, to abate a substantial endangerment to public health, additional reductions to meet SIP short-term measure commitments, to address issues raised by U.S. EPA or CARB for the SIP, compliance issues that are raised by the Hearing Board, or regulatory amendments needed as a result of the COVID-19 pandemic. The associated rule development or amendments include, but are not limited to, South Coast AQMD existing, or new rules to implement the 2012 or 2016 AQMP measures. This includes measures in the 2016 AQMP to reduce toxic air contaminants or reduce exposure to air toxics from stationary, mobile, and area sources. Rule adoption or amendments may include updates to provide consistency with CARB Statewide Air Toxic Control Measures, or U.S. EPA’s National Emission Standards for Hazardous Air Pollutants. Rule adoption or amendments may be needed to implement AB 617 including but not limited to BARCT rules, Community Emission Reduction Plans prepared pursuant to AB 617, or new or amended rules to abate a public health issue identified through emissions testing or ambient monitoring.	Other/ AQMP/ Toxics/ AB 617 BARCT/ AB 617 CERP

* *Potentially significant hearing*

+ *Reduce criteria air contaminants and assist toward attainment of ambient air quality standards*

Part of the transition of RECLAIM to a command-and-control regulatory structure

BOARD MEETING DATE: December 4, 2020

AGENDA NO. 17

REPORT: Annual Audited Financial Statements for FY Ended June 30, 2020

SYNOPSIS: This item transmits the annual audited financial statements of the South Coast AQMD. The South Coast AQMD has received an unmodified opinion (the highest obtainable) on its financial statements.

COMMITTEE: Administrative, November 13, 2020, Reviewed

RECOMMENDED ACTION:

Receive and file the South Coast AQMD's Comprehensive Annual Financial Report (CAFR) and Single Audit Reports for the FY ended June 30, 2020.

Wayne Natri
Executive Officer

SJ:tm

Background

The audit of the South Coast AQMD financial statements, along with the Single Audit Reports for the Fiscal Year ended June 30, 2020, have been completed by BCA Watson Rice, LLP. South Coast AQMD has received an unmodified opinion on its financial statements. An unmodified opinion is the highest obtainable, assuring interested parties that South Coast AQMD's financial statements fairly present the agency's financial position.

Attachments

- The Comprehensive Annual Financial Report (CAFR), which includes the Independent Auditor's Report, was previously provided to Board Members and will be available at South Coast AQMD's library or website at <http://www.aqmd.gov/home/about/finance>.
- Single Audit Reports that include Independent Auditor's Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of the Financial Statements Performed in Accordance with Government Auditing Standards, Independent Auditor's Report on Compliance with Each Major Federal Program; Report on Internal Control over Compliance; and Report on Schedule of Expenditures of Federal Awards Required by the Uniform Guidance. Copies were previously provided to Board Members and will be available at South Coast AQMD's library or website at <http://www.aqmd.gov/home/about/finance>.

South Coast Air Quality Management District
Diamond Bar, California

Comprehensive Annual Financial Report

Year Ended June 30, 2020





MISSION STATEMENT

South Coast AQMD's mission is to clean the air and protect the health of all residents in the South Coast Air District through practical and innovative strategies.

South Coast
Air Quality Management District

Diamond Bar, California

Comprehensive Annual Financial Report
Year Ended June 30, 2020

Prepared by:
Finance Office
Sujata Jain, Chief Financial Officer

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Comprehensive Annual Financial Report
Year Ended June 30, 2020

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SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

GOVERNING BOARD

June 30, 2020

WILLIAM A. BURKE, Ed.D
Chairman
Speaker of the Assembly Appointee

BEN BENOIT
Vice Chair
County of Riverside
Cities Representative

LISA A. BARTLETT
County of Orange Representative

LARRY McCALLON
County of San Bernardino
Cities Representative

GIUSEPPE ANTHONY BUSCAINO
City of Los Angeles Representative

JUDITH M. MITCHELL
County of Los Angeles
Cities Representative
Western Region

MICHAEL A. CACCIOTTI
County of Los Angeles
Cities Representative
Eastern Region

V. MANUEL PEREZ
County of Riverside Representative

VANESSA DELGADO
Senate Rules Committee Appointee

CARLOS RODRIGUEZ
County of Orange
Cities Representative

KATHRYN BARGER
County of Los Angeles Representative

JANICE RUTHERFORD
County of San Bernardino Representative

GIDEON KRAKOV
Governor's Appointee

WAYNE NASTRI
Executive Officer



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

October 16, 2020

Chairman, Governing Board and Residents
Of the South Coast Air Quality Management District

State law requires that local governments publish within nine months of the close of each fiscal year a complete set of audited financial statements presented in conformity with generally accepted accounting principles (GAAP) and audited in accordance with generally accepted auditing standards by a firm of licensed certified public accountants. This report is published to fulfill that requirement for the fiscal year ended June 30, 2020.

This report consists of management's representations concerning the finances of the South Coast Air Quality Management District (South Coast AQMD), Diamond Bar, California. Management assumes full responsibility for the completeness and reliability of all of the information presented in this report, based upon a comprehensive framework of internal control that it has established for this purpose. Because the cost of internal control should not exceed anticipated benefits, the objective is to provide reasonable, rather than absolute, assurance that the financial statements are free of any material misstatements. As management, we assert that, to the best of our knowledge and belief, this financial report is complete and reliable in all material respects.

South Coast AQMD's financial statements have been audited by BCA Watson Rice LLP, Certified Public Accountants. The goal of the independent audit is to provide reasonable assurance that the financial statements of South Coast AQMD for the fiscal year ended June 30, 2020 are free of material misstatements. The independent auditors concluded, based upon the audit, that there was a reasonable basis for rendering an unmodified (clean) opinion that South Coast AQMD's financial statements for the fiscal year ended June 30, 2020 are fairly presented in conformity with accounting principles generally accepted in the United States. The independent auditor's report is located at the front of the financial section of this report.

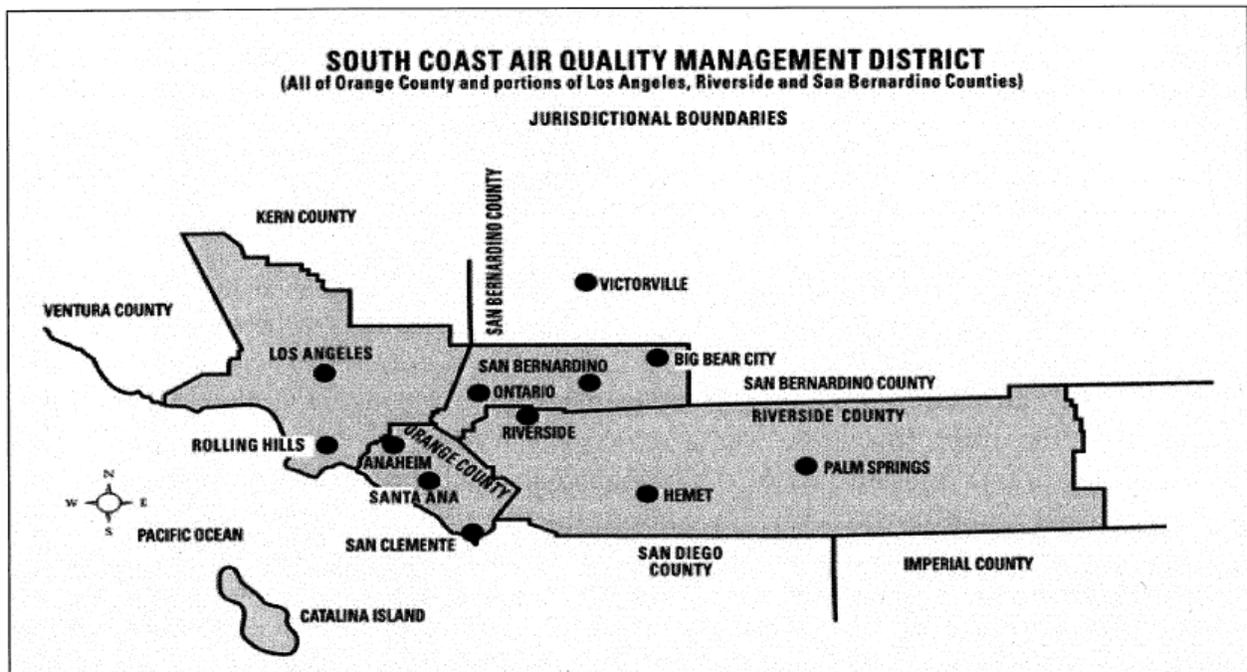
The independent audit of the financial statements of South Coast AQMD was part of a broader, federally mandated "Single Audit" designed to meet the special needs of Federal

grantor agencies. The standards governing Single Audit engagements require the independent auditor to report not only on the fair presentation of the financial statements, but also on the audited government's internal controls and compliance with special emphasis on internal controls and compliance with federal statues, regulations, and terms and conditions involving the administration of Federal awards. These reports are available in South Coast AQMD's separately issued Single Audit Report.

Management's Discussion and Analysis (MD&A) immediately follows the independent auditor's report and provides a narrative introduction, overview, and analysis of the basic financial statements. MD&A complements this letter of transmittal and should be read in conjunction with it.

Profile of the South Coast Air Quality Management District

The South Coast Air Quality Management District began operation on February 1, 1977 as a regional governmental agency established by the California Legislature pursuant to the Lewis Air Quality Management Act. South Coast AQMD encompasses all of Orange County and parts of Los Angeles, San Bernardino and Riverside Counties, representing over 17 million residents. It succeeded the Southern California Air Pollution Control District and its predecessor four county air pollution control districts, of which the Los Angeles County Air Pollution Control District was the oldest in the nation, having been formed in 1947.



South Coast AQMD's Governing Board is composed of 13 members, including four members appointed by the Boards of Supervisors of the four counties in South Coast AQMD's jurisdiction, six members appointed by cities in South Coast AQMD's jurisdiction and three members appointed by the Governor, the Speaker of the State Assembly and the Rules Committee of the State Senate, respectively. The members appointed by the various Boards of Supervisors and cities consist of one member of the Board of Supervisors of Los Angeles, Orange, Riverside, and San Bernardino Counties, respectively, and a mayor or member of the city council of a city within Orange, Riverside and San Bernardino Counties. Los Angeles County cities have three representatives, one each from the western and eastern portions of the county and one member representing the City of Los Angeles. Each Board member serves a four year term. The Board appoints the agency's Executive Officer and General Counsel. The Executive Officer in turn appoints the heads of the various agency departments.

Southern California has the most serious air quality problem in the country. A combination of poor atmospheric ventilation, a capping temperature inversion, bordering mountains and sunny days act to enhance smog formation and effectively trap pollutants in the Basin. South Coast AQMD is responsible for monitoring air pollution within the Basin and for developing and administering programs to reduce air pollution levels below the health-based standards established by the state and federal governments.

South Coast AQMD provides a full range of air pollution control activities, including permitting, site inspection, air quality attainment planning, rule making, air quality monitoring and technology advancement. Government Accounting Standards Board Statement No. 61 requires that certain separate but related component units be included with South Coast AQMD for reporting purposes. This report includes the South Coast Air Quality Management District Building Corporation (Corporation) as a blended component unit. South Coast AQMD may impose its will on the component unit, including the ability to appoint, hire, reassign or dismiss management. There are also financial benefit/burden relationships between South Coast AQMD and the Corporation. For additional information, see Note 1 to the financial statements.

The annual budget serves as the foundation for South Coast AQMD's financial planning and control. The Governing Board is required to adopt an annual budget by July 1 of each fiscal year. South Coast AQMD's annual appropriated budgets are adopted for the General Fund. Budgets are adopted on a budgetary basis that includes encumbrances as expenditures. All annual appropriations lapse at fiscal year end to the extent they have not been expended or encumbered. Amendments to increase the budget must be approved by the Governing Board. Budgets for Special Revenue Funds are not adopted due to the narrow focus (advance technology demonstration projects/emission reduction projects) and limited life of many of these special revenues. Expenditures from the Special Revenue Funds require Governing Board approval and are primarily related to contractual obligations with vendors and grantees. Administrative expenditures related to managing

and accounting for Special Revenue Fund projects are appropriated within the General Fund budget.

South Coast AQMD maintains budgetary controls through both signature authority and automated budget checking. The objective of these controls is to ensure compliance with specific special revenue fund appropriations and the annual appropriated budget approved by the Governing Board. South Coast AQMD maintains an encumbrance accounting system of purchase orders and contracts at the fund level as a means of accomplishing budgetary control. Open encumbrances are reported as committed fund balance at the end of the fiscal year. Purchase orders and contracts are reviewed to ensure that funds are available and that requests are properly authorized prior to being released or executed.

The accounting principles applied in reporting budgetary expenditures differ in some respects from the generally accepted accounting principles applied in the reporting of the financial statements. Reconciliation of these differences is presented in the Required Supplementary Information section of this report.

As reflected in the statements and schedules included in the financial section of this report, South Coast AQMD continues to meet its responsibility for sound financial management.

Factors Affecting Financial Condition

South Coast AQMD is a fee-supported agency and does not receive sales or property tax support. Approximately 68% of its General Fund revenue is derived from permit evaluation fees, annual permit renewal fees, emission fees, Hearing Board fees, Area Sources, Toxic Hot Spots, penalties and settlements, interest earnings, and other revenues. The remaining 32% of its General Fund revenue is derived from federal grants, state grants, California Air Resources Board (CARB) subvention funds, and motor vehicle fees.

To meet its program commitments, despite new federal and state mandates, increased workload complexity, and ongoing cost containment efforts, South Coast AQMD continues to streamline many of its operations. Compared to the fiscal year 1991-92 General Fund budget, the fiscal year 2019-20 General Fund budget reflects funded staffing levels that are approximately 19% below the 1991-92 level. The budgeted General Fund expenditures, when adjusted for inflation, are approximately 13% less than the 1991-92 period.

Government-wide revenues during this fiscal year increased by 4.7% as compared to the prior fiscal year, primarily due to increase in the grants such as the implementation portion of the Community Air Protection Program (CAPP) and subsequent increase in revenue. General Fund revenues increased by 12.6% as compared to the prior fiscal year, primarily

due to increase in state grants such as the implementation portion of CAPP, last year of a three-year Board approved fee increase of 10.6%, increase in CPI of 3.5% and increase in unexpected large one-time penalties and settlements paid by non-compliant entities. Future changes in government-wide revenue are highly dependent on the timing of receipts and continuation of state and federal grant funding, while General Fund revenues are expected to continue to remain generally stable or decline slightly through the following fiscal year due to the impact of COVID-19 on the economy.

Government-wide expenses increased when compared to the prior fiscal year by 18.2% primarily due to expenditures related to state grants such as Carl Moyer program, incentive portion of CAPP funds and increase in Advance Technology Goods Movement funds. General Fund expenditures increased by 8.4% as compared to the prior fiscal year, due to increased employee retirement plan contributions, slight salary increases and expenditures related to grants such as the implementation portion of CAPP. Future changes in government-wide expenses are highly dependent on the timing of receipts and continuation of state and federal grant funding, while General Fund expenditures are expected to increase through the following fiscal year due to the continued increases in employee retirement plan contributions.

Long-term Financial Planning

In addressing long-term program costs, South Coast AQMD has pursued actions over the past several years including legislative changes to the employee retirement plan, labor negotiations, and the use of one-time revenues to lower its long-term retirement costs. As part of the annual budget process, South Coast AQMD prepares a five year financial plan that demonstrates the commitment to meet future financial challenges and uncertainties while continuing to protect the health of the residents within the South Coast AQMD boundaries and remaining sensitive to business. During the current fiscal year and beyond, South Coast AQMD continues to look for cost savings and operational efficiencies as a means of balancing revenues and expenditures to ensure long term financial sustainability.

Relevant Financial Policies

In recent years, South Coast AQMD's Governing Board has made several policy decisions to meet future financial challenges and uncertainties while continuing to protect the health of the residents within the South Coast AQMD boundaries and remaining sensitive to business. These policy decisions include reducing debt, negotiating reductions in the cost of pensions, and reviewing and revising fee policies. In fiscal year 2012-13, debt associated with the Headquarters building was eliminated, while additional funds were set aside in fiscal year 2013-14 to pay for outstanding debt related to pension obligation bonds. Starting fiscal year 2017-18 employer pick-up of employee retirement plan contributions was completely phased out and the entire employee contribution

portion of the pension cost is picked up by employees. This was eliminated at the direction of the Governing Board and was part of a three-year labor agreement. Over the past decade and continuing, changes and reductions in pension benefits and costs have been successfully negotiated with the employees of South Coast AQMD as a means of curbing the cost of pensions and associated liabilities.

In fiscal year 2010-11, South Coast AQMD's Governing Board approved a rule which provides that certain fees be automatically adjusted effective July 1 of each year by the California Consumer Price Index for the preceding calendar year unless the Governing Board by rule decides not to implement such fee increase for a given year, either for all fees or for a specified fee or fees. Due to the economic downturn caused by COVID-19, the Governing Board decided to not implement any fee increases related to increase in CPI for Fiscal Year 2020-21.

Additionally, the Governing Board adopted a fund balance policy for the General Fund so that an amount equal to at least 20% of General Fund revenues is maintained in the combination of Assigned and Unassigned General Fund Balance. The policy serves to mitigate current and future risks related to potential revenue shortfalls and/or unanticipated expenditures.

In March 2020, the World Health Organization declared the outbreak of a novel coronavirus (COVID-19) as a global pandemic, which continues to spread throughout the United States and around the world. As a governmental agency, South Coast AQMD is deemed to be an essential business. The Executive Officer has activated the Continuity of Operations Plan (COOP) and a large portion of the workforce is teleworking from home. South Coast AQMD is aware of changes in its business as a result of COVID-19. The extent to which the COVID-19 may impact South Coast AQMD's operating results, cash flows, and financial position will depend on future developments. The duration of any business disruption and related financial impact cannot be reasonably estimated at this time.

Major Initiatives

The mission of South Coast AQMD is to protect public health from air pollution with sensitivity to the impacts of its actions on the community, public agencies and businesses. To carry out this mission, South Coast AQMD has developed the following goals:

- I. Achieve clean air standards.
- II. Enhance public education and equitable treatment for all communities.
- III. Operate efficiently and transparently.

During fiscal year 2019-20, South Coast AQMD advanced many projects which were particularly important to achieving our mission and goals, including: emissions

reductions as specified in the 2016 Air Quality Management Plan; conduct air monitoring and implementation of community emission reduction plans for year 1 communities and conduct outreach to develop recommendations for year 2 communities; complete all Title V facilities inspections and support development of Cleaner Advanced Technology, development of enhanced emissions/ambient monitoring capabilities, increased communication between South Coast AQMD and all stakeholders, and internal business process improvement such as reducing the number of pending permit applications in the backlog.

Awards and Acknowledgements

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the South Coast Air Quality Management District for its Comprehensive Annual Financial Report (CAFR) for the fiscal year ended June 30, 2019. The Certificate of Achievement is a prestigious national award recognizing conformance with the highest standards for preparation of state and local government financial reports. In order to be awarded a Certificate of Achievement, a government unit must publish an easily readable and efficiently organized Comprehensive Annual Financial Report, whose contents conform to program standards. The Comprehensive Annual Financial Report must satisfy both generally accepted accounting principles and applicable legal requirements. The Certificate of Achievement is valid for a period of one year only. We believe our current report continues to meet the Certificate of Achievement program requirements, and we are submitting it to GFOA to determine its eligibility for another certificate.

The preparation of our comprehensive annual financial report was made possible by the dedicated services of the accounting, financial services, and management staff of the Finance Office. These members have our sincere appreciation for the contribution made in the preparation of this report.

Recognition is also given to the Governing Board for their leadership and support and to all employees of South Coast AQMD who continue their work to accomplish South Coast AQMD's mission of protecting public health from air pollution with sensitivity to the impacts of its actions on the community and businesses.

Respectfully submitted,



Wayne Nastri
Executive Officer



Sujata Jain, CPA
Chief Financial Officer, Finance



Government Finance Officers Association

Certificate of
Achievement
for Excellence
in Financial
Reporting

Presented to

**South Coast Air Quality Management District
California**

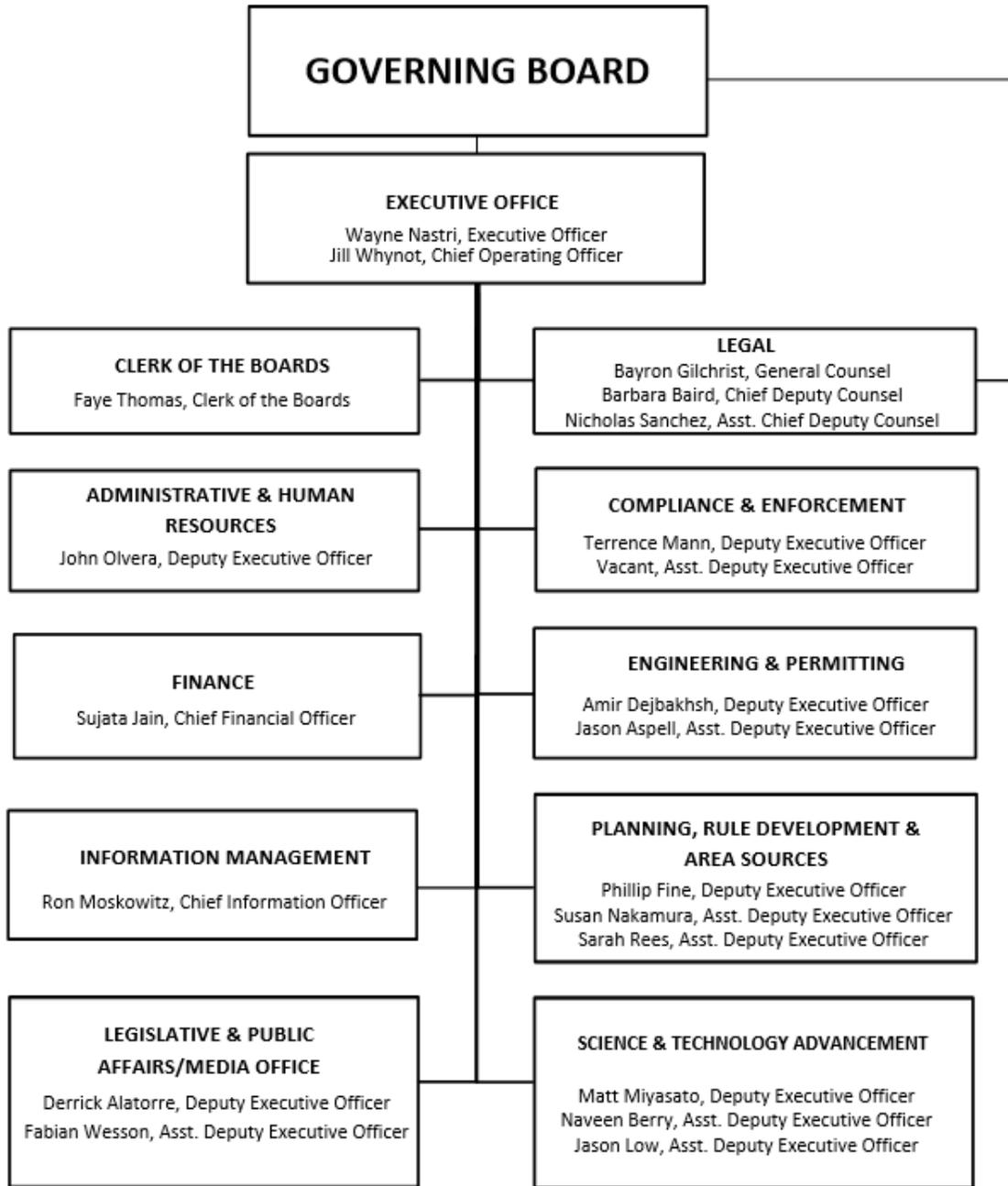
For its Comprehensive Annual
Financial Report
For the Fiscal Year Ended

June 30, 2019

Christopher P. Morill

Executive Director/CEO

**South Coast Air Quality Management District, California
Organizational Chart
June 30, 2020**



INDEPENDENT AUDITOR'S REPORT

The Governing Board of
South Coast Air Quality Management District

Report on the Basic Financial Statements

We have audited the accompanying basic financial statements of the governmental activities, the blended component unit, each major fund, and the aggregate remaining fund information of the South Coast Air Quality Management District (South Coast AQMD), as of and for the year ended June 30, 2020, and the related notes to the financial statements, which collectively comprise the South Coast AQMD's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

South Coast AQMD's management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the basic financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the basic financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the basic financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the basic financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinions

In our opinion the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the blended component unit, each major fund, and the aggregate remaining fund information of the South Coast AQMD, as of June 30, 2020, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that Management's Discussion and Analysis and the required supplementary information on pages 4-11 and 67-73, respectively, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the South Coast AQMD's basic financial statements. The introductory section, combining and individual nonmajor fund financial statements, and statistical section are presented for the purposes of additional analysis and are not a required part of the basic financial statements.

The combining and individual nonmajor fund financial statements are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with the auditing standards generally accepted in the United States of America. In our opinion, the combining and individual nonmajor fund financial statements are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

The introductory and statistical sections have not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we do not express an opinion or provide any assurance on them.

BCA Watson Rice, LLP

Torrance, California
October 16, 2020

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
June 30, 2020**

As management of the South Coast Air Quality Management District (South Coast AQMD), we offer readers of South Coast AQMD's financial statements this narrative overview and analysis of the financial activities of South Coast AQMD for fiscal year ended June 30, 2020. Please read it in conjunction with the accompanying transmittal letter, the basic financial statements, and the accompanying notes to those financial statements.

A. Financial Highlights

- Total assets and deferred outflows of resources of South Coast AQMD exceeded its total liabilities and deferred inflows of resources at the close of the most recent fiscal year by \$762.6 million (net position), an increase of \$70.2 million was the change in net position for the current year. The net position of \$762.6 million consisted of: \$38.5 million net investment in capital assets; \$850.5 million restricted for long-term emission-reduction projects; and a deficit of \$126.4 million unrestricted net position primarily due to a net pension liability of \$233.9 million.
- As of the close of the fiscal year, South Coast AQMD's governmental funds reported combined ending fund balances of \$935.1 million, an increase of \$77.9 million in comparison to the prior year. Of the \$935.1 million combined ending fund balances, \$84.5 million represents the fund balance of the General Fund.
- Out of the general fund balance of \$84.5 million at the end of the fiscal year, \$65,321 was nonspendable, \$12.4 million was committed, \$6.1 million was assigned and \$66.0 million was unassigned, which is 38.2% of the general fund expenditures.
- South Coast AQMD's capital assets increased by \$3.0 million from the prior year.
- South Coast AQMD's long-term debt decreased by \$2.5 million or 7.3% of the long-term debt outstanding.
- South Coast AQMD's net pension liability increased by \$15.7 million or 7.1% from the prior year.

B. Overview of the Financial Statements

This discussion and analysis is intended to serve as an introduction to South Coast AQMD's basic financial statements. South Coast AQMD's basic financial statements have three components: 1) Government-wide Financial Statements; 2) Fund Financial Statements; and 3) Notes to the Basic Financial Statements. This report also contains supplementary information in addition to the basic financial statements.

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In general, the purpose of financial reporting is to provide the external parties that read financial statements with information that will help them make decisions or draw conclusions about an entity. In order to address the needs of as many parties as reasonably possible, South Coast AQMD, in accordance with required reporting standards, presents government-wide financial statements and fund financial statements.

Government-wide Financial Statements

The focus of government-wide financial statements is on the overall financial position and activities of South Coast AQMD. These financial statements are constructed around the concept of a primary government and its component unit, excluding fiduciary funds. The financial statements of South Coast AQMD's fiduciary funds are not included in the government-wide financial statements because these funds cannot be used to finance South Coast AQMD's activities.

The government-wide financial statements are designed to provide readers with a broad overview of South Coast AQMD's finances in a manner similar to a private sector business. These financial statements include the Statement of Net Position and the Statement of Activities.

The Statement of Net Position reports all assets and deferred outflows of resources held and liabilities and deferred inflows of resources owed by South Coast AQMD using the accrual basis of accounting which is similar to the accounting method used by most private sector companies. The difference between assets and liabilities is reported as net position. Over time increases or decreases in net position serve as a useful indicator of whether South Coast AQMD's financial position is improving or deteriorating.

The Statement of Activities presents information showing how South Coast AQMD's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenses are reported in this statement for some items that will only result in cash flows in future fiscal periods such as earned but unused vacation leave.

Fund Financial Statements

A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. South Coast AQMD, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements. All of the funds of South Coast AQMD can be divided into two categories: governmental funds and fiduciary funds.

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Governmental Funds

Governmental funds are used to account for essentially the same functions reported as governmental activities in the government-wide financial statements. However, unlike the government-wide financial statements, governmental fund financial statements focus on current sources and uses of spendable resources, as well as on balances of spendable resources available at the end of the fiscal year. Non-financial assets such as land and building and long-term liabilities such as pension obligation bonds payable or long term liabilities that will not be paid with current assets are excluded. Such information on available spendable resources may be useful in evaluating South Coast AQMD's near-term financing requirements. The Basic Governmental Fund Statements can be found under the Fund Financial Statements section of this report.

Because the focus of governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for governmental funds with similar information presented for governmental activities in the Government-wide Financial Statements. By doing so, readers may better understand the long-term impact of South Coast AQMD's near-term financing decisions. Information from the Governmental Funds Balance Sheet and the Governmental Funds Statement of Revenues, Expenditures and Changes in Fund Balances is used to facilitate the comparison between governmental funds and governmental activities. The reconciliation between the Governmental Funds Balance Sheet and the Government-wide Statement of Net Position can be found under the Fund Financial Statements section. The reconciliation of the total change in fund balances for all governmental funds to the change in net position can also be found under that same section.

South Coast AQMD maintains 47 individual special revenue funds, one debt service fund, one capital projects fund, and a blended component unit in addition to the General Fund. Four of the special revenue funds are considered major funds. The information for the major special revenue funds is presented separately in the Governmental Fund Balance Sheet and in the Governmental Fund Statement of Revenues, Expenditures and Changes in Fund balances. Data for the other 43 non-major special revenue funds, debt service fund, capital projects fund and blended component unit are combined into a single, aggregated presentation. Individual fund data for each of the 43 non-major governmental funds, debt service fund, capital projects fund, and blended component unit, is reported in the Other Supplementary Information section of this report.

South Coast AQMD adopts an annual appropriated budget for its General Fund. A budgetary comparison statement has been provided for the General Fund to demonstrate compliance with this budget. This is presented in the Required Supplementary Information (RSI) section of this report. Also, presented in RSI are South Coast AQMD's schedule of proportionate share of net pension liability, schedule of

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proportionate share of net OPEB liability, and schedules of contributions for pensions and OPEB.

Fiduciary Funds

Fiduciary Funds represent Agency Funds and Retirement Benefit Trust Fund which are custodial in nature and do not involve measurement of results of operations. South Coast AQMD's fiduciary activities are reported in separate Statements of Fiduciary Net Position. These statements are excluded from South Coast AQMD's other financial statements because the resources of fiduciary funds, by definition, cannot be used to support South Coast AQMD's own programs. South Coast AQMD is responsible for ensuring that the assets reported in these funds are used for their intended purposes. The accounting used for fiduciary funds is much like that used for proprietary funds.

South Coast AQMD's Fiduciary Fund Financial Statements for the Agency Funds and Retirement Benefit Trust Fund are presented under the Fund Financial Statements section.

Notes to the Basic Financial Statements

The Notes to the Basic Financial Statements provide additional information that is essential to the reader for a full understanding of the data provided in the Government-wide and fund financial statements.

Other Information

In addition to the basic financial statements and accompanying notes, this report also presents a RSI section concerning the General Fund's budgetary comparison schedule and budgetary reconciliation. Also included in RSI are South Coast AQMD's schedule of proportionate share of net pension liability, schedule of proportionate share of net OPEB liability, and schedules of contributions for pensions and OPEB.

Individual fund data for each of the non-major governmental funds is included in the Other Supplementary Information section.

The Statistical section provides readers with information covering financial trends, revenue capacity, debt capacity, demographic and economic information, and operating information.

C. Government-wide Financial Analysis

Our analysis focuses on the net position and changes in net position of South Coast AQMD's governmental activity.

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The schedule below presents a condensed Statement of Net Position as of June 30, 2020 compared with the prior fiscal year.

**South Coast AQMD's Net Position
(Amounts expressed in thousands)**

	Governmental Activities		Total	
	<u>FY 2019-20</u>	<u>FY 2018-19</u>	<u>FY 2019-20</u>	<u>FY 2018-19</u>
Current and other assets	\$ 1,024,871	\$ 932,368	\$ 1,024,871	\$ 932,368
Capital assets	<u>38,515</u>	<u>35,502</u>	<u>38,515</u>	<u>35,502</u>
Total assets	<u>1,063,386</u>	<u>967,870</u>	<u>1,063,386</u>	<u>967,870</u>
Deferred outflow of resources-pension	79,377	88,553	79,377	88,553
Deferred outflow of resources-OPEB	<u>241</u>	<u>231</u>	<u>241</u>	<u>231</u>
Total deferred outflow of resources	<u>79,618</u>	<u>88,784</u>	<u>79,618</u>	<u>88,784</u>
Other liabilities	92,119	77,996	92,119	77,996
Long-term liabilities	<u>269,427</u>	<u>255,824</u>	<u>269,427</u>	<u>255,824</u>
Total liabilities	<u>361,546</u>	<u>333,820</u>	<u>361,546</u>	<u>333,820</u>
Deferred inflow of resources-pension	17,978	29,738	17,978	29,738
Deferred inflow of resources-OPEB	486	810	486	810
Deferred inflow of resources-other	<u>418</u>	<u>-</u>	<u>418</u>	<u>-</u>
Total deferred inflow of resources	<u>18,882</u>	<u>30,548</u>	<u>18,882</u>	<u>30,548</u>
Net Position:				
Net investment in capital assets	38,515	35,502	38,515	35,502
Restricted for:				
Restricted for long-term emission-reduction projects	850,524	785,722	850,524	785,722
Unrestricted	<u>(126,464)</u>	<u>(128,939)</u>	<u>(126,464)</u>	<u>(128,939)</u>
Total net position	<u>\$ 762,575</u>	<u>\$ 692,285</u>	<u>\$ 762,575</u>	<u>\$ 692,285</u>

As noted earlier, net position may serve over time as a useful indicator of South Coast AQMD's financial position. At the close of the most recent fiscal year, South Coast AQMD's assets exceeded liabilities by \$762.6 million.

The largest portion of South Coast AQMD's net position, \$850.5 million, represents resources that are subject to external restrictions on how they may be used. The revenue in special revenue funds is restricted to expenditures for specific purposes. Approximately \$38.5 million of South Coast AQMD's net position reflect its investment in capital assets used by South Coast AQMD (e.g. land, buildings, equipment, and vehicles) less any related debt used to acquire those assets that is still outstanding. South Coast AQMD uses these capital assets in carrying out its mission of protecting public health while being sensitive to the economic needs of local businesses. Consequently,

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these assets are not available for future spending. Although South Coast AQMD's investment in its capital assets is reported net of related debt, it should be noted that the resources needed to repay this debt must be provided from other sources since the capital assets themselves cannot be used to liquidate these liabilities. The debt service installment schedules for the 1995 and 2004 Pension Obligation Bonds will be fully paid by fiscal years 2022 and 2024, respectively.

The remaining portion of South Coast AQMD's net position of governmental activities, a deficit of \$126.4 million, is unrestricted. The deficit is mainly due to the net pension liability. At the end of the current fiscal year, South Coast AQMD had a negative balance in the unrestricted categories of net position and positive fund balance in restricted and net investment in capital asset category.

The net position for governmental activities increased by \$70.2 million compared with the prior fiscal year. Most of the increase was due to revenues in long-term emission-reduction projects.

Program revenues increased by approximately \$15.9 million, 3.7% change from the prior year. These are largely due to an increase of approximately \$11.7 million in state grants and \$3.4 million in annual renewal fees, and offsetted by \$2.5 million decrease in interest revenue of special revenue funds. General revenue increased by \$4.8 million, compared with the prior fiscal year, which is primarily attributed to an increase in penalties and settlements.

Expenses increased by \$59.8 million largely due to a higher amount paid for fiscal year 2019-20 long-term emission reduction projects as compared to fiscal year 2018-19.

A condensed Schedule of Changes in Net Position for the fiscal year ending June 30, 2020 compared with the prior fiscal year can be found on the following page.

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**South Coast AQMD's Changes in Net Position
(amount expressed in thousands)**

	<u>Governmental Activities</u>		<u>TOTAL</u>	
	<u>FY 2019-20</u>	<u>FY 2018-19</u>	<u>FY 2019-20</u>	<u>FY 2018-19</u>
Revenues:				
Program Revenues:				
Fees and charges – stationary source	\$ 106,450	\$ 101,804	\$ 106,450	\$ 101,804
Fees and charges – mobile sources	29,215	26,106	29,215	26,106
Operating grants and subventions	303,621	295,517	303,621	295,517
General Revenues:				
Grants and subventions – not restricted to specific programs	2,880	2,865	2,880	2,865
Interest	1,791	1,977	1,791	1,977
Penalties and settlement	12,178	7,197	12,178	7,197
Other revenues	1,422	1,422	1,422	1,422
Total revenues	<u>457,557</u>	<u>436,888</u>	<u>457,557</u>	<u>436,888</u>
Expenses:				
Advance clean air technology	12,827	11,521	12,827	11,521
Ensure compliance with clean air rules	55,168	52,353	55,168	52,353
Customer service and business assistance	13,032	11,638	13,032	11,638
Develop programs to achieve clean air	12,472	9,408	12,472	9,408
Develop rules to achieve clean air	14,131	14,276	14,131	14,276
Monitoring air quality	31,911	26,547	31,911	26,547
Timely review of permits	35,512	33,951	35,512	33,951
Policy support	1,946	1,028	1,946	1,028
Interest on long-term debt	3,463	3,605	3,463	3,605
Long-term emission reduction projects	206,807	163,188	206,807	163,188
Total expenses	<u>387,269</u>	<u>327,515</u>	<u>387,269</u>	<u>327,515</u>
Increase/(Decrease) in net position	70,288	109,373	70,288	109,373
Net position beginning	692,286	582,913	692,286	582,913
Net position ending	<u>\$ 762,574</u>	<u>\$ 692,286</u>	<u>\$ 762,574</u>	<u>\$ 692,286</u>

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Governmental Activities

The objective of the statement of activities is to report the full cost of providing government services for that year. The format also permits the reader to ascertain the extent to which each function is either self-financing or draws from the general funds of the government.

The Statement of Activities presents information showing how South Coast AQMD's net position changed during fiscal year 2020. All changes in net position are reported as soon as the underlying event occurs regardless of the timing of the cash flows.

The Governmental activities of South Coast AQMD are predominantly supported by fees, grants, state subvention, penalties, and settlements. The penalties and settlements are one-time revenues which are over and above the regular revenues directly related to the programs. The governmental activities of South Coast AQMD are: Advance Clean Air Technology, Ensure Compliance with Clean Air Rules, Customer Service and Business Assistance, Develop Programs to Achieve Clean Air, Develop Rules to Achieve Clean Air, Monitoring Air Quality, Timely Review of Permits, Policy Support, and Long-Term Emission Reduction Projects.

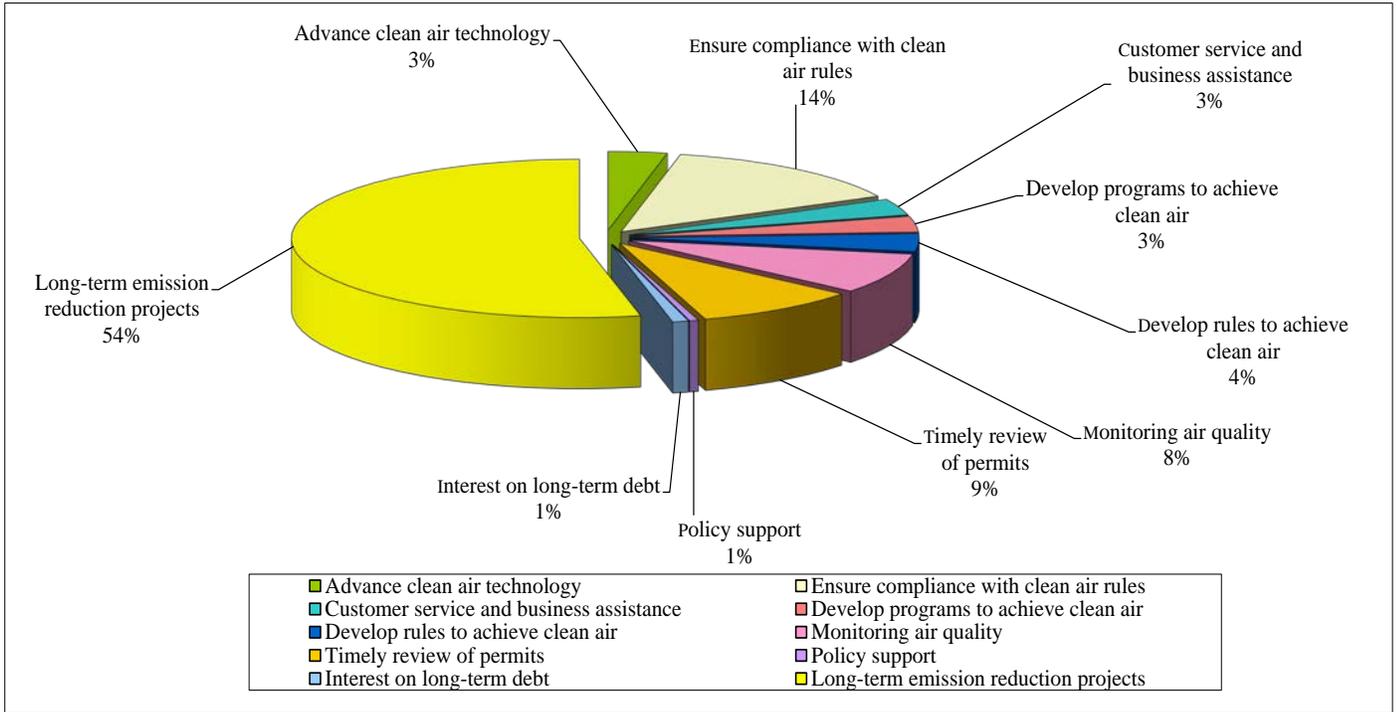
There was an increase in program revenues in the Operating Grants and Subvention Revenues Sources. The program revenues in this revenue category are made up of revenues from mostly restricted revenue derived from federal and state funds. Following are the explanations of the significant revenue variances from fiscal year 2018-19 to fiscal year 2019-20:

- **Community Air Protection Program (CAPP)** – In fiscal year 2018-19, the incentive and operating portions of CAPP were recognized \$106.2 million in Community Air Protection AB 134 Fund (Special Revenue Fund) and \$10.9 million in AB 617 (General Fund), respectively. In fiscal year 2019-20, the incentive portion of CAPP in the special revenue fund were decreased by \$21.2 million and the operating portion of CAPP in the general fund were increased by \$7.2 million.
- **VW Mitigation Fund** - Established in fiscal year 2019 to administer and implement two project funding categories identify in CARB's Beneficiary Mitigation Plan for the VW Environmental Mitigation Trust. In fiscal year 2019-20, this fund recognized the first allocation of \$7.6 million in state grant revenue.

Business-type Activities

The Business-type Activities section reports transactions relating to the CNG fueling station. The CNG fueling station were closed in fiscal year 2017-18. Thus, no business-type activities were reported in this financial statements.

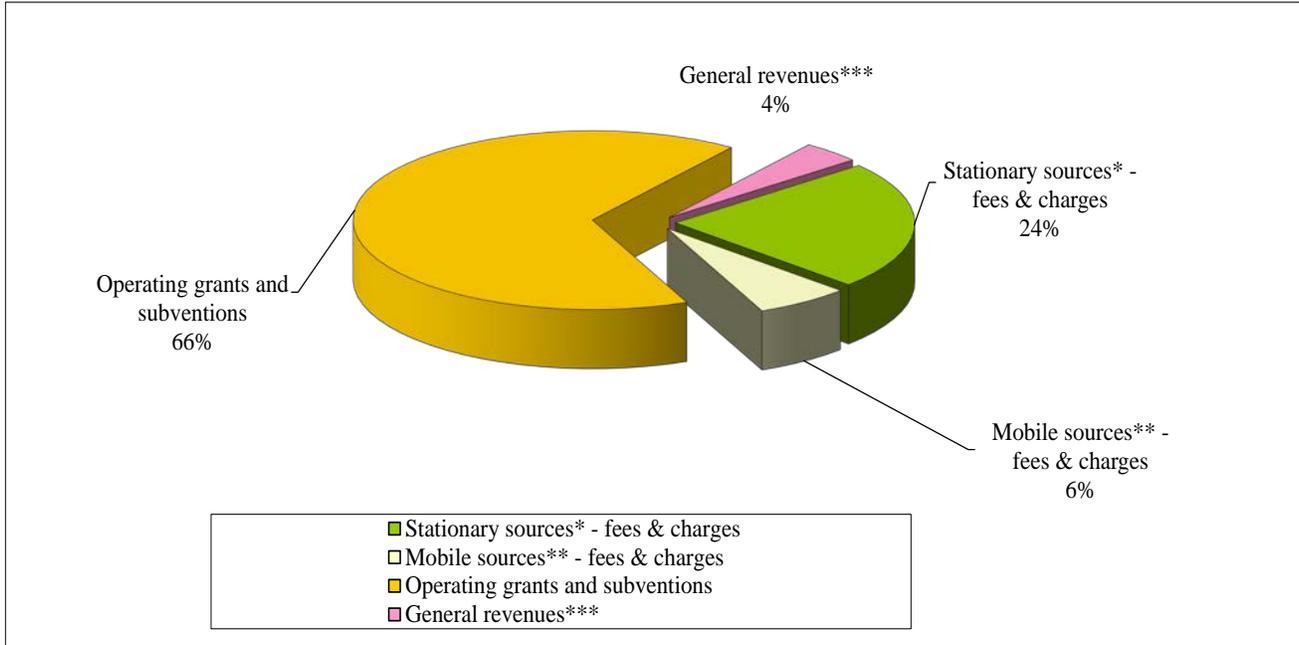
**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
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EXPENSES BY ACTIVITY
Governmental Activities
FY 2019-20**



Activity	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16	FY 14-15
Advance clean air technology	\$ 12,827,393	\$ 11,520,547	\$ 9,271,026	\$ 7,825,599	\$ 7,119,417	\$ 5,539,607
Ensure compliance with clean air rules	55,167,960	52,353,479	50,528,522	49,316,129	45,622,680	43,252,162
Customer service and business assistance	13,032,003	11,637,664	9,743,294	9,260,504	8,337,319	6,124,811
Develop programs to achieve clean air	12,471,639	9,407,869	8,636,784	11,335,498	10,444,147	9,727,624
Develop rules to achieve clean air	14,131,578	14,275,590	10,013,098	7,604,041	7,566,089	7,161,179
Monitoring air quality	31,910,536	26,547,245	20,822,380	17,856,869	16,028,394	13,197,801
Timely review of permits	35,511,594	33,951,378	33,301,565	31,520,083	27,891,070	24,431,059
Policy support	1,945,852	1,028,495	667,046	885,773	511,705	331,652
Interest on long-term debt	3,463,254	3,605,251	3,731,589	3,906,955	3,884,990	4,031,178
Long-term emission reduction projects	206,806,917	163,187,839	101,304,229	101,008,426	87,079,799	210,229,182
Total	\$ 387,268,726	\$ 327,515,357	\$ 248,019,533	\$ 240,519,877	\$ 214,485,610	\$ 324,026,255

Source: FY 2019-2020 CAFR Statement of Activities

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 REVENUES BY MAJOR SOURCE
 Governmental Activities
 FY 2019-20



Source	FY 19-20	FY 18-19	FY 17-18	FY 16-17	FY 15-16	FY 14-15
Stationary sources* - fees & charges	\$ 106,450,095	\$ 101,804,325	\$ 100,354,910	\$ 94,279,518	\$ 89,264,511	\$ 88,120,829
Mobile sources** - fees & charges	29,214,922	26,106,160	26,026,673	28,087,131	25,743,988	24,526,008
Operating grants and subventions	303,621,322	295,516,665	185,367,622	222,070,040	122,424,397	149,766,034
General revenues***	18,272,157	13,460,793	20,644,444	16,664,195	10,148,573	14,043,695
Total	\$ 457,558,496	\$ 436,887,943	\$ 332,393,649	\$ 361,100,884	\$ 247,581,469	\$ 276,456,566

* Stationary sources consist of refineries, power plants, manufacturing facilities and small businesses.

** Mobile sources are motorized vehicles that typically include automobiles, trucks, aircraft, ships, trains, and self-propelled construction equipment.

*** General Revenues include Penalties/Settlements, Interest, and dollars that are not restricted to specific stationary source programs.

Source: FY 2019-2020 CAFR Statement of Activities

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The following schedule presents the cost of each South Coast AQMD program as well as each program's net cost (total cost less revenues generated by the activities):

GOVERNMENTAL ACTIVITIES

**Net (Expense) Revenue
(amounts expressed in thousands)**

	<u>FY 2019-20</u>	
	<u>Total Cost of Program Activities</u>	<u>Net Cost of Program Activities</u>
Advance clean air technology	\$ 12,827	\$ (3,240)
Ensure compliance with clean air rule	55,168	(5,027)
Customer service and business assistance	13,032	(1,004)
Develop programs to achieve clean air	12,472	(708)
Develop rules to achieve clean air	14,131	(849)
Monitoring air quality	31,911	(1,305)
Timely review of permits	35,511	(1,708)
Policy support	1,946	(151)
Interest on long-term debt	3,463	(3,463)
Long-term emission reduction projects	206,807	69,473
Total	<u>\$ 387,268</u>	<u>\$ 52,018</u>

The program activities are described as follows:

- **Advance Clean Air Technology** – Identify technologies from anywhere in the world that may have application in reducing emissions from mobile and stationary sources in South Coast AQMD's jurisdiction. Promote development and assess the use of clean fuels and low-emitting technologies. Implement and administer state- and federal-funded programs for retrofitting, re-powering, or replacing diesel engines with newer and cleaner engines and projects to reduce air pollution associated with freight movement along California's trade corridors.
- **Ensure Compliance with Clean Air Rules** – Perform inspections, source tests, sample collection, the certification of Continuous Emission Monitoring Systems (CEMS), emissions audits, and respond to and resolve public complaints to ensure compliance with South Coast AQMD rules for existing major and small stationary sources of all pollutants.
- **Customer Service and Business Assistance** – Provide local government, business, and the public with access and input into the regulatory and policy processes of South Coast AQMD. Assist cities and others with AB 2766 projects. Interact with local, state and federal agencies and others to share air quality information, resolve jurisdictional questions, and implement joint programs. Implement comprehensive public information, legislative and customer service programs.

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- **Develop Programs to Achieve Clean Air** – Develop a regional Air Quality Management Plan (AQMP) to achieve federal and state ambient air quality standards and to meet all other requirements of the federal and California Clean Air Acts. Analyze air quality data and provide an estimate of pollutant emissions by source category. Develop pollutant control strategies and project future air quality using computer models and statistical analysis of alternative control scenarios.
- **Develop Rules to Achieve Clean Air** – Develop emission reduction regulations for sulfur dioxide, nitrogen dioxide, organic gases, particulate matter, toxics, and other pollutants to implement the regional AQMP, Tanner Air Toxics Process (AB 1807), National Emission Standards for Hazardous Air Pollutants (NESHAPS), and Prevention of Significant Deterioration (PSD) requirements.
- **Monitoring Air Quality** – Operate and maintain within South Coast AQMD's jurisdiction a network of air quality monitoring sites for ozone, nitrogen oxides, sulfur oxides, particulate matter, carbon monoxide and other pollutants to obtain data regarding public exposure to air contaminants. Analyze, summarize, and report air quality information generated from the monitoring sites. Prepare meteorological forecasts and models.
- **Timely Review of Permits** – Ensure timely processing of permits for new sources based on compliance with New Source Review and other applicable local, state and federal air quality rules and regulations.
- **Policy Support** – Provide support staff to the Governing Board, Board committees, and various advisory and other groups as well as ad hoc committees and Rule working groups. Monitor potential changes to state and federal legislation and budgets that may affect South Coast AQMD.
- **Interest on Long-Term Debt** – Identify the cost of borrowing on Pension Obligation Bonds to partially retire the Unfunded Actuarial Accrued Liability (UAAL) due to San Bernardino County Employees' Retirement Association (SBCERA).
- **Long-term Emission Reduction Projects** – Generate funding for long-term projects that reduce emissions in the South Coast Air Basin. Funding for special funds activities are recognized when received and projects carried out may extend over multiple fiscal years.

D. Financial Analysis of South Coast AQMD's Funds

As noted earlier, South Coast AQMD uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements.

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Governmental Funds

The focus of South Coast AQMD's governmental funds is to provide information on near-term inflows, outflows, and balances of spendable resources. Such information is useful in assessing South Coast AQMD's financing requirements. In particular, unassigned fund balance may serve as a useful measure of a government's net resources available for spending at the end of the fiscal year.

As of the end of the fiscal year, South Coast AQMD's governmental funds reported combined ending fund balances of \$935.1 million, an increase of \$77.9 million in comparison with the prior year. Approximately 90.9% of these fund balances (\$850.5 million) constitutes the portion pertaining to special revenue funds. Expenditures under these funds are restricted for specific purposes. The long-term contractual commitments related to these special fund programs, such as replacement of diesel-fueled trucks, involve multiple-year spending.

- **The General Fund** is the operating fund of South Coast AQMD. At the end of the fiscal year, the total fund balance of the General Fund was \$84.5 million. The unassigned fund balance was \$66.0 million or 78.0% of the total fund balance; assigned was \$6.1 million or 7.2% of the total fund balance. The assigned amount represents South Coast AQMD's intended use of the financial resources in future periods. One measure of the General Fund's liquidity is the comparison of both assigned and unassigned fund balance to total expenditures. The assigned and unassigned fund balance represent 41.7% of total General Fund expenditures, while total fund balance represents 48.9% of the total General Fund expenditures. In the General Fund, the assigned and unassigned fund balance may serve as a useful measure of South Coast AQMD's net resources available for spending at the end of the fiscal year.

General Fund's revenues increased in fiscal year 2019-20 by \$20.3 million. This increase is primarily due to revenue increases from the state grants and penalties and settlements.

Overall, General Fund's expenditures increased in fiscal year 2019-20 by \$13.3 million primarily due to higher salaries and employment benefits expenditures as compared to prior fiscal year. This is due primarily to increased cost associated with the three year labor agreement, increased in retirement plan contribution, and adding positions.

Fund balance changes in other major governmental funds are noted below:

- **Air Quality Investment Fund** – The fund balance increased compared with the prior year by \$25.2 million due to revenues exceeding expenditures in fiscal year 2019-20. This fund recognized \$33.8 million in the other revenues. Many

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of the contracts executed in this special revenue fund are multi-year and the projects are often long-term and expenditures can vary significantly from year to year.

- **GHG Reduction Projects Special Revenue Fund** –The fund balance decreased slightly in fiscal year 2019-20 by \$405,983 due to expenditures exceeding revenues in fiscal year 2019-20. This fund recognized \$12.3 million more state grant and offsetted by contract and special service expenditures. Many of the contracts executed in this special revenue fund are multi-year and expenditures can vary significantly from year to year.
- **Community Air Protection AB 134 Fund** – This fund was established to account for AB 617 Community Air Protection incentive funds. The fund balance increased by \$57.0 million due to revenues exceeding expenditures in fiscal year 2019-20. This fund recognized \$85.0 million in state grant revenue during the fiscal year 2019-20, and multi-year projects that are identified in approved AB 617 Community Emissions Reduction Plans were executed in this funding.
- **Carl Moyer Program (CMP) AB 923 Fund** – The fund balance decreased by \$13.9 million due to expenditures exceeding revenues in fiscal year 2019-20. Many of the contracts executed in this special revenue fund are multi-year and expenditures can vary significantly from year to year.

E. General Fund Budgetary Highlights

Overall, the fiscal year 2019-20 adopted budget represented a \$8.3 million (5.1%) increase in expenditures/transfers out over the fiscal year 2018-19 adopted budget. The fiscal year 2019-20 adopted budget increased due to adding 63 grant funded positions, cost increases associated with the three-year labor agreement and an increase in retirement contribution rates. On a budgetary basis, actual fiscal year 2019-20 General Fund revenues/transfers in exceeded expenditures/transfers out by \$12.2 million.

South Coast AQMD adopts an annual operating budget for the General Fund. During budget preparation, South Coast AQMD estimates its revenues using realistic but conservative methods so as to budget its expenditure appropriations and activities in a prudent manner. As a result, South Coast AQMD adopts budget amendments during the fiscal year to reflect availability of additional revenues for expansion of existing programs and any budget transfers between major accounts.

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The fiscal year 2019-20 amended budget compared to the adopted budget reflected an increase in appropriations of \$21.7 million. The changes to the budget were the result of Governing Board actions that allocated additional funding after the budget was adopted. Also, changes can be attributed to Governing Board approved use of unassigned fund balance for program needs that were unknown at the time the budget was developed.

Additional funding was appropriated during fiscal year 2019-20 from the following:

EPA - \$1,855,000 for the following programs: Photochemical Assessment Monitoring Stations (PAMS), PM 2.5 Monitoring, Science to Achieve Results (STAR) research grant for low cost air monitoring sensors, the National Air Toxics Monitoring Program, Near Road NO₂ and enhanced particulate monitoring programs.

State Grants - \$5,231,00 to implement the AB 617 program for community air monitoring and the development of community emission reduction plans.

Rule 1118 Mitigation Fund - \$117,000 to assist in conducting the fifth Multiple Air Toxics Exposure Study (MATES V).

Rule 1180 Special Revenue Fund – \$7,493,000 for the installation and operation of community air monitoring stations near refineries.

VW Mitigation Fund - \$447,000 to administer and implement Zero Emission Class 8 Freight and Port Drayage Truck projects. Also, to administer and implement Combustion Freight and Marine projects.

Unassigned Fund Balance - \$6,541,000 for specialized legal services, elevator upgrade and renovation, legislative representation in Sacramento, office data cable infrastructure, cafeteria and security monitoring equipment, replacement of air monitoring equipment, air filtration systems in environmental justice schools, transfers out to the Building Infrastructure and Health Effects funds, and the restoration of budget reductions that occurred during the Fiscal Year 2019-20 budget development.

For fiscal year 2019-20, actual revenues were \$7.6 million or 4.3% higher than the final budget and expenditure savings were \$15.9 million or 8.4%.

Actual revenue was higher than the final budget primarily due to Penalty and Settlement revenue being higher than anticipated. Also, State Grant revenue was

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
June 30, 2020**

higher than expected due to receipt of and reimbursement of AB 617 expenditures in June 2020 that was anticipated to be received in FY 2020-21.

The expenditure savings can be primarily attributed to various fiscal measures implemented in the second half of the fiscal year due to uncertainty stemming from the COVID-19 pandemic. The fiscal measures implemented included a hiring freeze and spending reductions in Services and Supplies and Capital Outlays.

F. Capital Assets and Debt Administration

Capital Assets

South Coast AQMD's investment in capital assets is mostly for its governmental activities. The book value was \$38.5 million (net of accumulated depreciation of \$99.5 million) as of June 30, 2020. This investment in capital assets includes land, buildings, laboratory equipment, air monitoring stations, intangible assets (internally generated software) and South Coast AQMD fleet vehicles. Depreciation on capital assets is recognized in the Government-wide financial statements.

Additional information on the capital assets can be found in Note V under the Notes to the Basic Financial Statements section.

Long-Term Debt

At the end of the current fiscal year, South Coast AQMD had total long-term debt outstanding of \$31.9 million, including the current portion of \$5.6 million. The amount of \$15.6 million represents the Pension Obligation Bonds. The 1995 series issued in December 1995 (outstanding balance of \$917,324 million) and the 2004 series issued in June 2004 (outstanding balance of \$14.7 million) retired the Unfunded Actuarial Accrued Liability due to San Bernardino County Employees' Retirement Association as of June 30, 2004. Other long-term debt includes general liability claims and workers' compensation claims payable of \$938,163 and compensated absences of \$15.3 million.

Additional information on South Coast AQMD's long-term debt can be found in Note VII under the Notes to the Basic Financial Statements section of this report.

G. Economic Factors and Next Year's Budget and Rates

The fiscal year 2020-21 expenditure budget decreased by 11.3% compared to the fiscal year 2019-20 amended budget. The budget reflects a decrease of \$17.1 million in expenditures from the fiscal year 2019-20 Amended Budget and a \$2.1 million increase from the fiscal year 2019-20 Adopted Budget. The increase in expenditures from the fiscal year 2019-20 Adopted Budget can be attributed to an increase in debt

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
June 30, 2020**

service. In addition, the FY 2020-21 Adopted Budget reflect increases in expenditures for grant funded programs in the major objects of services/supplies and capital outlays.

In fiscal year 2020-21, revenues are projected to increase by approximately \$2.1 million from the fiscal year 2019-20 adopted budget. The increase in revenue can be mainly attributed additional grant funding for the AB 617 Community Air Protection Program. Nevertheless, in recent years, South Coast AQMD's revenues have not kept pace with program costs mainly due to increases in retirement rates as the result of market losses to the retirement system's investments.

Moreover, since fiscal year 1991-92, the South Coast AQMD has reduced staffing and program costs despite increased program requirements. The fiscal year 2020-21 expenditure budget is \$173.0 million and includes 946 authorized positions. Compared to fiscal year 1991-92, this reflects a reduction of 19% in authorized positions. Program costs, however, will exceed the fiscal year 1991-92 budget by \$60.0 million (approximately 53%). Using inflation-adjusted dollars, however, this year's budget request is 13% less than the budget approved in fiscal year 1991-92.

H. Requests for Information

This financial report is designed to provide a general overview of South Coast AQMD's finances for readers of the financial statements. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to the Finance Office, South Coast Air Quality Management District, 21865 Copley Drive, Diamond Bar, CA 91765-4182.

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
STATEMENT OF NET POSITION
June 30, 2020

	Governmental Activities
ASSETS	
Current Assets:	
Cash and pooled cash	\$ 977,496,728
Interest receivable	2,746,395
Due from other governmental agencies	39,615,429
Accounts receivable, net	4,946,679
Inventories	65,321
Total current assets	1,024,870,552
Noncurrent Assets:	
Capital assets not being depreciated:	
Land	8,829,792
Capital assets, net of accumulated depreciation:	
Buildings and improvements	8,621,825
Intangibles (software)	7,942,247
Equipment, vehicles and furniture	13,121,157
Total noncurrent assets	38,515,021
TOTAL ASSETS	1,063,385,573
DEFERRED OUTFLOWS OF RESOURCES	
Deferred outflow of resources-pension	79,376,597
Deferred outflow of resources-OPEB	240,984
TOTAL DEFERRED OUTFLOWS OF RESOURCES	79,617,581
LIABILITIES	
Current Liabilities:	
Accounts payable and accrued liabilities	47,626,286
Interest payable	2,727,103
Salaries and benefits payable	7,985,382
Unearned revenue	33,779,918
Long term debt - due within one year	5,577,117
Total current liabilities	97,695,806
Noncurrent liabilities - due in more than one year:	
Long term debt	26,331,592
Net pension liability	233,891,405
Net OPEB liability	3,627,000
Total noncurrent liabilities	263,849,997
TOTAL LIABILITIES	361,545,803
DEFERRED INFLOWS OF RESOURCES	
Deferred inflow of resources-pension	17,978,189
Deferred inflow of resources-OPEB	486,000
Deferred inflow of resources-other	417,962
TOTAL DEFERRED INFLOWS OF RESOURCES	18,882,151
NET POSITION	
Net investment in capital assets	38,515,021
Restricted for:	
Long-term emission-reduction projects	850,523,778
Unrestricted	(126,463,599)
TOTAL NET POSITION	\$ 762,575,200

See accompanying notes to the basic financial statements.

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
STATEMENT OF ACTIVITIES
For the Year Ended June 30, 2020**

Functions/ Programs	Expenses	Program Revenues			Net (Expense) Revenue and Changes in Net Position
		Fees and Charges		Operating Grants and Subventions	
		Stationary Sources **	Mobile Sources		
Governmental Activities:					
Advance clean air technology	\$ 12,827,393	\$ -	\$ 9,485,661	\$ 102,070	\$ (3,239,662)
Ensure compliance with clean air rules	55,167,960	43,109,039	3,636,440	3,395,987	(5,026,494)
Customer service and business assistance	13,032,003	7,625,658	2,297,033	2,105,371	(1,003,941)
Develop programs to achieve clean air	12,471,639	5,380,824	3,565,031	2,817,383	(708,401)
Develop rules to achieve clean air	14,131,578	6,451,084	2,935,620	3,895,570	(849,304)
Monitoring air quality	31,910,536	9,916,164	6,647,746	14,041,134	(1,305,492)
Timely review of permits	35,511,594	32,819,924	-	983,558	(1,708,112)
Policy support	1,945,852	1,147,402	647,391	-	(151,059)
Interest on long-term debt	3,463,254	-	-	-	(3,463,254)
Long-term emission reduction projects *	206,806,917	-	-	276,280,249	69,473,332
Total governmental activities	\$ <u>387,268,726</u>	\$ <u>106,450,095</u>	\$ <u>29,214,922</u>	\$ <u>303,621,322</u>	<u>52,017,613</u>
General Revenues **: <ul style="list-style-type: none"> Grants and subventions - not restricted to specific stationary source programs Interest Penalties/ settlement Subscriptions Other 					2,879,664 1,791,178 12,178,184 972 1,422,159
Total general revenues and transfers					<u>18,272,157</u>
Change in net position					70,289,770
Net position - July 1, 2019					692,285,430
Net position - June 30, 2020					\$ <u><u>762,575,200</u></u>

* Long-term emission reduction projects consist of pass-through and/or one-time or limited duration funding sources that are restricted for specific programs such as Carl Moyer Program Fund, Clean Fuels Program Fund, Mobile Sources Air Pollution Reduction Fund and the Air Quality Investment Fund.

** General Revenue and excess Stationary Source Fees are used to offset a portion of the Permit Processing shortfall.

See accompanying notes to the basic financial statements.

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
BALANCE SHEET – GOVERNMENTAL FUNDS
June 30, 2020**

<u>Assets</u>	General Fund	Air Quality Investment Fund	GHG Reduction Projects Special Revenue Fund	Community Air Protection AB 134 Revenue Fund	CMP AB 923 Fund	Other Governmental Funds	Total
Cash and cash equivalents	\$ 115,080,637	\$ 108,162,073	\$ 7,341,259	\$ 165,679,737	\$ 122,679,581	\$ 458,553,441	\$ 977,496,728
Interest receivable	276,219	284,076	33,822	410,380	355,147	1,386,751	2,746,395
Due from other governmental agencies	7,466,013	-	14,092,432	330,000	4,841,643	12,885,341	39,615,429
Due from other funds	7,022,270	-	-	-	-	18,632,352	25,654,622
Accounts receivable, net	3,534,588	52,999	100,000	-	-	1,259,092	4,946,679
Inventories	65,321	-	-	-	-	-	65,321
Total assets	<u>133,445,048</u>	<u>108,499,148</u>	<u>21,567,513</u>	<u>166,420,117</u>	<u>127,876,371</u>	<u>492,716,977</u>	<u>1,050,525,174</u>
<u>Deferred Outflow of Resources:</u>							
Deferred outflow of resources	-	-	-	-	-	-	-
Combined assets and deferred outflow of resources	<u>\$ 133,445,048</u>	<u>\$ 108,499,148</u>	<u>\$ 21,567,513</u>	<u>\$ 166,420,117</u>	<u>\$ 127,876,371</u>	<u>\$ 492,716,977</u>	<u>\$ 1,050,525,174</u>
<u>Liabilities, Deferred Inflow of Resources and Fund Balances</u>							
Liabilities:							
Accounts payable and accrued liabilities	\$ 6,639,196	\$ 931,727	\$ 5,358,510	\$ 10,592,596	\$ 3,243,965	\$ 20,860,292	\$ 47,626,286
Salaries and benefits payable	7,985,382	-	-	-	-	-	7,985,382
Due to other funds	503,326	9,092	8,624,985	8,289,876	-	8,227,343	25,654,622
Unearned revenue	33,779,918	-	-	-	-	-	33,779,918
Total liabilities	<u>48,907,822</u>	<u>940,819</u>	<u>13,983,495</u>	<u>18,882,472</u>	<u>3,243,965</u>	<u>29,087,635</u>	<u>115,046,208</u>
<u>Deferred Inflow of Resources:</u>							
Deferred inflow of resources	-	-	-	60,000	-	357,962	417,962
Fund Balances:							
Nonspendable	65,321	-	-	-	-	-	65,321
Restricted	-	-	7,584,018	147,477,645	124,632,406	307,589,331	587,283,400
Committed	12,365,231	9,687,703	-	-	-	42,964,827	65,017,761
Assigned	6,149,673	97,870,626	-	-	-	112,717,222	216,737,521
Unassigned	65,957,001	-	-	-	-	-	65,957,001
Total fund balances	<u>84,537,226</u>	<u>107,558,329</u>	<u>7,584,018</u>	<u>147,477,645</u>	<u>124,632,406</u>	<u>463,271,380</u>	<u>935,061,004</u>
Combined liabilities, deferred inflow of resources and fund balances	<u>\$ 133,445,048</u>	<u>\$ 108,499,148</u>	<u>\$ 21,567,513</u>	<u>\$ 166,420,117</u>	<u>\$ 127,876,371</u>	<u>\$ 492,716,977</u>	<u>\$ 1,050,525,174</u>

See accompanying notes to the basic financial statements.

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
RECONCILIATION OF THE GOVERNMENTAL FUNDS BALANCE SHEET
TO THE GOVERNMENT-WIDE STATEMENT OF NET POSITION
June 30, 2020**

Total fund balances – total governmental funds \$ 935,061,004

Amounts reported for governmental activities in the Statement of Net Position are different because:

Capital assets used in governmental activities are not current financial resources and therefore are not reported in the Governmental Funds Balance Sheet. These capital assets net of accumulated depreciation are reported in the Statement of Net Position as capital assets of South Coast AQMD as a whole. 38,515,020

Deferred outflows of resources are not current financial resources and therefore are not reported in the Governmental Fund Balance Sheet. 79,617,581

Interest payable on long-term debt does not require current financial resources. Therefore, interest payable is not reported as a liability in Governmental Funds Balance Sheet. (2,727,103)

Long-term liabilities and deferred inflows are not due and payable in the current period and accordingly are not reported as fund liabilities and deferred inflows. All liabilities and deferred inflows of resources, both current and long-term, are reported in the Statement of Net Position.

Net pension liability	(233,891,405)
Net OPEB liability	(3,627,000)
General liability	(73,000)
Workers' compensation	(865,163)
Compensated absences	(15,333,222)
Pension obligation bonds	(15,637,323)
Deferred inflows of resources related to pension and OPEB	(18,464,189)

Net position of governmental activities	\$ 762,575,200
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SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES
GOVERNMENTAL FUNDS
For the Year Ended June 30, 2020

<u>Revenues:</u>	General Fund	Air Quality Investment Fund	GHG Reduction Projects Special Revenue Fund	Community Air Protection AB 134 Revenue Fund	CMP AB 923 Fund	Other Governmental Funds	Total
Emission fees	\$ 20,781,427	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,781,427
Annual renewal fees	60,450,564	-	-	-	-	-	60,450,564
Area Sources	1,859,185	-	-	-	-	-	1,859,185
Permit processing fees	19,666,601	-	-	-	-	-	19,666,601
Mobile sources/clean fuels	23,517,978	-	-	-	26,874,305	25,720,778	76,113,061
Air Toxics "Hot Spots"	2,906,530	-	-	-	-	27,142	2,933,672
Transportation programs	1,069,607	-	-	-	-	-	1,069,607
State subvention	3,939,219	-	-	-	-	-	3,939,219
Federal grant	7,630,780	-	-	-	-	5,860,796	13,491,576
State grant	23,278,084	-	18,433,644	85,011,020	-	61,592,281	188,315,029
Interest revenue	1,791,178	1,589,750	-	1,634,674	2,202,601	8,146,689	15,364,892
Lease revenue	150,164	-	-	-	-	-	150,164
Source test/analysis fees	427,852	-	-	-	-	-	427,852
Hearing Board fees	357,937	-	-	-	-	-	357,937
Penalties and settlements	12,178,184	-	-	-	-	1,761,317	13,939,501
Subscriptions	972	-	-	-	-	-	972
Other revenues	1,271,985	33,811,581	100,000	2,000,000	-	1,513,671	38,697,237
Total revenues	<u>181,278,247</u>	<u>35,401,331</u>	<u>18,533,644</u>	<u>88,645,694</u>	<u>29,076,906</u>	<u>104,622,674</u>	<u>457,558,496</u>
<u>Expenditures:</u>							
Current:							
Salaries and employee benefits	133,296,239	-	-	-	-	-	133,296,239
Insurance	1,059,265	-	-	-	-	-	1,059,265
Rent	676,950	-	-	-	-	-	676,950
Supplies	4,186,926	-	-	-	-	-	4,186,926
Contract and special services	11,698,731	7,370,646	18,798,711	31,593,270	40,019,306	105,757,814	215,238,478
Maintenance	1,784,818	-	-	-	-	-	1,784,818
Travel and auto	877,886	-	-	-	-	-	877,886
Utilities	1,429,880	-	-	-	-	-	1,429,880
Communications	821,324	-	-	-	-	-	821,324
Uncollectible accounts	578,246	-	-	-	-	12,557	590,803
Other expenditures	1,356,919	-	14,999	-	-	2,239,614	3,611,532
Capital outlay	8,872,504	-	-	-	-	-	8,872,504
Principal	2,686,641	-	-	-	-	1,000,000	3,686,641
Interest	3,503,983	-	-	-	-	-	3,503,983
Total expenditures	<u>172,830,312</u>	<u>7,370,646</u>	<u>18,813,710</u>	<u>31,593,270</u>	<u>40,019,306</u>	<u>109,009,985</u>	<u>379,637,229</u>
Excess (deficiency) of revenues over (under) expenditures before transfers	<u>8,447,935</u>	<u>28,030,685</u>	<u>(280,066)</u>	<u>57,052,424</u>	<u>(10,942,400)</u>	<u>(4,387,311)</u>	<u>77,921,267</u>
<u>Other Financing Sources (uses):</u>							
Transfers in	7,590,565	-	-	-	-	14,275,592	21,866,157
Transfers out	(2,525,592)	(2,863,332)	(125,917)	(30,794)	(3,000,000)	(13,320,522)	(21,866,157)
Total other financing sources (uses)	<u>5,064,973</u>	<u>(2,863,332)</u>	<u>(125,917)</u>	<u>(30,794)</u>	<u>(3,000,000)</u>	<u>955,070</u>	<u>-</u>
Net change in fund balance	<u>13,512,908</u>	<u>25,167,353</u>	<u>(405,983)</u>	<u>57,021,630</u>	<u>(13,942,400)</u>	<u>(3,432,241)</u>	<u>77,921,267</u>
Fund balances, July 1, 2019	<u>71,024,318</u>	<u>82,390,976</u>	<u>7,990,001</u>	<u>90,456,015</u>	<u>138,574,806</u>	<u>466,703,621</u>	<u>857,139,737</u>
Fund balances, June 30, 2020	<u>\$ 84,537,226</u>	<u>\$ 107,558,329</u>	<u>7,584,018</u>	<u>\$ 147,477,645</u>	<u>\$ 124,632,406</u>	<u>\$ 463,271,380</u>	<u>\$ 935,061,004</u>

See accompanying notes to the basic financial statements.

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
RECONCILIATION OF THE GOVERNMENTAL FUNDS STATEMENT OF
REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES TO THE
GOVERNMENT-WIDE STATEMENT OF ACTIVITIES
For the Year Ended June 30, 2020**

Net change in fund balances – total governmental funds	\$ 77,921,267
Amounts reported for governmental activities in the Statement of Activities are different because:	
Governmental funds report capital outlays as expenditures. However, in the Government-wide Statement of Activities and Changes in Net Position, the cost of those assets is allocated over their estimated useful lives and reported as depreciation expense. This is the amount of capital outlays recorded in the current period.	8,872,504
Depreciation and miscellaneous expenses on capital assets is reported in the Government-wide Statement of Activities and Changes in Net Position, but they do not require the use of current financial resources. Therefore, depreciation expense is not reported as expenditures in governmental funds.	(5,859,086)
Pension expense is reported in the Government-wide Statement of Activities and Changes in Net Position, but they do not require the use of current financial resources.	(46,281,985)
Pension contribution made by employer in current fiscal year reduce the net pension liability and do not require current resources.	33,202,615
OPEB expense is reported in the Government-wide Statement of Activities and Changes in Net Position, but they do not require the use of current financial resources.	(353,900)
OPEB contribution made by employer in current fiscal year reduce the net OPEB liability and do not require current resources.	240,984
Repayment of bond principal is an expenditure in the governmental funds. For SCAQMD as a whole, principal payments reduce the liabilities in the Government-wide Statement of Net Position and do not result in an expense in the Statement of Activities and Changes in Net Position.	3,686,640
Accrued interest expense on long-term debt is reported in the Government-wide Statement of Activities and Changes in Net Position, but it does not require the use of current financial resources. Therefore, accrued interest expense is not reported as an expenditure in governmental funds. The amount represents the change in accrued interest from the prior year.	40,728
Long-term compensated absences and general liability/workers' compensation claims are reported in the Government-wide Statement of Activities and Changes in Net Position, but they do not require the use of current financial resources. Therefore, they are not reported as expenditures in governmental funds. The following amounts represent the change from the prior year:	
Compensated absences	(1,646,843)
General and auto liability/workers' compensation claims	466,846
	466,846
Change in net position of governmental activities	\$ 70,289,770

See accompanying notes to the basic financial statements.

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
STATEMENT OF FIDUCIARY NET POSITION
FIDUCIARY FUNDS
June 30, 2020**

<u>Assets</u>	<u>Agency Funds</u>	<u>Retirement Benefit Trust Fund</u>
Cash and cash equivalents	\$ <u>107,307</u>	\$ <u>-</u>
Total assets	\$ <u><u>107,307</u></u>	<u><u>-</u></u>
<u>Liabilities</u>		
Liabilities:		
Accounts payable and accrued liabilities	\$ <u>107,307</u>	<u>-</u>
Total liabilities	\$ <u><u>107,307</u></u>	<u><u>-</u></u>
<u>Net Position</u>		
Net position restricted for pensions		<u>-</u>
Total net position		\$ <u><u>-</u></u>

See accompanying notes to the basic financial statements.

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
STATEMENT OF CHANGES IN FIDUCIARY NET POSITION
FIDUCIARY FUNDS
For the Year Ended June 30, 2020**

	Retirement Benefit Trust Fund
<u>Additions:</u>	
Interest revenue	\$ 13,237
Total additions	13,237
 <u>Deductions:</u>	
Other expenditures	78,047
Total deductions	78,047
Change in net position	(64,810)
Net position restricted for pensions, July 1, 2019	64,810
Net position restricted for pensions, June 30, 2020	\$ -

See accompanying notes to the basic financial statements.

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
NOTES TO THE BASIC FINANCIAL STATEMENTS
June 30, 2020

I. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

A. The Financial Reporting Entity

The South Coast Air Quality Management District (South Coast AQMD) was established pursuant to the Lewis Air Quality Management Act on February 1, 1977, commencing at Section 40400 of the Health and Safety Code of the State of California. South Coast AQMD encompasses all of Orange County and parts of Los Angeles, San Bernardino, and Riverside Counties. South Coast AQMD operates a network of air monitoring stations, analyzes air quality data and establishes maximum emission levels for stationary, commercial, and industrial facilities that are enforced through South Coast AQMD's permit system.

As defined by generally accepted accounting principles (GAAP) in the United States of America that are established by the Governmental Accounting Standards Board (GASB), the financial reporting entity consists of the primary government and its component units, which are legally separate organizations. The financial statements of South Coast AQMD are prepared in accordance with GAAP.

The accompanying financial statements present the financial activities of South Coast AQMD (primary government) and its blended component unit, South Coast Air Quality Management District Building Corporation (Corporation), an entity for which South Coast AQMD is considered to be financially accountable. Legally separate from South Coast AQMD and as a tax-exempt entity, the Corporation is reported as a governmental fund.

The Corporation was incorporated as a nonprofit corporation under the laws of the State of California on September 21, 1978. The purpose of the Corporation is to finance the acquisition and improvement of a building complex/headquarters of South Coast AQMD. South Coast AQMD Governing Board approves the appointment of the Corporation's Board of Directors. South Coast AQMD has had significant transactions with the Corporation for the construction and improvement of South Coast AQMD's headquarters facility. It is legally separate from South Coast AQMD and a tax-exempt entity under Section 501(c)(4) of the Internal Revenue Code.

Separate financial statements for the Corporation may be obtained from South Coast AQMD's Finance Office located at 21865 Copley Drive, Diamond Bar, California 91765.

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
NOTES TO THE BASIC FINANCIAL STATEMENTS
June 30, 2020

B. Measurement Focus, Basis of Accounting, and Financial Statement Presentation

The basic financial statements of South Coast AQMD are composed of the following:

- Government-wide financial statements
- Governmental fund financial statements
- Notes to the basic financial statements

Government-wide Financial Statements

The government-wide financial statements (Statement of Net Position and Statement of Activities) present summaries of governmental and business-type activities of South Coast AQMD as a whole, excluding fiduciary activities. These statements are presented using the economic resources measurement focus and the accrual basis of accounting. Accordingly, all of South Coast AQMD's assets and liabilities including capital assets and long-term liabilities are included in the accompanying Statement of Net Position. Revenues are recognized in the period in which they are earned while expenses are recognized in the period in which the liability is incurred, regardless of the timing of related cash flows.

Amounts paid to acquire capital assets are capitalized as assets in the government-wide financial statements rather than reporting them as expenditures. Proceeds of long-term debt are also recorded in the government-wide financial statements as a liability, rather than as another financing source. Amounts paid to reduce long-term indebtedness of the reporting government are reported as a reduction of the related liability, rather than as an expenditure.

The Statement of Activities demonstrates the degree to which the direct expenses of a given functional activity are offset by program revenues directly related to the functional activity. Direct expenses are those that are clearly identifiable with a specific functional activity.

The types of transactions reported as program revenues are reported in three categories: 1) fees and charges including stationary source fees from permitted facilities and mobile source fees from motor vehicle registrations; 2) operating grants and subventions that are in support of air pollution program activities; and 3) long-term emission reduction projects which include capital grants and contributions which are mostly restricted. Program expenses are subtracted from program revenues to present the net cost of each functional activity. Interest income and other miscellaneous items not properly included among program revenues are reported as general revenues.

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
NOTES TO THE BASIC FINANCIAL STATEMENTS
June 30, 2020

South Coast AQMD's functional activities are broken down into the following ten categories:

- Advance clean air technology
- Ensure compliance with clean air rules
- Customer service and business assistance
- Develop programs to achieve clean air
- Develop rules to achieve clean air
- Monitoring air quality
- Timely review of permits
- Policy support
- Interest on long-term debt, and
- Long-term emission reduction projects

When both restricted and unrestricted resources are available for use, it is South Coast AQMD's policy to use restricted resources first within the restricted activities, then use the unrestricted resources as they are needed.

Fund financial statements for the primary government's governmental and fiduciary funds are presented after the government-wide financial statements.

Governmental Fund Financial Statements

Governmental fund financial statements include a Balance Sheet and a Statement of Revenues, Expenditures, and Changes in Fund Balances for all major governmental funds and non-major funds aggregated. The funds designated as major funds are determined by a mathematical calculation consistent with GASB Statement No. 34.

South Coast AQMD has presented all major funds that met those qualifications. These major funds are Air Quality Investment Fund, GHG Reduction Projects Special Revenue Fund, Community Air Protection AB 134 Fund, and Carl Moyer Program (CMP) AB 923 Special Revenue Fund, in addition to the General Fund.

A reconciliation of the Fund Financial Statements to the Government-wide Financial Statements is provided to explain the differences as a result of the integrated approach of GASB Statement No. 34 reporting.

All governmental funds are accounted for on a spending or current financial resources measurement focus and the modified accrual basis of accounting. Accordingly, only current assets and current liabilities are generally included in the Balance Sheets. The Statement of Revenues, Expenditures, and Changes in Fund Balances presents increases (revenues and other financing sources) and decreases (expenditures and other financing uses) in net current assets. Revenues are recognized in the accounting period in which they become

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measurable and available to finance expenditures of the current period. They are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, South Coast AQMD considers revenues to be available if they are collected generally within 90 days after year-end to be available to finance the expenditures accrued for the reporting period. The primary revenue sources which have been treated as susceptible to accrual by South Coast AQMD are as follows: emissions flat fees, permit fees, air toxics “Hot Spots” fees, and source test/analysis fees from stationary sources; clean fuels revenues from stationary sources; federal and state grants under grants and subventions and interest under general revenues. All other revenue items are recorded when received in cash. Expenditures are recognized in the accounting period in which the related fund liability is incurred, if measurable, except for debt service expenditures, as well as expenditures related to compensated absences, which are recognized when payment is due.

Amounts expended to acquire capital assets are recorded as capital outlay expenditures in the year that resources were expended rather than recording them as fund assets. The proceeds of long-term debt are recorded as other financing sources rather than as fund liability. Amounts paid to reduce long-term indebtedness are reported as debt service expenditures.

Fiduciary Fund Financial Statements

Fiduciary Fund financial statements include a Statement of Fiduciary Net Position and Statement of Changes in Fiduciary Net Position. These funds represent agency funds which are custodial in nature (assets equal liabilities) and do not involve the recording of revenues and expenses or the measurement of results of operations. The reporting focus is upon net position and changes in net position. Fiduciary funds also include the Retirement Benefits Trust Fund for LACERA OPEB (see fund type in Note 1C). These funds are accounted for in the accrual basis of accounting.

C. Fund Types and Major Funds

As noted earlier, the funds designated as major funds are determined in accordance with GASB Statement No. 34.

South Coast AQMD reports the following major governmental funds:

General Fund – This is the primary operating fund of South Coast AQMD and is used to record transactions relating to its general business operations. It is also used to account for all revenues and expenditures that are not required to be accounted for in another fund.

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Special Revenue Funds – These funds are used to record transactions applicable to specific revenue sources that are legally restricted to expenditures for specific purposes. The following are South Coast AQMD’s major special revenue funds:

- Air Quality Investment Fund – To account for revenue from employers with 250 or more employees at a worksite who are subject to Rule 2202. This revenue is used to purchase emissions reductions credits to meet the required target. To date, \$47.9 million in projects have been awarded to purchase over 34,071 tons of emission reductions. Starting April 2017, this fund was used to process rebates for South Coast AQMD’s Residential Electric Lawn Mower Rebate Program. By the end of 2019, \$279,404 rebates were processed. As of June 30, 2020, a total of 1,608 lawn mowers were exchanged with total emission reductions of 3.02 tons and \$333,151 total fund spent.
 - RECLAIM AQIP – Established in fiscal year 2001 to separately account for the generation of NO_x (Oxides of Nitrogen) credits at stationary and mobile sources for use by certain small or new RECLAIM (Regional Clean Air Incentives Market) participants. AQIP stands for Air Quality Investment Program.
 - RECLAIM and Executive Order Mitigation – Established in fiscal year 2001 to account for mitigation fee payments made by power generators in lieu of emission offsets. Proceeds are used to generate RECLAIM Trading Credits (RTCs) to offset excess emissions.
 - Rule 1121 Mitigation Fee Program – Established in fiscal year 2004 to issue program announcements for projects under the Rule 1121 Mitigation Fee Program. Under Rule 1121 - Control of Nitrogen Oxides (NO_x) from Residential Type, Natural Gas Fired Water Heaters, emission mitigation fees are collected from water heater manufacturers to fund stationary and mobile source emission reduction projects targeted at offsetting NO_x emission.
- Green House Gas (GHG) Reduction Projects Special Revenue Fund – Established in fiscal year 2016 to account for the projects funded by CARB’s Low Carbon Transportation Green House Gas Reduction Fund Investments.
- Community Air Protection AB 134 Fund – Established in fiscal year 2018 to recognize the first allocation of AB 617 Community Air Protection incentive funds (AB 134 revenue) from CARB. This fund will also be used to recognize additional Community Air Protection incentive funds awarded and received by CARB. These funds are intended to implement projects that are identified in approved 617 Community Emissions Reduction Plans and in other communities that are disproportionately impacted by air pollution. Requirements for expenditure of these funds will be specified in the grant agreements provided by CARB.

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- Carl Moyer Program (CMP) AB 923 Fund - Established in fiscal year 2008 to provide additional funding for the Carl Moyer Program from an adjustment to the tire fee and authorizes local air districts to increase motor vehicle registration fees by up to \$2 for programs to reduce air pollution. AB 923 has expanded the Carl Moyer incentive program to include agricultural sources of air pollution as well as buses, cars and on and off-road equipment. The program targets reductions in nitrogen oxide, hydrocarbon, and particulate matter emissions. About \$4 million per year in AB 923 funds are used to fund projects as match requirement to the Carl Moyer Program.

South Coast AQMD reports the following fiduciary fund types:

- Agency Funds - Used to account for funds due to others that are not accounted for in the other funds and acts as a temporary custodian.
 - 1) Accounting Agency Fund - Used to account for unidentified payments that require additional research before final disposition.
 - 2) 457 Plan Administration Revenue Sharing Fund - Used to account for funds that, the 457 plan administrator, transfers to South Coast AQMD as part of a revenue-sharing agreement. After applicable expenses are paid, residual funds are returned to the 457 plan administrator to be distributed among participants based on an approved formula.
- Retirement Benefit Trust Fund - Used to account for resources to be transferred to Los Angeles County Employees Retirement Association (LACERA) defined benefit Other Post Employment Benefit (OPEB) irrevocable trust. Note X contains more information about South Coast AQMD's OPEB plans.

D. Assets, Liabilities and Deferred Outflows/Inflows of Resources, and Net Position/Fund Balance

1. Cash, Pooled Cash, and Investments

Cash includes amounts to conduct daily operations of South Coast AQMD in demand deposits with the Los Angeles County Treasurer and various financial institutions. South Coast AQMD deposits virtually all of its cash with the Treasurer of the County of Los Angeles. South Coast AQMD's deposits, along with funds from other local agencies such as the county government, other school districts, and special districts, make up a pool, which the County Treasurer manages for investment purposes. Earnings from the pooled investments are allocated to participating funds based on average investments in the pool during the allocation period.

All South Coast AQMD-directed investments are to diversify South Coast AQMD's investments and are in compliance with South Coast AQMD's investment policy and

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Los Angeles County Treasury investment guidelines. The guidelines limit specific investments to United States Agency securities. The South Coast AQMD securities portfolio is held by the County Treasurer. Interest earned on investments is recorded as revenue of the fund from which the investment was made. All South Coast AQMD investments are stated at fair value based on quoted market prices.

2. Capital Assets and Depreciation

Under GASB Statement No. 34, all capital assets, whether owned by governmental activities or business-type activities are recorded and depreciated in the government-wide financial statements. No long-term capital assets or depreciation are shown in the governmental funds financial statements.

Capital assets, which include land, equipment, vehicles, furniture, buildings and improvements, software and other intangible assets are reported at cost unless obtained by donation in which case the assets are recorded at the acquisition value at the date of receipt. Capital asset purchases with values of at least \$5,000 and with an expected useful life of three years or more are capitalized.

The costs of normal maintenance and repairs that do not add to the value of the capital asset or materially extend capital assets lives are not capitalized. Major improvements are capitalized and depreciated over the remaining useful lives of the related capital assets. Assets disposed of or no longer required for its existing use are removed from the records at actual or estimated cost.

Depreciation is charged as an expense against operations, and accumulated depreciation is reported on the respective balance sheet. Property, plant, equipment, vehicles and furniture of South Coast AQMD are depreciated using the straight-line method over the following useful lives:

<u>Assets</u>	<u>Years</u>
Buildings and Improvements	15-30
Equipment, vehicles and furniture	5-7
Software and Systems	3-5

3. Inventories

Inventories as determined by annual physical counts are valued at cost using the first-in/first-out (FIFO) method. They consist principally of office, computer, cleaning and laboratory supplies. The cost is recorded as an expense as inventory items are consumed.

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4. Compensated Absences

Regular full-time employees accumulate earned but unused vacation time, sick leave, compensatory time, and other leave time. Certain restrictions apply with respect to the accumulation of leave time and its payment at termination. All vacation, sick leave, compensatory time, and other leave time are accrued when incurred in the government-wide financial statements. A liability for these amounts is reported in governmental funds only if they have matured, for example, as a result of employee resignation and retirement.

5. Self-Insurance

South Coast AQMD is self-insured for general, automobile, and workers' compensation liabilities (See note VIII).

6. Long-term Obligations

In the government-wide financial statements, long-term debt and other long-term obligations are reported as liabilities in the statement of net position. Bond premiums and discounts, are deferred and amortized over the life of the bonds using the straight-line method. Bonds payable are reported net of applicable bond premium or discount.

In the fund financial statements, governmental fund types recognize bond premiums and discounts, as well as bond issuance costs, during the current period. The face amount of debt issued is reported as other financing sources. Premiums received on debt issuances are reported as other financing uses. Issuance costs, whether or not withheld from the actual debt proceeds received, are reported as debt service expenditures.

7. Deferred Outflows/Inflows of Resources

In addition to assets, the statement of net position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, deferred outflows of resources, represents a consumption of net position that applies to a future period(s) and so will not be recognized as an outflow of resources (expense/expenditure) until then.

In addition to liabilities, the statement of net position will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources, represents an acquisition of net position that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time.

8. Pensions

For purposes of measuring the net pension liability, deferred outflows of resources, deferred inflows of resources, and pension expense related to pensions, information

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about the fiduciary net position of the San Bernardino County Employees' Retirement Association (SBCERA) and Los Angeles County Employees' Retirement Association (LACERA) and additions to/deductions from SBCERA's fiduciary net position have been determined on the same basis as they are reported by SBCERA and LACERA. For this purpose, employer and employee contributions are recognized in the period the related salaries are earned and become measurable pursuant to formal commitments, statutory or contractual requirements, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms, and investments are reported at fair value.

9. Other Postemployment Benefits (OPEB)

For purposes of measuring the net OPEB liability, deferred outflows of resources and deferred inflows of resources related to OPEB, and OPEB expense, information about the fiduciary net position of the LACERA's plan (OPEB Plan) and additions to/deductions from the OPEB Plan's fiduciary net position have been determined on the same basis. For this purpose, benefit payments are recognized when currently due and payable in accordance with the benefit terms. Investments are reported at fair value, which are derived from quoted market prices.

10. Net Position and Fund Balance Classifications

Net position represents the difference between assets and deferred outflow of resources, and liabilities and deferred inflow of resources on the government-wide financial statements. Net position is classified in the following categories:

Net Investment in Capital Assets

This category groups all capital assets, including infrastructure and intangibles, into one component of net position. Accumulated depreciation and the outstanding balances of debt that are attributable to the acquisition, construction or improvement of these assets reduce this category.

Restricted Net Position

This category presents external restrictions imposed by creditors, grantors, contributors or laws or regulations of other governments and restrictions imposed by law through constitutional provisions enabling legislation.

Unrestricted Net Position

This category represents the residual net position of South Coast AQMD in excess of what can properly be classified in one of the other two categories mentioned above.

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Fund Balance Classifications

The governmental fund financial statements present fund balances based on classifications that comprise hierarchy that is based primarily on the extent to which South Coast AQMD is bound to honor constraints on the specific purposes for which amounts can be spent.

The fund balance classifications used in the governmental fund financial statements are as follows:

Nonspendable – amounts that cannot be spent either because they are not in spendable form or because they are legally or contractually required to be maintained intact.

Restricted – amounts that can be spent only for specific purposes because of constitutional provisions or enabling legislation or because of constraints that are externally imposed by creditors, grantors, contributors, or the laws or regulations of other governments.

Committed – amounts that can be spent only for specific purposes determined by a formal action of the government’s highest level of decision-making authority. The Governing Board, as the highest level of decision-making authority, has the ability to commit fund balances through the adoption of a resolution. These committed amounts cannot be used for any other purpose unless the Governing Board removes or modifies the use through the adoption of a subsequent resolution.

Assigned – amounts that do not meet the criteria to be classified as restricted or committed but that are intended to be used for specific purposes. South Coast AQMD’s adopted policy requires the Board to assign amounts to specific purposes.

Unassigned – this classification includes the residual fund balance for the General Fund. It also includes the negative residual fund balance of any other governmental fund that cannot be eliminated by offsetting assigned fund balance amounts.

When both restricted and unrestricted resources are available for use, it is South Coast AQMD’s policy to use restricted resources first and then unrestricted resources as they are needed. When using unrestricted fund balance amounts, South Coast AQMD’s Governing Board approved policy is to use committed amounts first, followed by assigned and then unassigned.

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The following schedule shows the details of the fund balances as of June 30, 2020:

Major Governmental Funds

	<u>General Fund</u>	<u>Air Quality Investment Fund</u>	<u>GHG Reduction Projects Special Revenue Fund</u>	<u>Community Air Protection AB134 Revenue Fund</u>	<u>CMP AB923 Fund</u>	<u>Other Governmental Funds</u>	<u>Total</u>
Fund Balance							
Nonspendable:							
Inventory	\$ 65,321	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 65,321
Total nonspendable	<u>65,321</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>65,321</u>
Restricted:							
Long term emission reduction projects	-	-	7,584,018	147,477,645	124,632,406	307,589,331	587,283,400
Total restricted	<u>-</u>	<u>-</u>	<u>7,584,018</u>	<u>147,477,645</u>	<u>124,632,406</u>	<u>307,589,331</u>	<u>587,283,400</u>
Committed:							
Advance clean air technology	727,111	-	-	-	-	-	727,111
Ensure compliance with clean air rules	2,062,702	-	-	-	-	-	2,062,702
Customer service and business assistance	740,959	-	-	-	-	-	740,959
Develop programs to achieve clean air	949,114	-	-	-	-	-	949,114
Develop rules to achieve clean air	703,998	-	-	-	-	-	703,998
Monitoring air quality	5,266,270	-	-	-	-	-	5,266,270
Timely review of permits	1,308,480	-	-	-	-	-	1,308,480
Policy support	606,597	-	-	-	-	-	606,597
Long term emission reduction projects	-	9,687,703	-	-	-	42,964,827	52,652,530
Total committed	<u>12,365,231</u>	<u>9,687,703</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>42,964,827</u>	<u>65,017,761</u>
Assigned:							
Long term emission reduction projects	-	97,870,626	-	-	-	112,717,222	210,587,848
For self insurance	2,000,000	-	-	-	-	-	2,000,000
For unemployment claims	80,000	-	-	-	-	-	80,000
For permit streamlining	234,159	-	-	-	-	-	234,159
For enhanced compliance activity	883,018	-	-	-	-	-	883,018
For OPEB obligations	2,952,496	-	-	-	-	-	2,952,496
Total assigned	<u>6,149,673</u>	<u>97,870,626</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>112,717,222</u>	<u>216,737,521</u>
Unassigned:							
General Purpose	65,957,001	-	-	-	-	-	65,957,001
Long term emission reduction projects	-	-	-	-	-	-	-
Total unassigned	<u>65,957,001</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>65,957,001</u>
Total fund balances	<u>\$ 84,537,226</u>	<u>\$ 107,558,329</u>	<u>\$ 7,584,018</u>	<u>\$ 147,477,645</u>	<u>\$ 124,632,406</u>	<u>\$ 463,271,380</u>	<u>\$ 935,061,004</u>

See accompanying notes to the basic financial statements.

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E. Use of Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the revenues and expenses during the reporting period. Actual results could differ from those estimates.

F. Adoption of New GASB Pronouncements

GASB Statement No. 95, Postponement of the Effective Dates of Certain Authoritative Guidance

GASB issued this Statement in May 2020. The objective of this Statement is to provide temporary relief to governments and other stakeholders in light of the COVID-19 pandemic. The effective dates of certain provisions contained in the pronouncements are postponed by one year: Statement No. 83 - Certain Asset Retirement Obligations, Statement No. 84 - Fiduciary Activities, Statement No. 88 - Certain Disclosures Related to Debt, including Direct Borrowings and Direct Placements, Statement No. 89 - Accounting for Interest Cost Incurred before the End of a Construction Period, Statement No. 90 - Majority Equity Interests, Statement No. 91 - Conduit Debt Obligations, Statement No. 92 - Omnibus 2020, Statement No. 93 - Replacement of Interbank Offered Rates, Implementation Guide No. 2017-3 - Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions (and Certain Issues Related to OPEB Plan Reporting), Implementation Guide No. 2018-1 - Implementation Guidance Update 2018, Implementation Guide No. 2019-1 - Implementation Guidance Update 2019, and Implementation Guide No. 2019-2 - Fiduciary Activities. The effective dates of the following pronouncements are postponed by 18 months: Statement No. 87 - Leases, and Implementation Guide No. 2019-3 - Leases. South Coast AQMD adopted this statement in fiscal year 2020.

II. CASH, POOLED CASH AND INVESTMENTS

The following is a summary of the cash, pooled cash, and investments for the primary government (including fiduciary funds) at June 30, 2020:

	Primary Government
Cash on hand	\$ 590,292
Cash in bank	501,014
Pooled cash	976,512,729
Cash, pooled cash, and investments	\$ 977,604,035

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CASH

At June 30, 2020, the carrying amount of South Coast AQMD's bank deposits was \$501,014 and the bank balance was \$512,516. The amount covered and insured by Federal Deposit Insurance Corporation (FDIC) was up to \$250,000. The bank deposits and the bank balance exceeds FDIC by \$251,014 and \$262,516, respectively. Management believes that South Coast AQMD is not exposed to any significant credit risk related to cash in bank. Cash on hand consists of cash and checks not deposited as of June 30, 2020.

POOLED CASH

South Coast AQMD's pooled cash and investments are held in the Los Angeles County Pooled Surplus Investment Fund Portfolio (PSI), the Los Angeles County Specific Purpose Investment Portfolio (SPI), and the State of California Local Agency Investment Fund (LAIF). Pooled cash and investments are held in accordance with California Government Code, South Coast AQMD Investment Policy, Los Angeles County Treasurer Investment Policy and LAIF Policies, Goals, and Objectives.

Los Angeles County Pooled Surplus Investment Fund Portfolio (PSI)

South Coast AQMD is a voluntary participant in the Los Angeles County Pooled Surplus Investment Fund Portfolio (PSI), an external investment pool managed by the Los Angeles County Treasurer who reports on a monthly basis to its Board of Supervisors. Its Treasury Oversight Committee reviews and monitors its investment policy. The investment policy is governed by applicable California Government Code. Investments held are stated at fair value. The fair value of pooled cash is determined monthly and is based on current market prices.

State of California Local Agency Investment Fund (LAIF)

South Coast AQMD is a voluntary participant in the State of California Local Agency Investment Fund (LAIF), an external investment pool that is regulated by California Government Code Section 16429 under the oversight of the Treasurer of the State of California.

LAIF is part of the Pooled Money Investment Account (PMIA) and has oversight provided by the Pooled Money Investment Board (PMIB) and an in-house Investment Committee. The PMIB Board members are the State Treasurer, Director of Finance and the State Controller. Additionally, LAIF has oversight by the Local Investment Advisory Board, which consists of five members, as designated by statute. The Chairman is the State Treasurer, who appoints the other four members to two-year terms.

The fair value of South Coast AQMD's investment in this pool is reported in the accompanying financial statements at amounts based upon South Coast AQMD's pro-

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rata share of the fair value provided by LAIF for the entire LAIF portfolio (in relation to the amortized cost of that portfolio). The balance available for withdrawal is based on the accounting records of LAIF, which are recorded on an amortized cost basis.

The following table summarizes South Coast AQMD's cash and pooled cash and maturities at June 30, 2020:

	Fair Value	Investment Maturities		
		<1 Year	1-2 Years	2-3 Years
Cash:				
On hand	\$ 590,292	\$ -	\$ -	\$ -
In bank	501,014	-	-	-
Total cash	<u>1,091,306</u>	<u>-</u>	<u>-</u>	<u>-</u>
Pooled cash:				
Los Angeles County				
Pooled Surplus Investment (PSI)	936,867,544	640,911,087	295,956,457	-
Local Agency				
Investment Fund (LAIF)	<u>39,645,185</u>	<u>39,645,185</u>	<u>-</u>	<u>-</u>
Total pooled cash	<u>976,512,729</u>	<u>680,556,272</u>	<u>295,956,457</u>	<u>-</u>
Total cash and pooled cash investments	\$ <u>977,604,035</u>	\$ <u>680,556,272</u>	\$ <u>295,956,457</u>	\$ <u>-</u>

INVESTMENTS

South Coast AQMD categorized its fair value measurement within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the assets. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 is significant unobservable inputs.

Interest Rate Risk

Interest rate risk is the risk that changes in interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment is, the greater the sensitivity of its fair value to changes in interest rates. As a means of limiting its exposure to declines in fair value, the South Coast AQMD Investment Policy limits its investment portfolio of SPI with the County of Los Angeles to maturities of less than five years at time of purchase and the weighted average maturity of the SPI portfolio may not exceed three years.

Credit Risk

Credit risk is the risk of default or the inability of an issuer of an investment to fulfill its obligation to the holder of the investment. South Coast AQMD mitigates its credit risk in the SPI portfolio generally by following its three primary investment objectives, in order of safety, liquidity, and yield. South Coast AQMD's Investment Policy further requires only permitted investments with specific credit quality requirements.

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The Los Angeles County PSI the State of California LAIF, and the United States Treasury Securities are both unrated as to credit quality.

Concentration of Credit Risk

Concentration of credit risk is the risk of loss attributed to the magnitude of a investments in a single issuer. South Coast AQMD's Investment Policy mitigates concentration of credit risk through diversification requirements so that no one type of issuer or issue will have a disproportionate impact on the portfolio.

Custodial Credit Risk

Custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, South Coast AQMD will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party. Custodial credit risk for investments is the risk that South Coast AQMD will not be able to recover the value of its investment securities that are in the possession of an outside party. South Coast AQMD's deposits are fully insured by the FDIC, pooled cash with the Los Angeles County PSI and the State of California LAIF are not subject to custodial credit risk.

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III. DUE FROM OTHER GOVERNMENT AGENCIES AND ACCOUNTS RECEIVABLE

Due from other government agencies at June 30, 2020 consists of the following:

California Air Resources Board (CARB)	\$ 14,092,432
California Energy Commission (CEC)	1,084,424
Department of Energy	22,141
Department of Homeland Security (DHS)	665,362
Department of Motor Vehicles AB 2766, SB 1928, AB 923	16,933,208
Environmental Protection Agency (EPA)	
DERA Bus Administration	2,273,195
National Air Toxics Trend Station (NATTS)	180,137
Section 103 Community Scale Air Toxics Grant	73,629
Section 103 PM 2.5 Grant	312,523
Section 105 Air Grant	3,718,101
STAR Grant	134,109
Targeted Air Shed Grant Administration	<u>126,168</u>
Total	<u>\$ 39,615,429</u>

Accounts Receivable consists of the following at June 30, 2020:

Air Toxics "Hot Spots", Emission Fees, Permits, Annuals and Source Testing	\$ 5,906,373
Miscellaneous Receivables	<u>678,833</u>
Subtotal	6,585,206
Less: Allowance for Doubtful Accounts	<u>(1,638,527)</u>
Total	<u>\$ 4,946,679</u>

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IV. INTERFUND RECEIVABLES, PAYABLES, AND TRANSFERS

Due to/from other funds:

<u>Receivable Fund</u>	<u>Amount</u>	<u>Payable Fund</u>	<u>Amount</u>
General Fund	\$ 7,022,270	Air Toxics Fund	\$ 862,162
		Advanced Technology, Outreach & Education Fund	64,072
		Air Quality Investment Fund	9,092
		Clean Fuels Program Fund	1,173,085
		Carl Moyer Fund	350,814
		CARB ERC Bank Fund	434
		Rule 1118 Mitigation Fund	294,258
		HEROS II Special Revenue Fund	154,695
		AB 1318 Mitigation Fees Fund	2,209
		GHG Reduction Projects Special Revenue Fund	125,917
		Air Filtration Fund	72,485
		Community Air Protection AB 134 Fund	188,881
		Rule 1180 Special Revenue Fund	3,107,940
		VW Mitigation Special Revenue Fund	453,746
		Prop 1B Funding – Goods Movement	162,480
	<u>\$ 7,022,270</u>		<u>\$ 7,022,270</u>
Clean Fuels Program Fund	\$ 10,531,357	Advanced Technology, Outreach & Educational Fund	\$ 500,000
		Advanced Technology Goods Movement Fund	1,028,963
		GHG Reduction Projects Special Revenue Fund	8,499,068
		General Fund	503,326
	<u>\$ 10,531,357</u>		<u>\$ 10,531,357</u>
Prop 1B Funding-Goods Movement	<u>\$ 8,100,995</u>	Community Air Protection AB 134 Fund	<u>\$ 8,100,995</u>
	<u>\$ 8,100,995</u>		<u>\$ 8,100,995</u>
Total Receivables	<u>\$ 25,654,622</u>	Total Payables	<u>\$ 25,654,622</u>

The outstanding balances between funds result mainly from the time lag between the date that: (1) interfund reimbursable expenditures occur, (2) transactions are recorded in the accounting system, and (3) payments between funds are made.

<u>Fund Transferred From</u>	<u>Fund Transferred To</u>		
	<u>General Fund</u>	<u>Other Governmental Funds</u>	<u>Total</u>
General Fund	\$ -	\$ 2,525,592	\$ 2,525,592
Air Quality Investment Fund	113,332	2,750,000	2,863,332
GHG Reduction Projects Special Revenue Fund	125,917	-	125,917
Community Air Protection AB 134 Fund	30,794	-	30,794
Carl Moyer Program AB 923 Fund	-	3,000,000	3,000,000
Other Governmental Fund	7,320,522	6,000,000	13,320,522
	<u>\$ 7,590,565</u>	<u>\$ 14,275,592</u>	<u>\$ 21,866,157</u>

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South Coast AQMD's Governing Board approved the following:

- Transfer of \$1,000,000 from General Fund to the Infrastructure Improvement Fund to enable the implementation of critical projects and programs.
- Transfer of total \$1,480,592 from General Fund to the Health Effects Research Fund to fund a number of research projects.
- Transfer of \$45,000 from General Fund to the Air Filtration Fund as part of a settlement with the State of California Attorney General to implement a South Coast AQMD SEP.
- Transfer of \$96,631 from Air Toxics Fund to General Fund for administrative costs.
- Transfer of \$2,000,000 from Air Quality Investment Fund to the Clean Shipping Technology Demonstration Special Revenue Fund to install, test and demonstrate on one of MSC Ship management Limited Tier 2 vessels.
- Transfer of \$750,000 from the Air Quality Investment Fund to the Advanced Technology, Outreach and Education Fund to participate in the Commercial Electric Lawn and Garden Equipment Incentive and Exchange Program.
- Transfer of \$113,332 from Air Quality Investment Fund to General Fund for administrative costs.
- Transfer of \$7,977 from CARB ERC Bank Fund to General Fund for administrative costs.
- Transfer of \$56,049 from the BP ARCO Settlement Projects Fund to the General Fund for the purchase of the last 6 filter-based samplers.
- Transfer a total of \$407,542 from Rule 1118 Mitigation Fund to General Fund. The transfer included \$119,809 for administrative costs and \$287,733 to support the MATES V enhanced monitoring program.
- Transfer of \$1,179,464 from HEROS II Special Revenue Fund to General Fund for administrative costs.
- Transfer of \$2,209 from AB 1318 Mitigation Fees Fund to General Fund for administrative costs.
- Transfer of \$6,000,000 from Advanced Technology Goods Movement Fund to the Clean Fuels Program Fund for project completion.
- Transfer of \$125,917 from GHG Reduction Projects to General Fund for administrative costs.
- Transfer of \$72,485 from Air Filtration Fund to General Fund for administrative costs.
- Transfer of \$30,794 from the Community Air Protection AB 134 Fund to the General Fund for administrative costs.
- Transfer of \$5,498,165 from the Rule 1180 Special Revenue Fund to the General Fund to appropriate funds, issue solicitations and purchase orders for equipment.
- Transfer of \$3,000,000 from Carl Moyer Program AB 923 Fund to the Voucher Incentive Program Fund to continue funding truck replacement projects on a first-come, first-served basis.

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V. CAPITAL ASSETS

In compliance with GASB Statement No. 34 reporting, South Coast AQMD has reported all capital assets in the Government-wide Statement of Net Position. Capital asset activities for the year ended June 30, 2020 were as follows:

	Balance June 30, 2019	Increase	Decrease	Balance June 30, 2020
Governmental Activities:				
Capital assets not being depreciated:				
Land	\$ 8,829,792	\$ -	\$ -	\$ 8,829,792
Total capital assets not being depreciated	<u>8,829,792</u>	<u>-</u>	<u>-</u>	<u>8,829,792</u>
Capital Assets being depreciated:				
Buildings and improvements	78,667,608	968,229	-	79,635,837
Intangibles (software)	9,874,168	1,453,115	(32,000)	11,295,283
Equipment, vehicles and furniture	33,081,465	6,451,161	(1,275,573)	38,257,053
Total capital assets being depreciated	<u>121,623,241</u>	<u>8,872,505</u>	<u>(1,307,573)</u>	<u>129,188,173</u>
Governmental Activities:				
Less Accumulated Depreciation for:				
Buildings and improvements	(68,366,574)	(2,647,438)	-	(71,014,012)
Intangibles (software)	(2,592,103)	(760,933)	-	(3,353,036)
Equipment, vehicles and furniture	(23,992,754)	(2,418,715)	1,275,573	(25,135,896)
Total accumulated depreciation	<u>(94,951,431)</u>	<u>(5,827,086)</u>	<u>1,275,573</u>	<u>(99,502,944)</u>
Net capital assets being depreciated	<u>26,671,810</u>	<u>3,045,419</u>	<u>(32,000)</u>	<u>29,685,229</u>
Net capital assets, governmental activities	<u>\$ 35,501,602</u>	<u>\$ 3,045,419</u>	<u>\$ (32,000)</u>	<u>\$ 38,515,021</u>

For the year ended June 30, 2020, the depreciation expense of \$5,827,086 was charged to South Coast AQMD's functions/programs in the governmental activities as follows:

Advance clean air technology	\$ 273,908
Ensure compliance with clean air rules	1,673,208
Customer service and business assistance	405,145
Develop programs to achieve clean air	375,665
Develop rules to achieve clean air	287,047
Monitoring air quality	2,001,258
Timely review of permits	720,033
Policy support	<u>90,822</u>
Total depreciation expense	<u>\$5,827,086</u>

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VI. DEFERRED OUTFLOWS/DEFERRED INFLOWS OF RESOURCES, PENSION, AND OPEB

The following is a summary of deferred outflows of resources and deferred inflows of resources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Deferred outflows of resources – Pension (SBCERA) (see note IX for details)	\$ 79,376,597	\$ -
Deferred inflows of resources – Pension (SBCERA) (see note IX for details)	-	17,978,189
Deferred outflows of resources – OPEB (LACERA) (see note X for details)	240,984	-
Deferred inflows of resources – OPEB (LACERA) (see note X for details)	-	486,000
Total	\$ 79,617,581	\$ 18,464,189

The following is a summary of pension and OPEB Balances:

	SBCERA	LACERA	Total
Pension:			
Net Pension liability	\$ 233,891,405	\$ -	\$ 233,891,405
Pension expense	46,248,985	33,000	46,281,985
Pension contributions made in fiscal year 2019-20	33,202,615	-	33,202,615
OPEB:			
Net OPEB liability	-	3,627,000	3,627,000
OPEB expense	-	353,900	353,900
OPEB contributions made in fiscal year 2019-20	-	240,984	240,984

VII. LONG-TERM DEBT

The following is a summary of long-term obligation transactions of South Coast AQMD for the year ended June 30, 2020:

	<u>Balance</u>	<u>Addition</u>	<u>Reduction</u>	<u>Balance</u>	<u>Amounts</u>	<u>Amounts Due</u>
	<u>July 1, 2019</u>			<u>June 30, 2020</u>	<u>Due Within</u>	<u>in More Than</u>
					<u>One Year</u>	<u>One Year</u>
Governmental Activities:						
Claims payable:						
General liability	\$ 42,500	\$ 81,914	\$ 51,414	\$ 73,000	\$ 33,000	\$ 40,000
Workers' compensation	1,362,509	2,147,306	2,644,652	865,163	233,594	631,569
Compensated absences	13,686,379	2,977,371	1,330,528	15,333,222	1,470,080	13,863,142
Pension Obligation Bonds	<u>19,323,964</u>	<u>-</u>	<u>3,686,640</u>	<u>15,637,324</u>	<u>3,840,443</u>	<u>11,796,881</u>
Total	\$ <u>34,415,352</u>	\$ <u>5,206,591</u>	\$ <u>7,713,234</u>	\$ <u>31,908,709</u>	\$ <u>5,577,117</u>	\$ <u>26,331,592</u>

In prior years, claims payable and compensated absences have been liquidated primarily by the General Fund.

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1995 Pension Obligation Bonds

On December 1, 1995, South Coast AQMD, jointly with the County of San Bernardino, issued bonds to retire the Unfunded Actuarial Accrued Liability (UAAL) due to San Bernardino County Employees' Retirement Association (SBCERA). South Coast AQMD issued a \$34,261,896 aggregate principal amount to refund its portion of the obligation to SBCERA. The interest rates range from 5.68% to 7.72% with maturity date of August 1, 2021. The purpose of this refunding was to lower the cost to South Coast AQMD through the issuance of bonds at rates that are lower than those assessed by SBCERA and to restructure its debt service from an ascending to a level-debt-service schedule. At the time of refunding these changes were expected to result in estimated total gross debt service savings of \$20,151,420 through June 30, 2022. During the fiscal year ended June 30, 2020, \$511,640 in principal and \$2,553,360 in interest were paid on the bonds. The principal balance outstanding at June 30, 2020 amounted to \$917,324.

The annual payment requirements under the 1995 pension bond obligation are as follows:

Year Ending				
<u>June 30</u>		<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2021	\$	475,443	\$ 2,589,557	\$ 3,065,000
2022		<u>441,881</u>	<u>2,623,119</u>	<u>3,065,000</u>
Total	\$	<u>917,324</u>	\$ <u>5,212,676</u>	\$ <u>6,130,000</u>

Series 2004 Pension Obligation Bonds

On June 29, 2004, South Coast AQMD issued and sold taxable pension obligation bonds to retire the Unfunded Actuarial Accrued Liability (UAAL) due to the SBCERA. At the time of issuance, it was estimated that the issuance and sale of \$47,030,000 was expected to result in estimated total gross debt service savings of \$22.4 million through August 1, 2023.

The Series 2004 Pension Obligation Bonds are payable on a parity with the 1995 Pension Obligation Bonds. South Coast AQMD may, from time to time, enter into supplemental indentures without the consent of the Bond Owners of the 1995 Bonds or Series 2004 Bonds for the purpose of providing for the issuance of additional series of Pension Obligation Bonds or to refund any other evidences of indebtedness of South Coast AQMD arising pursuant to the Retirement Law. The interest rates range from 4.75% to 5.93% with maturity date of August 1, 2023. During the fiscal year ended June 30, 2020, \$3,175,000 in principal and \$950,622 in interest were paid on the bonds. The principal balance outstanding at June 30, 2020 amounted to \$14,720,000.

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The annual payment requirements under pension bond obligation, Series 2004, are as follows:

Year Ending				
<u>June 30</u>		<u>Principal</u>		<u>Interest</u>
				<u>Total</u>
2021	\$	3,365,000	\$	763,549
2022		3,565,000		563,242
2023		3,780,000		348,736
2024		<u>4,010,000</u>		<u>118,897</u>
Total	\$	<u>14,720,000</u>	\$	<u>1,794,424</u>

Allocation of Interest Expenses

Total interest expenses on long-term debt for the year ended June 30, 2020 amounted to \$3,463,254. These interest expenses on long-term debt are not meaningfully associated with individual functional activities. Hence, this is considered an indirect expense and should be reported in the Statement of Activities as a separate line.

VIII. RISK MANAGEMENT

South Coast AQMD's risk management program is responsible for purchasing insurance when prudent and cost-effective, self-insuring other exposures to loss when feasible.

South Coast AQMD carries \$200 million of all-risk property insurance, with limits of \$100 million on business interruption and \$25 million on earthquake and flood coverage. The limits of liability for general claims is \$10 million. This coverage is supplemented by excess liability policies for boilers & machinery to a limit of \$100 million, and bodily injury/property damage/public officials' errors and emissions/employment practices liability/personal injury to \$15 million. Self-insured retention levels for excess liability is \$250,000. South Coast AQMD maintains \$25 million excess workers' compensation insurance for losses over \$750,000. South Coast AQMD also maintains policies to protect against some criminal conduct and cyber-attacks.

As of June 30, 2020, \$73,000 and \$865,163, respectively, had been reserved for general liability claims and workers' compensation.

An appropriate amount has been recorded in the General Fund's financial statements to the extent that South Coast AQMD anticipates that these amounts will be paid from current resources. While the ultimate amount of losses incurred through June 30, 2020 is dependent on future development based upon information from the independent claims' administrator and others involved with the administration of the

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programs, South Coast AQMD management believes that the aggregate accrual is adequate to cover such losses.

No significant reduction in insurance coverage occurred during the last three fiscal years. Also, during this period, no claim settlement exceeded insurance coverage.

The following represents changes in the aggregate liabilities for claims of South Coast AQMD's general liability and workers' compensation for the years ended June 30, 2019 and 2020:

	General Liability	Workers' Compensation	Totals
Claims payable, July 1, 2018	\$ 135,000	\$ 960,000	\$ 1,095,000
Current year claims and changes in estimates	22,500	3,533,743	3,556,243
Claims payments	(115,000)	(3,131,234)	(3,246,234)
Claims payable, June 30, 2019	<u>\$ 42,500</u>	<u>\$ 1,362,509</u>	<u>\$ 1,405,009</u>
Claims payable, July 1, 2019	\$ 42,500	\$ 1,362,509	\$ 1,405,009
Current year claims and changes in estimates	81,914	2,147,306	2,229,220
Claims payments	(51,414)	(2,644,652)	(2,696,066)
Claims payable, June 30, 2020	<u>\$ 73,000</u>	<u>\$ 865,163</u>	<u>\$ 938,163</u>

IX. DEFINED BENEFIT PENSION PLANS

San Bernardino County Employees' Retirement Association

Plan description

South Coast AQMD participates in the San Bernardino County Employees' Retirement Association (SBCERA) pension plan - a cost-sharing multiple-employer defined benefit pension plan (the Plan). SBCERA administers the Plan which provides benefits for two membership classifications, General and Safety, and those benefits are tiered based upon date of SBCERA membership. South Coast AQMD only has general membership. Generally, those who become members prior to January 1, 2013 are Tier 1 members. All other members are Tier 2. An employee who is appointed to a regular position, whose service is greater than fifty percent of the full standard of hours required are members of SBCERA, and are provided with pension benefits pursuant to Plan requirements.

The Plan operates under the provisions of the California County Employees' Retirement Law of 1937 (CERL), the California Public Employees' Pension Reform Act of 2013 (PEPRA), and the regulations, procedures and policies adopted by

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SBCERA’s Board of Retirement (Board). The Plan’s authority to establish and amend the benefit terms are set by the CERL and PEPRA, and may be amended by the California state legislature and in some cases require approval by the County of San Bernardino Board of Supervisors and/or the SBCERA Board. SBCERA is a tax qualified plan under Section 401(a) of the Internal Revenue Code.

SBCERA is a legally separate entity from South Coast AQMD, not a component unit, and there is no financial interdependency with the County of San Bernardino. For these reasons, the South Coast AQMD’s comprehensive annual financial report excludes the SBCERA pension plan as of June 30, 2020. SBCERA publishes its own comprehensive annual financial report that includes its financial statements and required supplementary information, that can be obtained by writing SBCERA at, 348 W. Hospitality Lane, Third Floor, San Bernardino, CA 92415-0014 or visiting the website at: www.SBCERA.org.

Benefits Provided

SBCERA provides retirement, disability, death and survivor benefits. The CERL and PEPRA establish benefit terms. Retirement benefits are calculated on the basis of age, average final compensation and service credit as follows:

	General – Tier 1	General – Tier 2
Final Average Compensation	Highest 12 months	Highest 36 months
Normal Retirement Age	Age 55	Age 55
Early Retirement: Years of service required and/or age eligible for	Age 70 any years	Age 70 any years
	10 years age 50	5 years age 52
	30 years any age	N/A
Benefit percent per year of service for normal retirement age	At normal retirement age, 2% per year of final average compensation for every year of service credit	At age 67, 2.5% per year of final average compensation for every year of service credit
Benefit adjustments	Reduced before age 55, increased after 55 up to age 65	Reduced before age 67
Final Average Compensation Limitation	Internal Revenue Code section 401(a)(17)	Government Code section 7522.10

An automatic cost of living adjustment is provided to benefit recipients based on changes in the local region Consumer Price Index (CPI) up to a maximum of 2% per year. Any increase greater than 2% is banked and may be used in years where the CPI is less than 2%. There is a one-time 7% increase at retirement for members hired before August 19, 1975. The Plan also provides disability and death benefits to eligible members and their beneficiaries, respectively. For retired members, the death benefit is determined by the retirement benefit option chosen. For all other members, the beneficiary is entitled to benefits based on the members years of service or if the death was caused by employment. General members are also eligible for survivor benefits which are payable upon a member’s death.

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Contributions

Participating employers and active members are required by statute to contribute a percentage of covered salary to the Plan. This requirement is pursuant to Government Code sections 31453.5 and 31454, for participating employers and Government Code sections 31621.6, 31639.25 and 7522.30 for active members. The contribution requirements are established and may be amended by the SBCERA Board pursuant to Article 1 of the CERL, which is consistent with the Plan’s actuarial funding policy. The contribution rates are adopted yearly, based on an annual actuarial valuation, conducted by an independent actuary, that considers mortality, service (including age at entry into the Plan, if applicable, and tier), and compensation experience of the members and beneficiaries, and also includes an evaluation of the Plan’s assets and liabilities. Participating employers may pay a portion of the active members’ contributions through negotiations and bargaining agreements.

Employee contribution rates for the fiscal year ended June 30, 2020 ranged between 9.14% and 15.53% for Tier 1 General members, 30 year General member are not required to pay any employee contribution. For Tier 2 General members, the contribution is 8.18%.

Employer contribution rates for the year ended June 30, 2020 are as follows:

	Employer Contribution Rates	
	Tier 1 Members	Tier 2 Members
Actuarially Determined Required Contribution Percentages	Total	Total
South Coast AQMD members	42.31%	38.04%

The required employer contributions and the amount paid to SBCERA by the South Coast AQMD for the year ended June 30, 2020 were \$33,202,615. The South Coast AQMD’s employer contributions were equal to the required employer contributions for the year ended June 30, 2020.

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Pension Liability

At June 30, 2020, South Coast AQMD reported a net pension liability of \$233,891,405 for its proportionate share of the SBCERA’s net pension liability. The net pension liability was measured as of June 30, 2019, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of June 30, 2019. The SBCERA’s publicly available financial report provides details on the change in the net pension liability.

The South Coast AQMD’s proportion of the net pension liability was based on the South Coast AQMD’s contributions received by SBCERA during the measurement period for employer payroll paid dates from July 1, 2018 through June 30, 2019, relative to the total employer contributions received from all of SBCERA’s participating employers. At June 30, 2020, the South Coast AQMD’s proportion was 8.625%, which was an increase of 0.012% from its proportion measured as of June 30, 2018.

Pension Expense and Deferred Outflows/Inflows of Resources

For the fiscal year ended June 30, 2020, the South Coast AQMD recognized pension expense of \$46,248,985 for its proportionate share of SBCERA’s pension expense. At June 30, 2020, the South Coast AQMD reported its proportionate share of deferred outflows of resources and deferred inflows of resources related to pensions, from the following sources:

	Deferred Outflows of Resources*	Deferred Inflows of Resources*
Changes in proportion and differences between South Coast AQMD contributions and proportionate share of contributions	\$ 7,849,977	\$ 10,457,791
Changes in actuarial assumptions	30,546,994	-
Net difference between projected and actual earnings on pension plan investments	4,656,819	-
Differences between expected and actual experience	3,120,192	7,520,398
South Coast AQMD contributions paid to SBCERA subsequent to the measurement date	33,202,615	-
Total	\$ 79,376,597	\$ 17,978,189

*See note VI for summary

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The \$33,202,615 reported as deferred outflows of resources related to pensions resulting from South Coast AQMD's contributions made to SBCERA subsequent to the measurement date but before the reporting period ended June 30, 2020. The contribution will be recognized as a reduction of the net pension liability in the subsequent fiscal year ended June 30, 2021. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to SBCERA pensions will be recognized in pension expense as follows:

Year ended June 30:	
2021	13,503,294
2022	589,266
2023	9,442,810
2024	5,502,386
2025	(805,762)
Thereafter	(36,201)

Actuarial Assumptions and Methods

The significant actuarial assumptions and methods used to measure the total pension liability are as follows:

Actuarial valuation date	June 30, 2019
Actuarial experience study	3-year period ending June 30, 2016
Actuarial cost method	Entry age actuarial cost method
Actuarial assumptions:	
Investment rate of return ⁽¹⁾	7.25%
Inflation	3.00%
Projected Salary increases ⁽²⁾	General: 4.5% to 14.50%
Cost of living adjustments	Contingent upon consumer price index with a 2.00% maximum
Administrative Expenses	0.70% of payroll

⁽¹⁾ Includes inflation at 3.00% and is net of pension investment expenses.

⁽²⁾ Includes inflation at 3.00% plus real across-the-board salary increase of 0.50% plus merit and promotional increases.

The actuarial assumptions used in the June 30, 2019 valuation were based on the results of an actuarial experience study for the three year period of July 1, 2013 – June 30, 2016. Same assumptions are used in the June 30, 2019 and 2018 actuarial valuation.

For General employees, mortality rate is based on the Headcount-Weighted RP 2014 Healthy Annuitant Mortality Table set forward one year for males, projected generationally with the two-dimensional mortality MP-2016 projection scale.

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Long-term Expected Rate of Return

The long-term expected rate of return on pension plan investments is 7.25%. SBCERA's actuary prepares an analysis of the long-term expected rate of return on a triennial basis using a building-block method in which expected future real rates of return (expected returns, net of inflation) are developed for each major asset class. These returns are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage, adding expected inflation and subtracting expected investment expenses and a risk margin. The target allocations (approved by the SBCERA Board) and projected arithmetic real rates of return for each major asset class, after deducting inflation, but before deducting investment expenses, used in the derivation of the long-term expected investment rate of return assumptions are summarized in the following table:

SBCERA's Long-Term Expected Real Rate of Return

		As of June 30, 2019 Valuation Date	
Asset Class	Investment Classification	Target Allocation(1)	Long-Term Expected Real Rate of Return (Arithmetic)
Large Cap U.S. Equity	Domestic Common and Preferred Stock	8.00%	5.61%
Small Cap U.S. Equity	Domestic Common and Preferred Stock	2.00%	6.37%
Developed International Equity	Foreign Common and Preferred Stock	6.00%	6.96%
Emerging Market Equity	Foreign Common and Preferred Stock	6.00%	9.28%
U.S. Core Fixed Income	U.S. Government and Agency/Corporate Bonds	2.00%	1.06%
High Yield/Credit Strategies	Domestic Bonds/Foreign Bonds	13.00%	3.65%
Global Core Fixed Income	Foreign Bonds	1.00%	0.07%
Emerging Market Debt	Emerging Market Debt	6.00%	3.85%
Real Estate	Real Estate	9.00%	4.37%
International Credit	Foreign Alternatives	11.00%	6.75%
Absolute Return	Domestic Alternatives/Foreign Alternatives	13.00%	3.56%
Real Assets	Domestic Alternatives/Foreign Alternatives	5.00%	6.35%
Private Equity	Domestic Alternatives/Foreign Alternative	16.00%	8.47%
Cash & Equivalents	Short-Term Cash Investment Funds	2.00%	(0.17)%
Total		<u>100.00%</u>	

(1) For actuarial purposes, target allocations only change once every three years based on the triennial actuarial experience study.

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Discount Rate

The discount rate used to measure the total pension liability was 7.25%. The projection of cash flows used to determine the discount rate assumed that employee and employer contributions will be made based on the actuarially determined rates based on the SBCERA Board’s funding policy, which establishes the contractually required rate based on statute. Based on those assumptions, the pension plan’s fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Sensitivity Analysis

The following table presents the South Coast AQMD’s proportionate share of the net pension liability calculated using the discount rate of 7.25%, as well as what the South Coast AQMD’s proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower (6.25%) or 1-percentage-point higher (8.25%) than the current rate.

**Sensitivity of Net Pension Liability to Changes in the Discount Rate
As of June 30, 2020**

	1% Decrease (6.25%)	Current Discount Rate (7.25%)	1% Increase (8.25%)
South Coast AQMD’s proportionate share of the net pension liability	\$363,132,883	\$233,891,405	\$127,933,967

Pension Plan Fiduciary Net Position

Detailed information about the SBCERA's fiduciary net position is available in a separately issued SBCERA comprehensive annual financial report. That report may be obtained on the Internet at www.SBCERA.org; by writing to SBCERA at 348 W. Hospitality Lane, Third Floor, San Bernardino, CA 92415; or by calling (909) 885-7980 or (877) 722-3721.

Payables to the Pension Plan

The amount payable to SBCERA at June 30, 2020 for the legally required contribution is \$3,401,100.

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Los Angeles County Employees' Retirement Association

Plan Description

South Coast AQMD participates in the Los Angeles County Employees Retirement Association Pension Plan (the plan). (LACERA operates as a cost-sharing multiple-employer defined benefit plan.) As of June 30, 2020, South Coast AQMD had no active members in this plan. For South Coast AQMD, LACERA is a closed plan which means no new members will be added to the plan. The Los Angeles County Employees' Retirement Association (LACERA) was established on January 1, 1938. It is governed by the California Constitution; the County Employees Retirement Law of 1937 (CERL); and the regulations, procedures, and policies adopted by LACERA's Board of Retirement and Board of Investments. The Los Angeles County (County) Board of Supervisors may also adopt resolutions, as permitted by CERL, which may affect the benefits of LACERA members.

Benefits Provided

Vesting occurs when a member accumulates five years' creditable service under contributory plans or accumulates 10 years of creditable service under the general service non-contributory plan. Benefits are based upon 12 or 36 months' average compensation, depending on the plan, as well as age at retirement and length of service as of the retirement date, according to applicable statutory formula. Vested members who terminate employment before retirement age are considered terminated vested (deferred) members. Service-connected disability benefits may be granted regardless of length of service consideration. Five years of service are required for nonservice-connected disability eligibility according to applicable statutory formula. Members of the non-contributory plan, who are covered under separate long-term disability provisions not administered by LACERA, are not eligible for disability benefits provided by LACERA.

Contributions

Members and employers contribute to LACERA based on rates recommended by an independent consulting actuary and adopted by the Board of Investments and the Los Angeles County Board of Supervisors. Contributory plan members are required to contribute between approximately 5 percent and 13 percent of their annual covered salary. Member and employer contributions received from the outside districts are considered part of LACERA's pension plan as a whole.

Participating employers are required to contribute the remaining amounts necessary to finance the coverage of their employees (members) through monthly or annual prefunded contributions at actuarially determined rates. Rates for the contributory plan tiers for members who entered the Plan prior to January 1, 2013 are based upon age at entry to the Plan and plan type enrollment.

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Net Pension Liability

At June 30, 2020, the proportionate share of South Coast AQMD's Net Pension Liability was 0% and the amount payable to LACERA for the legally required contribution amount is \$0.

Pension Expense and Deferred Outflows/Inflows of Resources

For the fiscal year ended June 30, 2020, South Coast AQMD recognized pension expense of \$33,000 for its proportionate share of LACERA's pension expense. At June 30, 2020, South Coast AQMD reported zero balances for the proportionate share of deferred outflows of resources and deferred inflows of resources related to pensions.

Pension Plan Fiduciary Net Position

Detailed information about the LACERA's fiduciary net position is available in a separately issued LACERA comprehensive annual financial report. That report may be obtained on the Internet at www.LACERA.com; by writing to LACERA at 300 N. Lake Avenue, Suite 650, Pasadena, CA 91101; or by calling (626) 564-6000.

X. OTHER POST EMPLOYMENT BENEFITS (OPEB)

Plan Description

SBCERA does not provide any post-employment benefits to South Coast AQMD retirees. LACERA, however, in addition to providing pension benefits, essentially provides a comprehensive health care benefits program to its retirees that include several medical, dental, vision, and death benefits. LACERA administers the defined benefit Other Post-Employment Benefits (OPEB) on behalf of Los Angeles County and its participating agencies. South Coast AQMD is one of the participating agencies. Prior to fiscal year 2019-20, the OPEB was under a cost sharing multiple-employer structure. Starting in fiscal year 2019-20, the OPEB was changed to an agent plan structure. This is the inaugural year of the GASB 75 disclosure report under an agent plan structure.

South Coast AQMD is subject under the April 20, 1982 agreement between the Los Angeles County and LACERA (County Agreement). In April 1982, the Los Angeles County adopted an ordinance pursuant to the County Employees Retirement Law of 1937 (CERL) that provided for a retiree health insurance program and death/burial benefits for retired employees and their eligible dependents. In 1982, the Los Angeles County and LACERA entered into an agreement whereby LACERA would administer the program subject to the terms and conditions of the agreement. In 1994, the Los Angeles County amended the agreement to continue to support LACERA's retiree insurance benefits program, regardless of the status of the active member insurance. In 2018, this agreement was further updated to specify the sharing of expenses between South Coast AQMD

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
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and LA County for South Coast AQMD retirees who also had LA County service credit.

LACERA is a closed plan to employees who were hired after December 31, 1979. Currently, there are 48 retirees covered by the benefit terms under the OPEB.

LACERA is a legally separate entity from South Coast AQMD, not a component unit, and there is no financial interdependency with the Los Angeles County. For these reasons, the South Coast AQMD's comprehensive annual financial report excludes the LACERA OPEB as of June 30, 2020. LACERA publishes its own comprehensive annual financial report that includes its financial statements and required supplementary information, which can be obtained by writing LACERA at 300 N. Lake, Pasadena, CA 91101 or visiting the website at: www.LACERA.com.

Benefits Provided

LACERA OPEB program offers members choice of medical plan as well as dental/vision plans. Medical and dental/vision are provided through third-party insurance carriers with the participant's cost for medical and dental/vision insurance varying according to the years of retirement service credit, the plan selected, and the number of persons covered. There is a one-time lump-sum \$5,000 death/burial benefit payable to the designated beneficiary upon the death of a retiree.

Contributions

South Coast AQMD and/or Los Angeles County and each retired employee participating in the OPEB contributes a portion of the total cost per month of the premium for the plan in which the retiree is enrolled according to the terms of the Retiree Health Care Program under the County Agreement. The portion of the premium to be paid by South Coast AQMD and/or the Los Angeles County is calculated based on the years of retirement service credit under the terms of the County Agreement, as they may change from time to time. LACERA subsidizes the retiree's cost starting at 10 years of service credit and up to a maximum of 100% for a member with 25 years of service credit with the County. LACERA, at its own discretion, may increase the premium to cover additional expenses.

Net OPEB Liability

The net OPEB liability was measured at \$3,627,000 as of June 30, 2020. South Coast AQMD's total OPEB liability was determined by an actuarial valuation as of the valuation date, calculated based on the discount rate and actuarial assumptions and was projected forward to the measurement date. The total OPEB liability is the same as the net OPEB liability since the fiduciary net position is zero.

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OPEB Expense and Deferred Outflows/Inflows of Resources

For the fiscal year ended June 30, 2020, the South Coast AQMD recognized OPEB expense of \$353,900. As of June 30, 2020, South Coast AQMD's reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	Deferred Outflows of Resources*	Deferred Inflows of Resources*
Differences between projected and actual plan investment earnings	\$ -	\$ 5,000
Differences between expected and actual economic experience	-	138,000
Changes of assumptions	-	343,000
South Coast AQMD contributions paid to LACERA subsequent to the measurement date	240,984	-
Total	\$ 240,984	\$ 486,000

*See note VI for summary

The \$240,984 reported as deferred outflows of resources related to OPEB resulting from South Coast AQMD's contributions made to LACERA subsequent to the measurement date but before the reporting period ended June 30, 2020. The contribution will be recognized as a reduction of the net OPEB liability in the subsequent fiscal year ended June 30, 2021. Other amounts reported as deferred inflows of resources related to OPEB will be recognized in the OPEB expense as follows:

Year ended June 30:	
2020	\$ (74,000)
2021	(74,000)
2022	(73,000)
2023	(72,000)
2024	(72,000)
Thereafter	(121,000)

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
NOTES TO THE BASIC FINANCIAL STATEMENTS
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Actuarial Assumptions and Methods

The significant actuarial assumptions and methods used to measure the total OPEB's liability are as follows:

Actuarial Valuation Date	June 30, 2018
Measurement Date	June 30, 2019
Actuarial Cost Method	Entry age normal, level percent of pay
Inflation	2.75%
Salary Increases	3.25%
Investment Rate of Return	3.50%

Mortality rates were based on the RP-2014 Healthy and Disabled Annuitant mortality tables and including projection for expected future mortality improvement using the MP-2014 Ultimate Projection Scale.

Healthcare Cost Trend Rates:

	FY 2018 to FY 2019	FY 2019 to FY 2020	Ultimate
LACERA Medical Under 65	5.80%	6.30%	4.50%
LACERA Medical Over 65	6.00%	6.00%	4.50%
Part B Premiums	9.25%	1.85%	4.35%
Dental/Vision	0.00%	3.00%	3.70%
Weighted-average Trend	5.85%	5.42%	4.47%

The OPEB liability figures include the Excise Tax. This is based on the requirements of the Affordable Care Act (ACA) and the Consolidated Appropriations Act of 2016.

The actuarial assumptions used in the June 30, 2019 valuation were based on the results of a 2016 actuarial retirement experience study and a 2018 actuarial OPEB experience study.

Discount Rate

The discount rate used to measure the net OPEB liability under the agent structure was 3.50%. The discount rate was determined from the 20-year tax-exempt municipal bond yield whereas the discount rate under the cost sharing structure of 5.11% was determined from the depletion date calculation of the combined liabilities and assets from all the cost sharing employers. The beginning balance of the net OPEB liability was changed from \$3,180,000 to \$3,623,000, and the impact on the net OPEB liability due to this change was \$443,000.

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
NOTES TO THE BASIC FINANCIAL STATEMENTS
June 30, 2020**

Sensitivity of the South Coast AQMD’s Net OPEB Liability to Changes in the Discount Rate

The following presents the South Coast AQMD’s net OPEB liability as well as what the South Coast AQMD’s net OPEB liability would be if it were calculated using a discount rate that is 1-percentage-point lower (2.50%) or 1-percentage-point higher (4.50%) than the current rate:

	1% Decrease (2.50%)	Current Discount Rate (3.50%)	1% Increase (4.50%)
Net OPEB liability	\$4,046,000	\$3,627,000	\$3,279,000

Sensitivity of the South Coast AQMD’s Net OPEB Liability to Changes in Healthcare Cost Trend Rates

The following presents the South Coast AQMD’s net OPEB liability, calculated using the healthcare cost trend rates as reported on the July 1, 2018 OPEB Actuarial Valuation Health Cost Trend Assumptions with Excise Tax table, as well as what the net OPEB liability would be if it were calculated using the healthcare cost trend rates that are 1-percentage-point lower or 1-percentage-point higher than the current rates:

	1% Decrease	Current Healthcare Cost Trend Rates	1% Increase
Net OPEB liability	\$3,283,000	\$3,627,000	\$4,033,000

OPEB Plan Fiduciary Net Position

Detail information about the LACERA’s fiduciary net position is available in a separately issued LACERA comprehensive annual financial report. That report may be obtained on the internet at www.LACERA.com; by writing to LACERA at 300 N. Lake, Pasadena, CA 91101; or by calling (626) 564-6000.

Payable to the OPEB Plan

At June 30, 2020, the amount payable to LACERA for the legally required contribution is \$19,691.

XI. DEFERRED COMPENSATION PLAN

South Coast AQMD offers its employees a deferred compensation plan created in accordance with Internal Revenue Code Section 457. The plan permits them to defer a portion of their salary until future years. These funds are not available to employees until termination, retirement, death or unforeseen emergency.

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The deferred compensation plan monies are invested in various investment funds as selected by the participating employees. All amounts of compensation deferred under the plan and all income attributed to those amounts are held in trust for the exclusive benefit of plan participants and their beneficiaries.

Effective January 1, 1999, federal legislation requires the Section 457 plan assets to be placed in trust for the exclusive use of the plan participants and their beneficiaries. South Coast AQMD's deferred compensation administrator, Hartford Life Insurance Co., qualifies as the plan trustee to meet the federal requirements. In accordance with GASB Statement No. 32, South Coast AQMD no longer reports the plan assets and liabilities in its financial statements. As of June 30, 2020, investments with a fair value of \$189,214,629 are held in a trust.

XII. HEALTH REIMBURSEMENT ARRANGEMENT PLAN

On December 4, 2009, South Coast AQMD's Governing Board approved the establishment of a Health Reimbursement Arrangement (HRA) plan for South Coast AQMD employees. This allows active employees to save on a tax-free basis for their future post-retirement health care costs. The Hartford serves as South Coast AQMD's HRA service provider. Currently, both South Coast AQMD and the SBCERA do not offer a health reimbursement program nor post-retirement health care to help the employees afford health care in retirement.

Initially, the program was made available to non-represented employees with the understanding that it could be expanded to cover represented employees, based on their approval. In compliance with the rules establishing the HRA, each defined group covered by the plan is required to establish its own criteria on what earnings would be contributed. As of June 30, 2020, Executive Officer, General Counsel and Designated Deputies were the eligible employee classifications that were set up and approved by South Coast AQMD. Contributions are 100% vacation and sick leave payouts at termination and/or compensation payout at termination per existing leave payment policy. Eligibility shall commence upon termination of employment on account of retirement (whether through disability or service).

XIII. COMMITMENTS

Guaranteed Loans

The Air Quality Assistance Fund (AQAF) was originally established to comply with state legislation which required South Coast AQMD to allocate a portion of the funds it receives as penalties and settlements from violators of air pollution regulations and to provide financing assistance to small businesses that require financing in order to comply with South Coast AQMD requirements. This legislation was repealed on January 1, 1999. In June 2000, the Governing Board authorized staff to continue to use the funds to assist small businesses with an improved program for greater participation. Financing assistance includes

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
NOTES TO THE BASIC FINANCIAL STATEMENTS
June 30, 2020**

guaranteeing or otherwise reducing the financial risks of lenders in providing financial assistance to small businesses. The funds are not used for direct loans to small businesses.

In June 2001, South Coast AQMD entered into an agreement with the California Pollution Control Financing Authority (CPCFA) to be an “independent contributor” to the California Capital Access Program (CalCAP). South Coast AQMD transferred \$100,000 to the CPCFA to cover borrower fees on any qualified small business CalCAP loans for air quality-related equipment or processes.

In October 2007, the Governing Board authorized the transfer of \$1 million to the Dry Cleaners Financial Incentives Grant Program to supplement the existing incentive grant programs. This incentive program assists dry cleaners in making early transitions from perchloroethylene (perc) to alternative cleaning technologies. AQAF’s fund balance amounted to \$1,676,976 at fiscal year ended June 30, 2020.

Operating Leases

Rental expense for non-cancelable operating leases was \$349,335 for the year ended June 30, 2020. Future minimum lease payments under non-cancelable operating leases of South Coast AQMD total as follows:

Year Ending	
<u>June 30</u>	<u>Amount</u>
2021	\$ 316,001
2022	325,719
2023	335,796
2024	345,874
2025	355,951
Thereafter	<u>459,605</u>
Total	<u><u>\$2,138,946</u></u>

The lease for the office equipment expires in December 2021 while the lease of the South Bay satellite office expires in September 2026.

XIV. PENDING LITIGATION

A number of other lawsuits and claims are pending against South Coast AQMD for alleged damages to persons and property and for other alleged liabilities arising out of its normal operations. South Coast AQMD’s management believes that any liability that may arise from the ultimate resolution of such legal actions will not have a material adverse impact on the financial position as of June 30, 2020.

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
NOTES TO THE BASIC FINANCIAL STATEMENTS
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XV. UNCERTAINTIES

In March 2020, the World Health Organization declared the outbreak of a novel coronavirus (COVID-19) as a global pandemic, which continues to spread throughout the United States and around the world. As a governmental agency, South Coast AQMD is deemed to be an essential business. Executive Officer has activated the Continuity of Operations Plan (COOP) and a large portion of the workforce are teleworking from home. South Coast AQMD is aware of changes in its business as a result of COVID-19. The extent to which the COVID-19 may impact South Coast AQMD's operating results, cash flows, and financial position will depend on future developments. The duration of any business disruption and related financial impact cannot be reasonably estimated at this time.

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
GENERAL FUND - BUDGET AND ACTUAL
(NON-GAAP BUDGETARY BASIS) SCHEDULE
For the Year Ended June 30, 2020**

	Budgeted Amounts		Actual Amounts Budgetary Basis	Variance with Final Budget
	Original	Final		Positive (Negative)
Revenues:				
Emission fees	\$ 20,675,800	\$ 20,675,800	\$ 20,781,427	\$ 105,627
Annual renewal fees	59,351,020	59,351,020	60,450,564	1,099,544
Area Sources	2,277,000	2,277,000	1,859,185	(417,815)
Permit processing fees	20,643,870	20,643,870	19,603,857	(1,040,013)
Mobile sources/clean fuels	28,129,833	28,129,833	26,776,335	(1,353,498)
Air toxics "Hot Spots"	2,647,420	2,647,420	2,906,530	259,110
Transportation programs	963,900	963,900	1,069,607	105,707
State subvention	3,924,550	3,924,550	3,939,219	14,669
Federal grant	6,140,350	7,995,026	7,630,780	(364,246)
Interest revenue	1,718,490	1,718,490	1,791,178	72,688
Lease revenue	176,960	176,960	150,164	(26,796)
Source test/analysis fees	755,550	755,550	427,852	(327,698)
Hearing Board fees	217,350	217,350	357,937	140,587
Penalties and settlements	5,000,000	5,000,000	12,178,184	7,178,184
Other revenues	13,984,932	19,250,629	21,355,427	2,104,798
Total revenues	<u>166,607,025</u>	<u>173,727,398</u>	<u>181,278,246</u>	<u>7,550,848</u>
Expenditures:				
Current:				
Salaries and employee benefits	141,667,712	142,162,416	133,296,238	8,866,178
Insurance	1,317,400	1,364,486	1,059,265	305,221
Rent	511,823	1,301,714	711,657	590,057
Supplies	2,285,868	3,680,574	3,237,331	443,243
Contract and special services	10,230,002	11,722,643	10,371,071	1,351,572
Maintenance	1,825,343	3,766,757	2,334,492	1,432,265
Travel and auto	931,323	1,147,791	877,887	269,904
Utilities	1,959,620	1,622,891	1,429,880	193,011
Communications	707,800	975,860	821,323	154,537
Uncollectible accounts	-	-	578,246	(578,246)
Other expenditures	2,032,857	2,877,351	2,053,709	823,642
Capital outlay	395,000	13,241,336	11,172,630	2,068,706
Debt service:				
Principal	2,686,641	2,686,641	2,686,641	-
Interest	3,503,983	3,503,983	3,503,983	-
Total expenditures	<u>170,055,372</u>	<u>190,054,443</u>	<u>174,134,353</u>	<u>15,920,090</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(3,448,347)</u>	<u>(16,327,045)</u>	<u>7,143,893</u>	<u>23,470,938</u>
Other Financing Sources (Uses)				
Transfers in	4,289,700	12,311,780	7,590,565	(4,721,215)
Transfers out	841,353	2,525,592	2,525,592	-
Total other financing sources	<u>5,131,053</u>	<u>9,786,188</u>	<u>5,064,973</u>	<u>(4,721,215)</u>
Net change in budgetary fund balances	<u>\$ 1,682,706</u>	<u>\$ (6,540,857)</u>	<u>\$ 12,208,866</u>	<u>\$ 18,749,723</u>

See accompanying notes to required supplementary information and independent auditor's report.

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Schedule of South Coast AQMD's Proportionate Share of the Net Pension Liability Last 10 Fiscal Years*

	Measurement Date**						
	June 30, 2019	June 30, 2018	June 30, 2017	June 30, 2016	June 30, 2015	June 30, 2014	June 30, 2013
<u>SBCERA Pension Plan</u>							
South Coast AQMD's proportion of the net pension liability	8.63%	8.61%	8.12%	8.09%	7.79%	6.45%	7.88%
South Coast AQMD's proportionate share of the net pension liability	\$ 233,891,405	\$ 218,228,092	\$ 214,076,570	\$ 199,589,723	\$ 151,441,343	\$ 109,655,281	\$ 156,371,863
South Coast AQMD's covered payroll	\$ 77,342,109	\$ 73,329,109	\$ 71,657,793	\$ 71,247,083	\$ 68,088,547	\$ 75,623,191	\$ 77,748,408
South Coast AQMD's proportionate share of the net pension liability as a percentage of its covered payroll	302.41%	297.60%	298.75%	280.14%	222.42%	145.00%	201.13%
SBCERA's fiduciary net position as a percentage of the total pension liability	75.24%	75.85%	74.94%	74.10%	79.33%	83.74%	76.28%

	Measurement Date**						
	June 30, 2019	June 30, 2018	June 30, 2017	June 30, 2016	June 30, 2015	June 30, 2014	June 30, 2013
<u>LACERA Pension Plan</u>							
South Coast AQMD's proportion of the net pension liability	0%	0%	0%	0%	0%	0%	0%
South Coast AQMD's proportionate share of the net pension liability	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
South Coast AQMD's covered payroll	\$ -	\$ 48,839	\$ 60,610	\$ 59,557	\$ 59,193	\$ 57,884	\$ 58,597
South Coast AQMD's proportionate share of the net pension liability as a percentage of its covered payroll	0%	0%	0%	0%	0%	0%	0%
LACERA's fiduciary net position as a percentage of the total pension liability	0%	0%	0%	0%	0%	0%	0%

* Data for FY's ended June 30, 2010 through 2012 is not available in comparable format.

** GASB Statement No. 68 requires this information to be presented as of the measurement date of the net pension liability, which is not the current fiscal year end.

See accompanying notes to required supplementary information and independent auditor's report.

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Schedule of South Coast AQMD's Contributions - Pensions Last 10 Fiscal Years*

<u>SBCERA Pension Plan</u>	Reporting Date**						
	June 30, 2020	June 30, 2019	June 30, 2018	June 30, 2017	June 30, 2016	June 30, 2015	June 30, 2014
Contractually required contribution	\$ 33,202,615	\$ 30,295,487	\$ 25,332,734	\$ 23,319,256	\$ 21,089,956	\$ 19,384,858	\$ 18,060,910
Contributions in relation to the contractually required contributions	33,202,615	30,295,487	25,332,734	23,319,256	21,089,956	19,384,858	18,060,910
Contributions deficiency (excess)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
South Coast AQMD's covered payroll***	\$ 80,649,203	\$ 76,475,127	\$ 73,329,109	\$ 71,657,793	\$ 71,247,083	\$ 68,088,547	\$ 75,623,191
Contributions as a percentage of covered payroll	41.17%	39.61%	34.55%	32.54%	29.60%	28.47%	23.89%

<u>LACERA Pension Plan</u>	Reporting Date**						
	June 30, 2020	June 30, 2019	June 30, 2018	June 30, 2017	June 30, 2016	June 30, 2015	June 30, 2014
Contractually required contribution	\$ -	\$ -	\$ 8,300	\$ 11,000	\$ 13,000	\$ 14,000	\$ 14,000
Contributions in relation to the contractually required contributions	-	-	8,300	11,000	13,000	14,000	14,000
Contributions deficiency (excess)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
South Coast AQMD's covered payroll***	\$ -	\$ -	\$ 48,839	\$ 60,610	\$ 59,557	\$ 59,193	\$ 57,844
Contributions as a percentage of covered payroll	0.00%	0.00%	16.99%	18.15%	21.83%	23.65%	24.20%

* Data for FY's ended June 30, 2011 through 2013 is not available in comparable format.

** GASB Statement No. 68 requires this information to be presented as of the most recent fiscal year end.

*** Covered payroll is different from that shown in previously issued reports due to updated information.

See accompanying notes to required supplementary information and independent auditor's report.

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Schedule of Changes in the South Coast AQMD's Net OPEB Liability and Related Ratios Last 10 Fiscal Years*

<u>LACERA OPEB Plan***</u>	<u>Measurement Date**</u>	
	<u>June 30, 2019</u>	
Net OPEB Liability		
Interest	\$	135,000
Effects of assumptions, changes or inputs		136,000
Benefit payments		(267,000)
Net change in net OPEB liability		4,000
Net OPEB liability, beginning		3,623,000
Net OPEB liability, ending (a)	\$	3,627,000
South Coast AQMD's covered-employee payroll	\$	-
Net OPEB liability as (a) % of covered-employee payroll		N/A

* Historical information is required only for measurement periods for which GASB 75 is applicable. Future year's information will be displayed up to 10 years as information becomes available.

** GASB Statement No. 75 requires this information to be presented as of the measurement date of the net OPEB liability, which is not the current fiscal year end.

*** OPEB liability for fiscal year 2019 and prior was reported based on a cost sharing structure. In fiscal year 2020 (measurement date at June 30, 2019), the plan was changed from a cost sharing structure to an agent structure. This is the inaugural year of the OPEB information to be reported under an agent structure. The beginning OPEB liability balance was changed to reflect the impact under the agent structure. The following is the historical information under the cost sharing structure:

Schedule of South Coast AQMD's Proportionate Share of the Net OPEB Liability

	<u>Measurement Date</u>		
	<u>June 30, 2018</u>	<u>June 30, 2017</u>	<u>June 30, 2016</u>
<u>LACERA OPEB Plan</u>			
South Coast AQMD's proportion of the collective net OPEB liability	0.01286%	0.01335%	0.01396%
South Coast AQMD's proportionate share of the collective net OPEB liability	\$3,180,000	\$3,534,000	\$3,721,000
South Coast AQMD's covered-employee payroll	\$48,839	\$60,610	\$59,557
South Coast AQMD's proportionate share of the collective net OPEB liability as a percentage of its covered-employee payroll	6511.19%	5830.72%	6247.80%
LACERA's fiduciary net position as a percentage of the total OPEB liability	0%	0%	0%

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Schedule of South Coast AQMD's Contributions - OPEB Last 10 Fiscal Years*

	Reporting Date**			
	June 30, 2020	June 30, 2019	June 30, 2018	June 30, 2017
<u>LACERA OPEB Plan</u>				
Contractually required contribution	\$ 240,984	\$ 232,780	\$ 232,715	\$ 234,967
Contributions in relation to the contractually required contributions	(240,984)	(232,780)	(232,715)	(234,967)
Contributions deficiency (excess)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
South Coast AQMD's covered-employee payroll	\$ -	\$ -	\$ 48,839	\$ 60,610
Contributions as a percentage of covered-employee payroll	0.00%	0.00%	476.49%	387.67%

* Historical information is required only for measurement periods for which GASB 75 is applicable. Future year's information will be displayed up to 10 years as information becomes available.

** GASB Statement No. 75 requires this information to be presented as of the most recent fiscal year-end.

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
NOTES TO REQUIRED SUPPLEMENTARY INFORMATION
June 30, 2020**

NOTE 1 – BUDGETS AND BUDGETARY ACCOUNTING

South Coast AQMD has a comprehensive annual budget process which establishes goals and objectives and monitors expenditures associated with meeting those goals and objectives.

Up to and including the budget adoption hearing by South Coast AQMD's Governing Board, the public and the business community have several opportunities to participate in the budget process. These opportunities include: Budget Advisory Committee meetings made up of business and environmental representatives, a public consultation, a Governing Board workshop and a public hearing.

Following input from the public, Budget Advisory Committee, and Governing Board, the draft budget for fiscal year 2019-20 was prepared and subsequently adopted at the May 2019 meeting of the Governing Board. The fiscal year 2019-20 Adopted Budget and the final fee schedules became effective on July 1, 2019.

South Coast AQMD's annual budget is adopted for the General Fund at the Major Object levels of Salaries and Employee Benefits, Services and Supplies, Capital Outlays, and Building Remodeling. The Governing Board has delegated expenditure authority to the Executive Officer for all budgeted expenditures of \$75,000 or less within a major object. All appropriations to the budget and transfers between major objects must be approved by the Governing Board. Transfers within a major object are delegated to the Executive Officer. Monthly expenditure reports are issued to each Office. The Governing Board receives a General Fund Budget status report on a quarterly basis.

South Coast AQMD presents a comparison of annual budget to actual results for the General Fund. The budgeted expenditure amounts represent the adopted budget adjusted for Governing Board approved supplemental appropriations. The budgeted revenue amounts represent the adopted budget modified for Governing Board approved adjustments which were based upon new or additional revenue sources. Supplemental expenditure appropriations of \$21,683,310 and revenue adjustments of \$15,142,453 were approved by the Governing Board in fiscal year 2019-20.

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
NOTES TO REQUIRED SUPPLEMENTARY INFORMATION
June 30, 2020**

NOTE 2 – GENERAL FUND BUDGETARY BASIS RECONCILIATION

The General Fund Budgetary Basis under Required Supplementary Information presents comparisons of the legally adopted budget with actual data on a budgetary basis. Accounting principles applied for purposes of developing expenditures data on a budgetary basis differ from those used to present financial statements in conformity with Generally Accepted Accounting Principles (GAAP). The basis of budgeting that differs from GAAP is modified accrual basis plus encumbrances. The following is a reconciliation of differences for the fiscal year ended June 30, 2020:

Expenditures and encumbrances (budgetary basis) June 30, 2020	\$174,134,353
Add: payments on encumbrances open at July 1, 2019	6,211,229
Less: encumbrances open at June 30, 2020	<u>(7,515,270)</u>
Expenditures (GAAP basis), June 30, 2020	<u>\$172,830,312</u>

A reconciliation of revenue is not presented since budgetary practices and GAAP do not differ with respect to revenue.

NOTE 3 – USE OF BUDGETARY FUND BALANCE

When the fiscal year 2019-20 budget was adopted the Governing Board approved a budget that was balanced. Mid-year adjustments appropriated \$6,540,857 from Unassigned Fund Balance.

NOTE 4 – FACTORS AFFECTING PENSION TRENDS SOUTH COAST AQMD’S PROPORTION

As of the June 30, 2019 measurement date, South Coast AQMD’s proportionate share of SBCERA’s total net pension liability increased from 8.61% to 8.63%. The increase is primarily due to an increase in South Coast AQMD’s staffing levels and associated SBCERA-eligible compensation (“pensionable compensation” and “compensation earnable”) as compared against the net increase in total SBCERA-eligible compensation from all other SBCERA employers, resulting in an increase in proportionate share of net pension liability.

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
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June 30, 2020

Non-major Governmental Funds

Special Revenue Funds:

- Air Toxics Fund – Used to account for fees received from industrial toxic air emitters. These funds are spent on planning and performing health risk evaluations for the purpose of developing a toxic emissions inventory for the South Coast Air Basin.
- Advanced Technology, Outreach and Education Fund – Used to account for monies contributed by companies in lieu of paying fines for violating South Coast AQMD rules. Contributed amounts must be used to pay costs associated with South Coast AQMD-sponsored research and development in cleaner burning fuels and other advanced technologies and public outreach and education related to advanced technology and air pollution and its impacts.
- Air Quality Assistance Fund – Used to account for funds set aside for the purpose of underwriting, guaranteeing, or otherwise participating in the provision of financial assistance to small businesses as required by Section 40448.7 of the California Health and Safety Code. (This legislation was repealed by its own terms January 1, 1999). In June 2000, the Governing Board authorized staff to revise the program to increase participation of small businesses. Certain revisions, including participation in the California Capital Access Program (CalCAP) to assist small businesses, were implemented in June 2001.
- Air Quality Improvement Fund – Used to account for 40% of the revenue received by the South Coast AQMD from motor vehicle registration fees under the provisions of Sections 44243 and 44244 of the California Health and Safety Code. This money is distributed on a quarterly basis to cities and counties within the South Coast Air Basin to implement programs to reduce air pollution from motor vehicles.
- Mobile Sources Air Pollution Reduction Fund – Used to account for 30% of the revenue received by South Coast AQMD from the motor vehicle registration fees under the provisions of Sections 44243 and 44244 of the California Health and Safety Code. This money is used to provide grants to fund projects for the purpose of reducing air pollution from motor vehicles within the justification of the South Coast AQMD. Total projects to date amount to over \$451 million and over 14,250 tons of emissions reduced. This special fund was established in fiscal year 1992.
- Clean Fuels Program Fund – Established as a special revenue fund in fiscal year 2000 to account for contract activities and revenues of the Clean Fuels Program. These are activities associated with implementing Clean Fuels stationary source and mobile source research, development, demonstration and deployment projects approved by

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
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June 30, 2020

the Governing Board. Since 1988, the Clean Fuels Program has provided funds for 1,435 projects totaling \$234.5 million.

- Carl Moyer Program Fund – Established in fiscal year 1999 to account for activities related to the administration of state funds set aside for the replacement of diesel-powered vehicles with cleaner-technology vehicles. It has funded over 7,977 vehicles totaling over \$530 million. It provides incentive funds for the replacement or repower of older diesel engines in on- and off-road vehicles such as refuse haulers, heavy duty trucks, transit and school buses, construction equipment, and marine vessels.
- Lower-Emission School Bus Fund – Established in fiscal year 2001 to administer state funds set aside in the South Coast Air Basin for the replacement and retrofit of high-emitting diesel-fueled school buses. Since 2001, \$325 million of Lower Emissions School Bus funds were spent on the replacement of school buses, and the retrofit of newer diesel buses with PM traps. In total, nearly 1600 old buses were replaced by brand new, primarily CNG school buses, and nearly 3,400 newer diesel school buses were retrofitted with PM traps.
- Zero Emission Vehicle Incentive Program – Established in fiscal year 2001 to administer the State funds set aside for the implementation of the Zero Emission Vehicle (ZEV) Incentive Program.
- AES Settlement Projects Fund – Established in fiscal year 2001 for the purpose of accounting for the one-time penalty settlement with AES Corporation for air pollution violations.
- Rule 1309.1 Priority Reserve Fund – Established in fiscal year 2001 to account for mitigation fees paid for Particulate Matter ≤ 10 microns (PM₁₀) credits. Due to the state energy crisis in 2001, Rule 1309.1 was amended to allow new electric generating facilities temporary access to South Coast AQMD's Priority Reserve Account to offset their PM₁₀ emission increases provided that they meet specific criteria and pay appropriate mitigation fees.
- CARB ERC Bank Fund – Established in fiscal year 2001 to account for the proceeds from the issuance of the Emission Reduction Credits (ERCs) to natural gas turbine power plant peaker units. CARB established the ERC Bank for peaker power plants that need emission offsets to add new or expanded capacity. Proceeds from the issuance of these ERCs will fund emission reduction programs where the new or expanded facility is located.

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
OTHER SUPPLEMENTARY INFORMATION
June 30, 2020**

- LADWP Settlement Fund – Established in fiscal year 2001 for the purpose of accounting for the monies received from the Los Angeles Department of Water and Power as part of the settlement agreement.
- State-Emissions Mitigation Fund – Established during fiscal year 2002 to account for the funds received from California Air Resources Board (CARB) to fund CARB selected projects on emission reductions within the South Coast Air Basin. This is in response to the Governor’s statewide program to mitigate excess emissions from peaker power generation units to alleviate the power crisis in California.
- Natural Gas Vehicle Partnership Fund – Established during fiscal year 2002 for creation of the Natural Gas Vehicle Partnership to facilitate the advancement of natural gas vehicle technology and deployment. The contributions received from participating members are accounted for in this fund as well as the expenditures for activities and projects selected by the Partnership.
- State Backup Generators (BUG) Program Fund – Established in fiscal year 2003 to account for the funds received from CARB’s Diesel-Fueled Electrical Backup Generator Emissions Mitigation Program. This program funds emission related projects as part of an ongoing effort to expeditiously reduce public exposure to air toxics and other pollutants.
- Dry Cleaners Financial Incentives Grant Program – Established in fiscal year 2003 to provide financial incentives to dry cleaners to purchase non-toxic alternative dry cleaning equipment.
- Rule 1173 Mitigation Fee Fund – Established in fiscal year 2004 to account for Rule 1173 mitigation fee payments to be used in funding air quality projects which directly benefit the community surrounding the facility. Amendments in December 2002 to Rule 1173 for Refineries and Chemical Plants established a mitigation fee payment provision relating to the release of Volatile Organic Compound (VOC) from an atmospheric Pressure Relief Device (PRD).
- Communities for Better Environment (CBE)/Our Children’s Earth (OCE) Settlement Agreement Fund – Established in FY 2004 as part of the settlement agreement to fund PM_{10} (Particulate Matter \leq 10 microns) and/or NO_x (Oxides of Nitrogen) reduction projects in disproportionately impacted areas.
- BP ARCO Settlement Projects Fund – Established in fiscal year 2005 to account for the \$25 million civil penalties received in 2005 as part of the settlement with BP ARCO for air pollution violations.

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
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- Health Effects Research Fund – The Health Effects Research Fund was established in fiscal year 2008 to receive 20% of all penalty/settlement monies in excess of \$4 million recognized annually in South Coast AQMD’s General Fund beginning in fiscal year 2009, subject to annual Board approval.
- CEQA Green House Gas Mitigation Fund – This fund was established in fiscal year 2009 under Rule 2702 for Green House Gas (GHG) emission reductions. It received \$1.5 million from Chevron Products Company to offset Green House Gas emission as part of its Product Reliability and Optimization (PRO+) Project Mitigation Monitoring Plan.
- TraPac School Air Filtration Fund – This fund was established in fiscal year 2011 and received \$6,000,000 from City of Los Angeles towards installation and maintenance of air filtration systems for schools in the Wilmington area that were impacted by the expansion of the TraPac Container Terminal Project.
- Emission Reduction and Outreach Fund – This fund was established in fiscal year 2010 due to a \$1,000,000 Supplemental Environmental Project Settlement. These funds are used to enhance compliance of emission reduction policies by providing source education and consumer education.
- Rule 1118 Mitigation Fund – Established in fiscal year 2010 to account for mitigation fees from petroleum refineries that exceed sulfur dioxide emission thresholds from flares and future Rule 1118 mitigation fees and to track the projects funded through these fees.
- HEROS II Fund – Established in fiscal year 2011, this fund is used to track funds received and expenditures for South Coast AQMD’s vehicle scrap and replacement program. This voluntary program reduces emissions from high-emitting light and medium-duty vehicles in South Coast AQMD.
- EL Monte Park Project Settlement Fund – Established in fiscal year 2011 for the purpose of accounting for the monies received from Gregg Industries bankruptcy estate as part of a settlement agreement to finance the construction of park improvements in the City of El Monte.
- AB 1318 Mitigation Fees Fund – Created in fiscal year 2011 to account for revenue of \$53.3 million from a mitigation fee payment for the transfer of emission credits under AB 1318.

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
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- Voucher Incentive Program (VIP) Fund – Established in fiscal year 2012 due to transfer of funds from the Carl Moyer Multidistrict funds originally recorded in Carl Moyer Program Fund, to separately administer the On-Road Heavy-Duty Vehicle Voucher Incentive Program.
- Advanced Technology Goods Movement Fund – Established in fiscal year 2012 to administer funds received through an agreement with Port of Los Angeles and Port of Long Beach to fund projects consistent with the development and demonstration of zero emissions goods movement technologies, including the demonstration of Linear Synchronous Motor (LSM) technology to move cargo containers and the development of two discrete hybrid electric drive systems for heavy-duty vehicles.
- Rule 1470 Risk Reduction Fund – Established in fiscal year 2012 to help fund control equipment costs for public agencies, such as cities, counties, and schools, required to install control equipment on new emergency standby engines in order to comply with Rule 1470.
- Hydrogen Fueling Infrastructure Network Fund – Established in fiscal year 2014 to receive state and federal grant revenue earmarked for hydrogen infrastructure upgrades to support the expected role out of fuel cell cars in the next few years. In fiscal year 2014, the South Coast AQMD received an award for \$6.69 million from the California Energy Commission (CEC) to upgrade and refurbish existing hydrogen stations in the South Coast Air Basin. Three stations in Burbank, LAX and Torrance were funded for upgrade through this grant. Work on the Torrance station was completed in August 2017 and work on the LAX station was completed in December 2018. Construction on the Burbank station was completed in January 2019, with some remaining work for the station to transition to open retail status.
- Rule 1420.1 Special Revenue Fund – Established in fiscal year 2014 to account for monies received from Exide Technologies and Quemetco to finance the Multi-Metals continuous emission monitoring system (CEMS) and continuous Multi-Metals Ambient Air Monitoring Demonstration Programs.
- BP/South Coast AQMD Public Benefits Oversight Fund – Established to receive remaining unspent \$177,802 from the 2005 BP Settlement Agreement public benefits payments. Funds will continue to be expended through the approval of the BP/South Coast AQMD Public Benefits Oversight Committee.
- Rule 1304.1 Special Revenue Fund – Established in fiscal year 2016 to track the deposit of fees paid and the withdrawal of funds for approved projects, pursuant to Rule 1304.1 – Electrical Generating Facility Fee for Use of Offset Exemption.

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
OTHER SUPPLEMENTARY INFORMATION
June 30, 2020**

- ExxonMobil Settlement Projects Special Revenue Fund – Established in fiscal year 2016 for the purpose of accounting for the monies received pursuant to a settlement agreement with ExxonMobil for Supplemental Environmental Project (SEP).
- LADWP Variance Special Revenue Fund – Established in fiscal year 2017 to receive environmental fees from the Los Angeles Department of Water and Power as part of an South Coast AQMD Hearing Board variance. The variance allowed LADWP to burn diesel to 1) recommission and test the turbines, and 2) subsequently to operate them on diesel fuel, only if the natural gas supply to LADWP was curtailed by SoCal Gas.
- Air Filtration Special Revenue Fund – Established in fiscal year 2017, a Supplemental Environmental Project (SEP) agreement was executed between CARB and the Burlington Northern Santa Fe Railway Company (BANSF) to install air filtration systems at schools in an Environmental Justice community in the South Coast region.
- SoCal Gas Settlement Special Revenue Fund – Established in fiscal year 2017 to execute a contract with KORE Infrastructure Inc in an amount not to exceed \$1 million from the SoCal Gas Settlement Special Revenue Fund to cost-share the commercial field test project.
- Rule 1180 Special Revenue Fund – Established in fiscal year 2018 to account for the Rule 1180 initial and final payments for implementation of the community air monitoring stations near petroleum refineries.
- VW Mitigation Special Revenue Fund – Established in fiscal year 2019 to recognize revenue of up to \$150 million into the fund, to administer and implement two project funding categories identified in CARB’s Beneficiary Mitigation Plan for the VW Environmental Mitigation Trust. The funded projects are intended to mitigate the excess NOx emissions caused by the VW vehicles.
- Prop 1B Goods Movement Fund – Established in fiscal year 2008 to account for voter approved transportation bond dollars. A portion of these were allocated to CARB and passed through to South Coast AQMD to implement programs that reduce emissions from movement of freight or “goods” along California’s trade corridors. Over \$500 million in goods movement projects have been and are being implemented within the South Coast AQMD.
- Clean Shipping Technology Demonstration Special Revenue Fund – Established in FY 2020 for the purpose of implementing clean shipping projects.

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
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Capital Projects Fund

- Infrastructure Improvement Fund – Established in fiscal year 2013 to separately account for large-scale and/or multi-year infrastructure improvement projects.

Debt Service Fund – Established in 2009 to replace the terminated Guaranteed Investment Contract with the Municipal Bond Insurance Association (MBIA, Inc.) due to changes in financial markets. This is used for the defeasance of a portion of South Coast AQMD’s debt service on Pension Obligation Bonds.

Component Unit – South Coast AQMD Building Corporation – Established in fiscal year 1978 for the acquisition and improvement of South Coast AQMD headquarters. The South Coast AQMD Building Corporation is a legally separate entity, but for financial statement purposes, it is shown as a blended component unit in the governmental funds.

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
COMBINING BALANCE SHEET
NON-MAJOR GOVERNMENTAL FUNDS
June 30, 2020**

<u>Assets</u>	<u>Special Revenue</u>				
	<u>Air Toxics Fund</u>	<u>Advanced Tech Outreach & Education Fund</u>	<u>Air Quality Assistance Fund</u>	<u>Air Quality Improvement Fund</u>	<u>Mobile Sources Air Pollution Reduction Fund</u>
Cash and cash equivalents	\$ 2,506,486	\$ 1,911,558	\$ 1,671,712	\$ 1,610,369	\$ 101,159,454
Interest receivable	5,902	5,710	5,264	7,103	288,210
Due from other governmental agencies	-	2,385,402	-	3,873,314	2,904,986
Due from other funds	-	-	-	-	-
Accounts receivable, net	1,015,699	-	-	-	-
Total assets	\$ 3,528,087	\$ 4,302,670	\$ 1,676,976	\$ 5,490,786	\$ 104,352,650
 <u>Liabilities and Fund Balances</u>					
Liabilities:					
Accounts payable and accrued liabilities	\$ 396,218	\$ 2,503,738	\$ -	\$ 5,468,374	\$ 893,766
Due to other funds	862,162	564,072	-	-	-
Total liabilities	1,258,380	3,067,810	-	5,468,374	893,766
 <u>Deferred Inflow of Resources:</u>					
Deferred inflow of resources	-	-	-	-	-
 Fund Balances:					
Nonspendable	-	-	-	-	-
Restricted	-	1,234,860	-	22,412	103,458,884
Committed	-	-	-	-	-
Assigned	2,269,707	-	1,676,976	-	-
Unassigned	-	-	-	-	-
Total fund balances	2,269,707	1,234,860	1,676,976	22,412	103,458,884
Total liabilities and fund balances	\$ 3,528,087	\$ 4,302,670	\$ 1,676,976	\$ 5,490,786	\$ 104,352,650

See independent auditor's report.

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
COMBINING BALANCE SHEET
NON-MAJOR GOVERNMENTAL FUNDS
June 30, 2020**

<u>Assets</u>	Special Revenue				
	Clean Fuels Program Fund	Carl Moyer Program Fund	Lower-Emission School Bus Fund	Zero Emission Vehicle Incentive Fund	AES Settlement Projects Fund
Cash and cash equivalents	\$ 61,863,165	\$ 74,698,714	\$ 9,001,168	\$ 703,830	\$ 907,932
Interest receivable	195,013	220,214	26,387	2,064	2,662
Due from other governmental agencies	3,199,498	-	-	-	-
Due from other funds	10,531,357	-	-	-	-
Accounts receivable, net	243,393	-	-	-	-
Total assets	\$ 76,032,426	\$ 74,918,928	\$ 9,027,555	\$ 705,894	\$ 910,594
 <u>Liabilities and Fund Balances</u>					
Liabilities:					
Accounts payable and accrued liabilities	\$ 1,096,557	\$ 2,891,891	\$ -	\$ -	\$ -
Due to other funds	1,173,085	350,814	-	-	-
Total liabilities	2,269,642	3,242,705	-	-	-
 <u>Deferred Inflow of Resources:</u>					
Deferred inflow of resources	357,962	-	-	-	-
 Fund Balances:					
Nonspendable	-	-	-	-	-
Restricted	-	71,676,223	9,027,555	705,894	-
Committed	18,862,819	-	-	-	1,200
Assigned	54,542,003	-	-	-	909,394
Unassigned	-	-	-	-	-
Total fund balances	73,404,822	71,676,223	9,027,555	705,894	910,594
Total liabilities and fund balances	\$ 76,032,426	\$ 74,918,928	\$ 9,027,555	\$ 705,894	\$ 910,594

Continued

See independent auditor's report.

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
COMBINING BALANCE SHEET
NON-MAJOR GOVERNMENTAL FUNDS
June 30, 2020**

<u>Assets</u>	Special Revenue				
	Rule 1309.1 Priority Reserve Fund	CARB ERC Bank Fund	LADWP Settlement Fund	State-Emissions Mitigation Fund	Natural Gas Vehicle Partner Fund
Cash and cash equivalents	\$ 5,201,576	\$ 619,460	\$ 397,234	\$ 108,463	\$ 365,909
Interest receivable	15,335	1,838	1,209	318	1,241
Due from other governmental agencies	-	-	-	-	-
Due from other funds	-	-	-	-	-
Accounts receivable, net	-	-	-	-	-
Total assets	\$ 5,216,911	\$ 621,298	\$ 398,443	\$ 108,781	\$ 367,150
 <u>Liabilities and Fund Balances</u>					
Liabilities:					
Accounts payable and accrued liabilities	\$ 9,349	\$ -	\$ 376,673	\$ -	\$ 16,000
Due to other funds	-	434	-	-	-
Total liabilities	9,349	434	376,673	-	16,000
 <u>Deferred Inflow of Resources:</u>					
Deferred inflow of resources	-	-	-	-	-
 Fund Balances:					
Nonspendable	-	-	-	-	-
Restricted	-	-	-	108,781	-
Committed	483,122	-	-	-	3,948
Assigned	4,724,440	620,864	21,770	-	347,202
Unassigned	-	-	-	-	-
Total fund balances	5,207,562	620,864	21,770	108,781	351,150
Total liabilities and fund balances	\$ 5,216,911	\$ 621,298	\$ 398,443	\$ 108,781	\$ 367,150

See independent auditor's report.

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
COMBINING BALANCE SHEET
NON-MAJOR GOVERNMENTAL FUNDS
June 30, 2020**

<u>Assets</u>	<u>Special Revenue</u>				
	<u>State BUG Program Fund</u>	<u>Dry Cleaners Financial Incentives Grant Program Fund</u>	<u>Rule 1173 Mitigation Fee Fund</u>	<u>CBE / OCE Settlement Agreement Fund</u>	<u>BP ARCO Settlements Project Fund</u>
Cash and cash equivalents	\$ 324,395	\$ 387,808	\$ 2,908,269	\$ 223,320	\$ 10,061,286
Interest receivable	959	1,238	8,525	-	30,227
Due from other governmental agencies	-	-	-	-	-
Due from other funds	-	-	-	-	-
Accounts receivable, net	-	-	-	-	-
Total assets	\$ 325,354	\$ 389,046	\$ 2,916,794	\$ 223,320	\$ 10,091,513
 <u>Liabilities and Fund Balances</u>					
Liabilities:					
Accounts payable and accrued liabilities	\$ -	\$ -	\$ -	\$ -	\$ 94,648
Due to other funds	-	-	-	-	-
Total liabilities	-	-	-	-	94,648
 <u>Deferred Inflow of Resources:</u>					
Deferred inflow of resources	-	-	-	-	-
 Fund Balances:					
Nonspendable	-	-	-	-	-
Restricted	325,354	-	-	-	-
Committed	-	-	-	-	749,983
Assigned	-	389,046	2,916,794	223,320	9,246,882
Unassigned	-	-	-	-	-
Total fund balances	325,354	389,046	2,916,794	223,320	9,996,865
Total liabilities and fund balances	\$ 325,354	\$ 389,046	\$ 2,916,794	\$ 223,320	\$ 10,091,513

Continued

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**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
COMBINING BALANCE SHEET
NON-MAJOR GOVERNMENTAL FUNDS
June 30, 2020**

<u>Assets</u>	<u>Special Revenue</u>				
	<u>Health Effects Research Fund</u>	<u>CEQA Green House Gas Mitigation Fund</u>	<u>TraPac School Air Filtration Fund</u>	<u>Emission Reduction and Outreach Fund</u>	<u>Rule 1118 Mitigation Fund</u>
Cash and cash equivalents	\$ 1,899,594	\$ 131,618	\$ 270,583	\$ 950	\$ 22,690,588
Interest receivable	6,341	386	4,131	3	66,978
Due from other governmental agencies	-	-	-	-	-
Due from other funds	-	-	-	-	-
Accounts receivable, net	-	-	-	-	-
Total assets	\$ 1,905,935	\$ 132,004	\$ 274,714	\$ 953	\$ 22,757,566
 <u>Liabilities and Fund Balances</u>					
Liabilities:					
Accounts payable and accrued liabilities	\$ -	\$ -	\$ 270,000	\$ -	\$ 1,570,970
Due to other funds	-	-	-	-	294,258
Total liabilities	-	-	270,000	-	1,865,228
 <u>Deferred Inflow of Resources:</u>					
Deferred inflow of resources	-	-	-	-	-
 Fund Balances:					
Nonspendable	-	-	-	-	-
Restricted	-	-	4,714	-	-
Committed	-	-	-	-	2,393,780
Assigned	1,905,935	132,004	-	953	18,498,558
Unassigned	-	-	-	-	-
Total fund balances	1,905,935	132,004	4,714	953	20,892,338
Total liabilities and fund balances	\$ 1,905,935	\$ 132,004	\$ 274,714	\$ 953	\$ 22,757,566

See independent auditor's report.

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
COMBINING BALANCE SHEET
NON-MAJOR GOVERNMENTAL FUNDS
June 30, 2020**

<u>Assets</u>	<u>Special Revenue</u>				
	<u>HEROS II Fund</u>	<u>El Monte Park Project Settlement Fund</u>	<u>AB 1318 Mitigation Fees Fund</u>	<u>Voucher Incentive Program (VIP) Fund</u>	<u>Advanced Technology Goods Movement Fund</u>
Cash and cash equivalents	\$ 3,652,239	\$ 916,387	\$ 17,788,407	\$ 3,252,697	\$ 3,643,743
Interest receivable	17,789	2,687	53,290	6,912	27,961
Due from other governmental agencies	-	-	-	-	522,141
Due from other funds	-	-	-	-	-
Accounts receivable, net	-	-	-	-	-
Total assets	\$ 3,670,028	\$ 919,074	\$ 17,841,697	\$ 3,259,609	\$ 4,193,845
 <u>Liabilities and Fund Balances</u>					
Liabilities:					
Accounts payable and accrued liabilities	\$ 578,444	\$ -	\$ -	\$ -	\$ 981,505
Due to other funds	154,695	-	2,209	-	1,028,963
Total liabilities	733,139	-	2,209	-	2,010,468
 <u>Deferred Inflow of Resources:</u>					
Deferred inflow of resources	-	-	-	-	-
 Fund Balances:					
Nonspendable	-	-	-	-	-
Restricted	2,936,889	-	-	3,259,609	-
Committed	-	895,086	14,123,308	-	1,449,777
Assigned	-	23,988	3,716,180	-	733,600
Unassigned	-	-	-	-	-
Total fund balances	2,936,889	919,074	17,839,488	3,259,609	2,183,377
Total liabilities and fund balances	\$ 3,670,028	\$ 919,074	\$ 17,841,697	\$ 3,259,609	\$ 4,193,845

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See independent auditor's report.

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
COMBINING BALANCE SHEET
NON-MAJOR GOVERNMENTAL FUNDS
June 30, 2020**

<u>Assets</u>	<u>Special Revenue</u>				
	<u>Rule 1470 Risk Reduction Fund</u>	<u>Hydrogen Fueling Infrastructure Fund</u>	<u>Rule 1420.1 Special Revenue Fund</u>	<u>BP/SCAQMD Public Benefits Oversight Fund</u>	<u>Rule 1304.1 Special Revenue Fund</u>
Cash and cash equivalents	\$ 2,526,257	\$ 306,946	\$ 94,745	\$ 151,954	\$ 7,824,419
Interest receivable	7,406	908	278	445	22,937
Due from other governmental agencies	-	-	-	-	-
Due from other funds	-	-	-	-	-
Accounts receivable, net	-	-	-	-	-
Total assets	\$ 2,533,663	\$ 307,854	\$ 95,023	\$ 152,399	\$ 7,847,356
 <u>Liabilities and Fund Balances</u>					
Liabilities:					
Accounts payable and accrued liabilities	\$ -	\$ -	\$ -	\$ -	\$ -
Due to other funds	-	-	-	-	-
Total liabilities	-	-	-	-	-
 <u>Deferred Inflow of Resources:</u>					
Deferred inflow of resources	-	-	-	-	-
 Fund Balances:					
Nonspendable	-	-	-	-	-
Restricted	-	307,854	95,023	152,399	7,847,356
Committed	-	-	-	-	-
Assigned	2,533,663	-	-	-	-
Unassigned	-	-	-	-	-
Total fund balances	2,533,663	307,854	95,023	152,399	7,847,356
Total liabilities and fund balances	\$ 2,533,663	\$ 307,854	\$ 95,023	\$ 152,399	\$ 7,847,356

See independent auditor's report.

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
COMBINING BALANCE SHEET
NON-MAJOR GOVERNMENTAL FUNDS
June 30, 2020**

<u>Assets</u>	<u>Special Revenue</u>				
	<u>ExxonMobil Settlement Projects Special Revenue Fund</u>	<u>LADWP Variance Special Revenue Fund</u>	<u>Air Filtration Fund</u>	<u>SoCal Gas Settlement Special Revenue Fund</u>	<u>Rule 1180 Special Revenue Fund</u>
Cash and cash equivalents	\$ 2,099,443	\$ 1,587,075	\$ 2,055,050	\$ 1,235,423	\$ 4,647,037
Interest receivable	7,032	4,652	3,696	3,622	13,644
Due from other governmental agencies	-	-	-	-	-
Due from other funds	-	-	-	-	-
Accounts receivable, net	-	-	-	-	-
Total assets	\$ 2,106,475	\$ 1,591,727	\$ 2,058,746	\$ 1,239,045	\$ 4,660,681
 <u>Liabilities and Fund Balances</u>					
Liabilities:					
Accounts payable and accrued liabilities	\$ 127,490	\$ 236,568	\$ -	\$ -	-
Due to other funds	-	-	72,485	-	3,107,940
Total liabilities	127,490	236,568	72,485	-	3,107,940
 <u>Deferred Inflow of Resources:</u>					
Deferred inflow of resources	-	-	-	-	-
 Fund Balances:					
Nonspendable	-	-	-	-	-
Restricted	-	-	-	-	1,552,741
Committed	1,807,047	855,764	497,534	175,000	-
Assigned	171,938	499,395	1,488,727	1,064,045	-
Unassigned	-	-	-	-	-
Total fund balances	1,978,985	1,355,159	1,986,261	1,239,045	1,552,741
Total liabilities and fund balances	\$ 2,106,475	\$ 1,591,727	\$ 2,058,746	\$ 1,239,045	\$ 4,660,681

Continued

See independent auditor's report.

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
COMBINING BALANCE SHEET
NON-MAJOR GOVERNMENTAL FUNDS
June 30, 2020**

<u>Assets</u>	<u>Special Revenue</u>			<u>Capital Project</u>		<u>Component Unit</u>		<u>Total</u>
	<u>VW Mitigation Special Revenue Fund</u>	<u>Prop 1B Goods Movement Fund</u>	<u>Clean Shipping Tech Special Revenue Fund</u>	<u>Infrastructure Improvement Fund</u>	<u>Debt Service Fund</u>	<u>SCAQMD Building Corporation</u>		
Cash and cash equivalents	\$ 8,164,681	\$ 92,112,427	2,010,198	\$ 2,517,219	\$ 159,250	\$ 182,403	\$ 458,553,441	
Interest receivable	25,797	273,307	5,677	10,980	473	-	1,386,751	
Due from other governmental agencies	-	-	-	-	-	-	12,885,341	
Due from other funds	-	8,100,995	-	-	-	-	18,632,352	
Accounts receivable, net	-	-	-	-	-	-	1,259,092	
Total assets	\$ 8,190,478	\$ 100,486,729	2,015,875	\$ 2,528,199	\$ 159,723	\$ 182,403	\$ 492,716,977	
 <u>Liabilities and Fund Balances</u>								
Liabilities:								
Accounts payable and accrued liabilities	\$ -	\$ 3,347,921	\$ -	\$ -	\$ -	\$ 180	\$ 20,860,292	
Due to other funds	453,746	162,480	-	-	-	-	8,227,343	
Total liabilities	453,746	3,510,401	-	-	-	180	29,087,635	
<u>Deferred Inflow of Resources:</u>								
Deferred inflow of resources	-	-	-	-	-	-	357,962	
Fund Balances:								
Nonspendable	-	-	-	-	-	-	-	
Restricted	7,736,732	96,976,328	-	-	159,723	-	307,589,331	
Committed	-	-	-	666,459	-	-	42,964,827	
Assigned	-	-	2,015,875	1,861,740	-	182,223	112,717,222	
Unassigned	-	-	-	-	-	-	-	
Total fund balances	7,736,732	96,976,328	2,015,875	2,528,199	159,723	182,223	463,271,380	
Total liabilities and fund balances	\$ 8,190,478	\$ 100,486,729	\$ 2,015,875	\$ 2,528,199	\$ 159,723	\$ 182,403	\$ 492,716,977	

See independent auditor's report.

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
COMBINING STATEMENT OF REVENUES, EXPENDITURES, AND
CHANGES IN FUND BALANCE
NON-MAJOR GOVERNMENTAL FUNDS
For the Year Ended June 30, 2020**

	Special Revenue				
	Air Toxics Fund	Advanced Tech Outreach & Education Fund	Air Quality Assistance Fund	Air Quality Improvement Fund	Mobile Sources Air Pollution Reduction Fund
Revenues:					
Emission fees	\$ -	\$ -	\$ -	\$ -	\$ -
Mobile sources/clean fuels	-	-	-	-	16,263,488
Air Toxics "Hot Spots"	27,142	-	-	-	-
Federal grant	-	2,934,745	-	-	-
State grant	-	-	-	-	-
Interest revenue	28,845	27,620	30,034	37,573	1,739,390
Penalties and settlements	-	-	-	-	-
Other revenues	1,634	-	-	-	-
Total revenues	<u>57,621</u>	<u>2,962,365</u>	<u>30,034</u>	<u>37,573</u>	<u>18,002,878</u>
Expenditures:					
Salaries and employee benefits	-	-	-	-	-
Insurance	-	-	-	-	-
Rent	-	-	-	-	-
Supplies	-	-	-	-	-
Contract and special services	7,011	3,164,420	-	86,180	12,865,826
Maintenance	-	-	-	-	-
Travel and auto	-	-	-	-	-
Utilities	-	-	-	-	-
Communications	-	-	-	-	-
Uncollectible accounts	12,557	-	-	-	-
Other expenditures	-	-	-	-	720,891
Capital outlay	-	-	-	-	-
Debt Service					
Principal	-	-	-	-	-
Interest	-	-	-	-	-
Total expenditures	<u>19,568</u>	<u>3,164,420</u>	<u>-</u>	<u>86,180</u>	<u>13,586,717</u>
Excess (deficiency) of revenues over (under) expenditures before transfers	<u>38,053</u>	<u>(202,055)</u>	<u>30,034</u>	<u>(48,607)</u>	<u>4,416,161</u>
Other financing sources (uses)					
Transfers in	-	750,000	-	-	-
Transfers out	(96,631)	-	-	-	-
Total other financing sources (uses)	<u>(96,631)</u>	<u>750,000</u>	<u>-</u>	<u>-</u>	<u>-</u>
Net change in fund balances	<u>(58,578)</u>	<u>547,945</u>	<u>30,034</u>	<u>(48,607)</u>	<u>4,416,161</u>
Fund balances, July 1, 2019	<u>2,328,285</u>	<u>686,915</u>	<u>1,646,942</u>	<u>71,019</u>	<u>99,042,723</u>
Fund balances, June 30, 2020	<u>\$ 2,269,707</u>	<u>\$ 1,234,860</u>	<u>\$ 1,676,976</u>	<u>\$ 22,412</u>	<u>\$ 103,458,884</u>

Continued

See independent auditor's report.

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
COMBINING STATEMENT OF REVENUES, EXPENDITURES AND
CHANGES IN FUND BALANCE
NON-MAJOR GOVERNMENTAL FUNDS
For the Year Ended June 30, 2020**

	Special Revenue				
	Clean Fuels Program Fund	Carl Moyer Program Fund	Lower-Emission School Bus Fund	Zero Emission Vehicle Incentive Fund	AES Settlement Projects Fund
Revenues:					
Emission fees	\$ -	\$ -	\$ -	\$ -	\$ -
Mobile sources/clean fuels	9,457,290	-	-	-	-
Air Toxics "Hot Spots"	-	-	-	-	-
Federal grant	1,966,440	-	-	-	-
State grant	840,259	33,797,769	-	-	-
Interest revenue	1,224,590	1,080,598	149,370	11,693	15,115
Penalties and settlements	-	-	-	-	-
Other revenues	1,056,341	-	-	-	-
Total revenues	14,544,920	34,878,367	149,370	11,693	15,115
Expenditures:					
Salaries and employee benefits	-	-	-	-	-
Insurance	-	-	-	-	-
Rent	-	-	-	-	-
Supplies	-	-	-	-	-
Contract and special services	6,928,327	25,583,146	-	-	-
Maintenance	-	-	-	-	-
Travel and auto	-	-	-	-	-
Utilities	-	-	-	-	-
Communications	-	-	-	-	-
Uncollectible accounts	-	-	-	-	-
Other expenditures	-	-	-	-	-
Capital outlay	-	-	-	-	-
Debt Service					
Principal	-	-	-	-	-
Interest	-	-	-	-	-
Total expenditures	6,928,327	25,583,146	-	-	-
Excess (deficiency) of revenues over (under) expenditures before transfers	7,616,593	9,295,221	149,370	11,693	15,115
Other financing sources (uses)					
Transfers in	6,000,000	-	-	-	-
Transfers out	-	-	-	-	-
Total other financing sources (uses)	6,000,000	-	-	-	-
Net change in fund balances	13,616,593	9,295,221	149,370	11,693	15,115
Fund balances, July 1, 2019	59,788,229	62,381,002	8,878,185	694,201	895,479
Fund balances, June 30, 2020	<u>\$ 73,404,822</u>	<u>\$ 71,676,223</u>	<u>\$ 9,027,555</u>	<u>\$ 705,894</u>	<u>\$ 910,594</u>

See independent auditor's report.

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
COMBINING STATEMENT OF REVENUES, EXPENDITURES AND
CHANGES IN FUND BALANCE
NON-MAJOR GOVERNMENTAL FUNDS
For the Year Ended June 30, 2020**

	Special Revenue				
	Rule 1309.1 Priority Reserve Fund	CARB ERC Bank Fund	LADWP Settlement Fund	State-Emissions Mitigation Fund	Natural Gas Vehicle Partner Fund
Revenues:					
Emission fees	\$ -	\$ -	\$ -	\$ -	\$ -
Mobile sources/clean fuels	-	-	-	-	-
Air Toxics "Hot Spots"	-	-	-	-	-
Federal grant	-	-	-	-	-
State grant	-	-	-	-	-
Interest revenue	87,685	10,416	6,921	1,802	7,199
Penalties and settlements	-	-	-	-	-
Other revenues	-	-	-	-	-
Total revenues	<u>87,685</u>	<u>10,416</u>	<u>6,921</u>	<u>1,802</u>	<u>7,199</u>
Expenditures:					
Salaries and employee benefits	-	-	-	-	-
Insurance	-	-	-	-	-
Rent	-	-	-	-	-
Supplies	-	-	-	-	-
Contract and special services	98,765	-	397,266	-	117,652
Maintenance	-	-	-	-	-
Travel and auto	-	-	-	-	-
Utilities	-	-	-	-	-
Communications	-	-	-	-	-
Uncollectible accounts	-	-	-	-	-
Other expenditures	-	-	-	-	-
Capital outlay	-	-	-	-	-
Debt Service					
Principal	-	-	-	-	-
Interest	-	-	-	-	-
Total expenditures	<u>98,765</u>	<u>-</u>	<u>397,266</u>	<u>-</u>	<u>117,652</u>
Excess (deficiency) of revenues over (under) expenditures before transfers	<u>(11,080)</u>	<u>10,416</u>	<u>(390,345)</u>	<u>1,802</u>	<u>(110,453)</u>
Other financing sources (uses)					
Transfers in	-	-	-	-	-
Transfers out	-	(7,977)	-	-	-
Total other financing sources (uses)	<u>-</u>	<u>(7,977)</u>	<u>-</u>	<u>-</u>	<u>-</u>
Net change in fund balances	<u>(11,080)</u>	<u>2,439</u>	<u>(390,345)</u>	<u>1,802</u>	<u>(110,453)</u>
Fund balances, July 1, 2019	<u>5,218,642</u>	<u>618,425</u>	<u>412,115</u>	<u>106,979</u>	<u>461,603</u>
Fund balances, June 30, 2020	<u>\$ 5,207,562</u>	<u>\$ 620,864</u>	<u>\$ 21,770</u>	<u>\$ 108,781</u>	<u>\$ 351,150</u>

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See independent auditor's report.

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
 COMBINING STATEMENT OF REVENUES, EXPENDITURES AND
 CHANGES IN FUND BALANCE
 NON-MAJOR GOVERNMENTAL FUNDS
 For the Year Ended June 30, 2020**

	Special Revenue				
	State BUG Program Fund	Dry Cleaners Financial Incentives Grant Program Fund	Rule 1173 Mitigation Fee Fund	CBE/OCE Settlement Agreement Fund	BP ARCO Settlements Project Fund
Revenues:					
Emission fees	\$ -	\$ -	\$ -	\$ -	\$ -
Mobile sources/clean fuels	-	-	-	-	-
Air Toxics "Hot Spots"	-	-	-	-	-
Federal grant	-	-	-	-	-
State grant	-	-	-	-	-
Interest revenue	5,743	7,654	48,315	-	178,603
Penalties and settlements	-	-	-	-	-
Other revenues	-	-	-	-	-
Total revenues	5,743	7,654	48,315	-	178,603
Expenditures:					
Salaries and employee benefits	-	-	-	-	-
Insurance	-	-	-	-	-
Rent	-	-	-	-	-
Supplies	-	-	-	-	-
Contract and special services	27,500	95,000	-	-	1,143,128
Maintenance	-	-	-	-	-
Travel and auto	-	-	-	-	-
Utilities	-	-	-	-	-
Communications	-	-	-	-	-
Uncollectible accounts	-	-	-	-	-
Other expenditures	-	-	-	-	-
Capital outlay	-	-	-	-	-
Debt Service					
Principal	-	-	-	-	-
Interest	-	-	-	-	-
Total expenditures	27,500	95,000	-	-	1,143,128
Excess (deficiency) of revenues over (under) expenditures before transfers	(21,757)	(87,346)	48,315	-	(964,525)
Other financing sources (uses)					
Transfers in	-	-	-	-	-
Transfers out	-	-	-	-	(56,049)
Total other financing sources (uses)	-	-	-	-	(56,049)
Net change in fund balances	(21,757)	(87,346)	48,315	-	(1,020,574)
Fund balances, July 1, 2019	347,111	476,392	2,868,479	223,320	11,017,439
Fund balances, June 30, 2020	\$ 325,354	\$ 389,046	\$ 2,916,794	\$ 223,320	\$ 9,996,865

See independent auditor's report.

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
COMBINING STATEMENT OF REVENUES, EXPENDITURES AND
CHANGES IN FUND BALANCE
NON-MAJOR GOVERNMENTAL FUNDS
For the Year Ended June 30, 2020**

	Special Revenue				
	Health Effects Research Fund	CEQA Green House Gas Mitigation Fund	TraPac School Air Filtration Fund	Emission Reduction and Outreach Fund	Rule 1118 Mitigation Fund
Revenues:					
Emission fees	\$ -	\$ -	\$ -	\$ -	\$ -
Mobile sources/clean fuels	-	-	-	-	-
Air Toxics "Hot Spots"	-	-	-	-	-
Federal grant	-	-	-	-	-
State grant	-	-	-	-	-
Interest revenue	59,425	2,186	-	16	380,618
Penalties and settlements	-	-	-	-	-
Other revenues	-	-	-	-	-
Total revenues	<u>59,425</u>	<u>2,186</u>	<u>-</u>	<u>16</u>	<u>380,618</u>
Expenditures:					
Salaries and employee benefits	-	-	-	-	-
Insurance	-	-	-	-	-
Rent	-	-	-	-	-
Supplies	-	-	-	-	-
Contract and special services	3,500,000	-	1,138,596	-	1,664,970
Maintenance	-	-	-	-	-
Travel and auto	-	-	-	-	-
Utilities	-	-	-	-	-
Communications	-	-	-	-	-
Uncollectible accounts	-	-	-	-	-
Other expenditures	-	-	246,589	-	-
Capital outlay	-	-	-	-	-
Debt Service					
Principal	-	-	-	-	-
Interest	-	-	-	-	-
Total expenditures	<u>3,500,000</u>	<u>-</u>	<u>1,385,185</u>	<u>-</u>	<u>1,664,970</u>
Excess (deficiency) of revenues over (under) expenditures before transfers	<u>(3,440,575)</u>	<u>2,186</u>	<u>(1,385,185)</u>	<u>16</u>	<u>(1,284,352)</u>
Other financing sources (uses)					
Transfers in	1,480,592	-	-	-	-
Transfers out	-	-	-	-	(407,542)
Total other financing sources (uses)	<u>1,480,592</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>(407,542)</u>
Net change in fund balances	<u>(1,959,983)</u>	<u>2,186</u>	<u>(1,385,185)</u>	<u>16</u>	<u>(1,691,894)</u>
Fund balances, July 1, 2019	<u>3,865,918</u>	<u>129,818</u>	<u>1,389,899</u>	<u>937</u>	<u>22,584,232</u>
Fund balances, June 30, 2020	<u>\$ 1,905,935</u>	<u>\$ 132,004</u>	<u>\$ 4,714</u>	<u>\$ 953</u>	<u>\$ 20,892,338</u>

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See independent auditor's report.

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
COMBINING STATEMENT OF REVENUES, EXPENDITURES AND
CHANGES IN FUND BALANCE
NON-MAJOR GOVERNMENTAL FUNDS
For the Year Ended June 30, 2020**

	Special Revenue				
	HEROS II Fund	El Monte Park Project Settlement Fund	AB 1318 Mitigation Fees Fund	Voucher Incentive Program (VIP) Fund	Advanced Technology Goods Movement Fund
Revenues:					
Emission fees	\$ -	\$ -	\$ -	\$ -	\$ -
Mobile sources/clean fuels	-	-	-	-	-
Air Toxics "Hot Spots"	-	-	-	-	-
Federal grant	-	-	-	-	959,611
State grant	17,835,000	-	-	-	659,932
Interest revenue	89,030	15,285	315,056	42,032	252,599
Penalties and settlements	-	-	-	-	-
Other revenues	223,700	-	231,996	-	-
Total revenues	18,147,730	15,285	547,052	42,032	1,872,142
Expenditures:					
Salaries and employee benefits	-	-	-	-	-
Insurance	-	-	-	-	-
Rent	-	-	-	-	-
Supplies	-	-	-	-	-
Contract and special services	17,318,790	6,345	1,430,890	3,780,000	13,514,583
Maintenance	-	-	-	-	-
Travel and auto	-	-	-	-	-
Utilities	-	-	-	-	-
Communications	-	-	-	-	-
Uncollectible accounts	-	-	-	-	-
Other expenditures	-	-	-	-	-
Capital outlay	-	-	-	-	-
Debt Service					
Principal	-	-	-	-	-
Interest	-	-	-	-	-
Total expenditures	17,318,790	6,345	1,430,890	3,780,000	13,514,583
Excess (deficiency) of revenues over (under) expenditures before transfers	828,940	8,940	(883,838)	(3,737,968)	(11,642,441)
Other financing sources (uses)					
Transfers in	-	-	-	3,000,000	-
Transfers out	(1,179,464)	-	(2,209)	-	(6,000,000)
Total other financing sources (uses)	(1,179,464)	-	(2,209)	3,000,000	(6,000,000)
Net change in fund balances	(350,524)	8,940	(886,047)	(737,968)	(17,642,441)
Fund balances, July 1, 2019	3,287,413	910,134	18,725,535	3,997,577	19,825,818
Fund balances, June 30, 2020	\$ 2,936,889	\$ 919,074	\$ 17,839,488	\$ 3,259,609	\$ 2,183,377

See independent auditor's report.

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
COMBINING STATEMENT OF REVENUES, EXPENDITURES AND
CHANGES IN FUND BALANCE
NON-MAJOR GOVERNMENTAL FUNDS
For the Year Ended June 30, 2020**

	Special Revenue				
	Rule 1470 Risk Reduction Fund	Hydrogen Fueling Infrastructure Fund	Rule 1420.1 Special Revenue Fund	BP/SCAQMD Public Benefits Oversight Fund	Rule 1304.1 Special Revenue Fund
Revenues:					
Emission fees	\$ -	\$ -	\$ -	\$ -	\$ -
Mobile sources/clean fuels	-	-	-	-	-
Air Toxics "Hot Spots"	-	-	-	-	-
Federal grant	-	-	-	-	-
State grant	-	-	-	-	-
Interest revenue	41,969	5,070	1,574	2,524	129,987
Penalties and settlements	-	-	-	-	-
Other revenues	-	-	-	-	-
Total revenues	<u>41,969</u>	<u>5,070</u>	<u>1,574</u>	<u>2,524</u>	<u>129,987</u>
Expenditures:					
Salaries and employee benefits	-	-	-	-	-
Insurance	-	-	-	-	-
Rent	-	-	-	-	-
Supplies	-	-	-	-	-
Contract and special services	-	-	-	-	-
Maintenance	-	-	-	-	-
Travel and auto	-	-	-	-	-
Utilities	-	-	-	-	-
Communications	-	-	-	-	-
Uncollectible accounts	-	-	-	-	-
Other expenditures	-	-	-	-	-
Capital outlay	-	-	-	-	-
Debt Service					
Principal	-	-	-	-	-
Interest	-	-	-	-	-
Total expenditures	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Excess (deficiency) of revenues over (under) expenditures before transfers	<u>41,969</u>	<u>5,070</u>	<u>1,574</u>	<u>2,524</u>	<u>129,987</u>
Other financing sources (uses)					
Transfers in	-	-	-	-	-
Transfers out	-	-	-	-	-
Total other financing sources (uses)	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Net change in fund balances	<u>41,969</u>	<u>5,070</u>	<u>1,574</u>	<u>2,524</u>	<u>129,987</u>
Fund balances, July 1, 2019	<u>2,491,694</u>	<u>302,784</u>	<u>93,449</u>	<u>149,875</u>	<u>7,717,369</u>
Fund balances, June 30, 2020	<u>\$ 2,533,663</u>	<u>\$ 307,854</u>	<u>\$ 95,023</u>	<u>\$ 152,399</u>	<u>\$ 7,847,356</u>

Continued

See independent auditor's report.

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
COMBINING STATEMENT OF REVENUES, EXPENDITURES AND
CHANGES IN FUND BALANCE
NON-MAJOR GOVERNMENTAL FUNDS
For the Year Ended June 30, 2020**

	Special Revenue				
	ExxonMobil Settlement Projects Special Revenue Fund	LADWP Variance Special Revenue Fund	Air Filtration Fund	SoCal Gas Settlement Special Revenue Fund	Rule 1180 Special Revenue Fund
Revenues:					
Emission fees	\$ -	\$ -	\$ -	\$ -	\$ -
Mobile sources/clean fuels	-	-	-	-	-
Air Toxics "Hot Spots"	-	-	-	-	-
Federal grant	-	-	-	-	-
State grant	-	-	-	-	-
Interest revenue	42,449	26,366	27,326	20,524	82,499
Penalties and settlements	-	-	1,761,317	-	-
Other revenues	-	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total revenues	<u>42,449</u>	<u>26,366</u>	<u>1,788,643</u>	<u>20,524</u>	<u>82,499</u>
Expenditures:					
Salaries and employee benefits	-	-	-	-	-
Insurance	-	-	-	-	-
Rent	-	-	-	-	-
Supplies	-	-	-	-	-
Contract and special services	635,003	236,568	1,491,149	-	-
Maintenance	-	-	-	-	-
Travel and auto	-	-	-	-	-
Utilities	-	-	-	-	-
Communications	-	-	-	-	-
Uncollectible accounts	-	-	-	-	-
Other expenditures	-	-	-	-	-
Capital outlay	-	-	-	-	-
Debt Service					
Principal	-	-	-	-	-
Interest	-	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total expenditures	<u>635,003</u>	<u>236,568</u>	<u>1,491,149</u>	<u>-</u>	<u>-</u>
Excess (deficiency) of revenues over (under) expenditures before transfers	<u>(592,554)</u>	<u>(210,202)</u>	<u>297,494</u>	<u>20,524</u>	<u>82,499</u>
Other financing sources (uses)					
Transfers in	-	-	45,000	-	-
Transfers out	-	-	(72,485)	-	(5,498,165)
	<u>-</u>	<u>-</u>	<u>(27,485)</u>	<u>-</u>	<u>(5,498,165)</u>
Total other financing sources (uses)	<u>-</u>	<u>-</u>	<u>(27,485)</u>	<u>-</u>	<u>(5,498,165)</u>
Net change in fund balances	<u>(592,554)</u>	<u>(210,202)</u>	<u>270,009</u>	<u>20,524</u>	<u>(5,415,666)</u>
Fund balances, July 1, 2019	<u>2,571,539</u>	<u>1,565,361</u>	<u>1,716,252</u>	<u>1,218,521</u>	<u>6,968,407</u>
Fund balances, June 30, 2020	<u>\$ 1,978,985</u>	<u>\$ 1,355,159</u>	<u>\$ 1,986,261</u>	<u>\$ 1,239,045</u>	<u>\$ 1,552,741</u>

See independent auditor's report.

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
COMBINING STATEMENT OF REVENUES, EXPENDITURES AND
CHANGES IN FUND BALANCE
NON-MAJOR GOVERNMENTAL FUNDS
For the Year Ended June 30, 2020**

	Special Revenue			Capital Project		Component Unit		Total
	VW Mitigation Special Revenue Fund	Prop 1B Goods Movement Fund	Clean Shipping Tech Special Revenue Fund	Infrastructure Improvement Fund	Debt Service Fund	SCAQMD Building Corporation		
Revenues:								
Emission fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
Mobile sources/clean fuels	-	-	-	-	-	-	-	25,720,778
Air Toxics "Hot Spots"	-	-	-	-	-	-	-	27,142
Federal grant	-	-	-	-	-	-	-	5,860,796
State grant	7,643,968	815,353	-	-	-	-	-	61,592,281
Interest revenue	92,764	1,735,607	15,875	61,086	3,664	1,992	-	8,146,689
Penalties and settlements	-	-	-	-	-	-	-	1,761,317
Other revenues	-	-	-	-	-	-	-	1,513,671
Total revenues	<u>7,736,732</u>	<u>2,550,960</u>	<u>15,875</u>	<u>61,086</u>	<u>3,664</u>	<u>1,992</u>	<u>-</u>	<u>104,622,674</u>
Expenditures:								
Salaries and employee benefits	-	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-	-
Rent	-	-	-	-	-	-	-	-
Supplies	-	-	-	-	-	-	-	-
Contract and special services	-	8,234,513	-	2,292,186	-	-	-	105,757,814
Maintenance	-	-	-	-	-	-	-	-
Travel and auto	-	-	-	-	-	-	-	-
Utilities	-	-	-	-	-	-	-	-
Communications	-	-	-	-	-	-	-	-
Uncollectible accounts	-	-	-	-	-	-	-	12,557
Other expenditures	-	1,266,724	-	-	-	5,410	-	2,239,614
Capital outlay	-	-	-	-	-	-	-	-
Debt Service								
Principal	-	-	-	-	1,000,000	-	-	1,000,000
Interest	-	-	-	-	-	-	-	-
Total expenditures	<u>-</u>	<u>9,501,237</u>	<u>-</u>	<u>2,292,186</u>	<u>1,000,000</u>	<u>5,410</u>	<u>-</u>	<u>109,009,985</u>
Excess (deficiency) of revenues over (under) expenditures before transfers	<u>7,736,732</u>	<u>(6,950,277)</u>	<u>15,875</u>	<u>(2,231,100)</u>	<u>(996,336)</u>	<u>(3,418)</u>	<u>-</u>	<u>(4,387,311)</u>
Other financing sources (uses)								
Transfers in	-	-	2,000,000	1,000,000	-	-	-	14,275,592
Transfers out	-	-	-	-	-	-	-	(13,320,522)
Total other financing sources (uses)	<u>-</u>	<u>-</u>	<u>2,000,000</u>	<u>1,000,000</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>955,070</u>
Net change in fund balances	<u>7,736,732</u>	<u>(6,950,277)</u>	<u>2,015,875</u>	<u>(1,231,100)</u>	<u>(996,336)</u>	<u>(3,418)</u>	<u>-</u>	<u>(3,432,241)</u>
Fund balances, July 1, 2019	<u>-</u>	<u>103,926,605</u>	<u>-</u>	<u>3,759,299</u>	<u>1,156,059</u>	<u>185,641</u>	<u>-</u>	<u>466,703,621</u>
Fund balances, June 30, 2020	<u>\$ 7,736,732</u>	<u>\$ 96,976,328</u>	<u>\$ 2,015,875</u>	<u>\$ 2,528,199</u>	<u>\$ 159,723</u>	<u>\$ 182,223</u>	<u>\$ -</u>	<u>\$ 463,271,380</u>

See independent auditor's report.

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
COMBINING STATEMENT OF CHANGES IN ASSETS AND LIABILITIES
AGENCY FUNDS
For the Year Ended June 30, 2020**

	<u>Balance July 1, 2019</u>	<u>Additions</u>	<u>Deductions</u>	<u>Balance June 30, 2020</u>
<u>Accounting agency fund</u>				
<u>Assets</u>				
Cash and cash equivalents	\$ 106,190	\$ 273,866	\$ 272,749	\$ 107,307
Total assets	<u>\$ 106,190</u>	<u>\$ 273,866</u>	<u>\$ 272,749</u>	<u>\$ 107,307</u>
<u>Liabilities</u>				
Accounts payable and accrued liabilities	\$ 106,190	\$ 273,866	\$ 272,749	\$ 107,307
Total liabilities	<u>\$ 106,190</u>	<u>\$ 273,866</u>	<u>\$ 272,749</u>	<u>\$ 107,307</u>
 <u>457 Plan Admin Revenue Sharing Fund</u>				
<u>Assets</u>				
Cash and cash equivalents	\$ 6,756	\$ 61	\$ 6,817	\$ -
Interest receivable	75	-	75	-
Total assets	<u>\$ 6,831</u>	<u>\$ 61</u>	<u>\$ 6,892</u>	<u>\$ -</u>
<u>Liabilities</u>				
Accounts payable and accrued liabilities	\$ 6,831	\$ 13	\$ 6,844	\$ -
Total liabilities	<u>\$ 6,831</u>	<u>\$ 13</u>	<u>\$ 6,844</u>	<u>\$ -</u>
 <u>Total all agency funds</u>				
<u>Assets</u>				
Cash and cash equivalents	\$ 112,946	\$ 273,927	\$ 279,566	\$ 107,307
Interest receivable	75	-	75	-
Total assets	<u>\$ 113,021</u>	<u>\$ 273,927</u>	<u>\$ 279,641</u>	<u>\$ 107,307</u>
<u>Liabilities</u>				
Accounts payable and accrued liabilities	\$ 113,021	\$ 273,879	\$ 279,593	\$ 107,307
Total liabilities	<u>\$ 113,021</u>	<u>\$ 273,879</u>	<u>\$ 279,593</u>	<u>\$ 107,307</u>

See independent auditor's report.

STATISTICAL SECTION

This part of South Coast AQMD's comprehensive annual financial report represents detailed information as a context for understanding what the information in the financial statements, note disclosure, and required supplementary information says about South Coast AQMD's overall financial health.

Contents

Financial Trends

Four schedules contain information to help the reader understand how the government's financial performance and well-being have changed over time.

Revenue Capacity

These schedules contain information to help the reader understand the concentration of South Coast AQMD's largest emission-based fee payers.

Debt Capacity

This schedule presents information to help the reader assess the affordability of South Coast AQMD's current levels of outstanding debt. Please see footnote under Schedule 7.

Demographic and Economic Information

These schedules offer demographic and economic indicators to help the reader understand the environment within which South Coast AQMD's financial activities take place.

Operating Information

These schedules contain data to help the reader understand how the information in South Coast AQMD's financial report relates to the services South Coast AQMD provides and the activities it performs.

Source: Unless otherwise noted, the information in these schedules was derived from South Coast AQMD's comprehensive annual financial reports for the relevant year.

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
Schedule 1
Net Position by Component
Last Ten Fiscal Years
(accrual basis of accounting)

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Governmental Activities:										
Net investment in capital assets	\$ 22,777,709	\$ 25,696,728	\$ 39,667,137	\$ 38,509,847	\$ 36,957,165	\$ 36,178,389	\$ 36,127,300	\$ 35,756,464	\$ 35,501,602	\$ 38,515,021
Restricted for pension assets	-	1,361,315	3,031,890	4,437,818	-	-	-	-	-	-
Restricted for long-term emission-reduction projects	465,789,699	527,549,463	530,540,932	536,617,440	468,946,402	498,119,549	607,438,908	676,857,257	785,722,419	850,523,778
Unrestricted	34,536,706	29,529,812	21,554,913	29,264,960	(157,555,673)	(152,854,184)	(141,541,447)	(129,700,877)	(128,938,591)	(126,463,599)
Total governmental activities net position	<u>\$ 523,104,114</u>	<u>\$ 584,137,318</u>	<u>\$ 594,794,872</u>	<u>\$ 608,830,065</u>	<u>\$ 348,347,894</u>	<u>\$ 381,443,754</u>	<u>\$ 502,024,761</u>	<u>\$ 582,912,844</u>	<u>\$ 692,285,430</u>	<u>\$ 762,575,200</u>
Business-type Activities:										
Unrestricted	\$ 370,087	\$ 525,078	\$ 746,994	\$ 875,849	\$ 1,123,954	\$ 1,235,284	\$ 1,253,178	\$ -	\$ -	\$ -
Total business-type activities net position	<u>\$ 370,087</u>	<u>\$ 525,078</u>	<u>\$ 746,994</u>	<u>\$ 875,849</u>	<u>\$ 1,123,954</u>	<u>\$ 1,235,284</u>	<u>\$ 1,253,178</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Primary Government:										
Net investment in capital assets	\$ 22,777,709	\$ 25,696,728	\$ 39,667,137	\$ 38,509,847	\$ 36,957,165	\$ 36,178,389	\$ 36,127,300	\$ 35,756,464	\$ 35,501,602	\$ 38,515,021
Restricted for pension asset	-	1,361,315	3,031,890	4,437,818	-	-	-	-	-	-
Restricted for long-term emission-reduction projects	465,789,699	527,549,463	530,540,932	536,617,440	468,946,402	498,119,549	607,438,908	676,857,257	785,722,419	850,523,778
Unrestricted	34,906,793	30,054,890	22,301,907	30,140,809	(156,431,719)	(151,618,900)	(140,288,269)	(129,700,877)	(128,938,591)	(126,463,599)
Total primary government net position	<u>\$ 523,474,201</u>	<u>\$ 584,662,396</u>	<u>\$ 595,541,866</u>	<u>\$ 609,705,914</u>	<u>\$ 349,471,848</u>	<u>\$ 382,679,038</u>	<u>\$ 503,277,939</u>	<u>\$ 582,912,844</u>	<u>\$ 692,285,430</u>	<u>\$ 762,575,200</u>

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
Schedule 2
Changes in Net Position – Last Ten Fiscal Years
(accrual basis of accounting)

	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>
Expenses										
Governmental Activities:										
Advance clean air technology	\$ 6,398,859	\$ 6,672,977	\$ 6,857,959	\$ 6,212,087	\$ 5,539,607	\$ 7,119,417	\$ 7,825,599	\$ 9,271,026	\$ 11,520,547	\$ 12,827,393
Ensure compliance with clean air rules	46,877,017	47,026,449	47,417,956	48,813,991	43,252,162	45,622,680	49,316,129	50,528,522	52,353,479	55,167,960
Customer service and business assistance	7,578,813	7,729,015	8,169,587	8,332,770	6,124,811	8,337,319	9,260,504	9,743,294	11,637,664	13,032,003
Develop programs to achieve clean air	11,780,948	12,130,832	12,317,470	11,147,303	9,727,624	10,444,147	11,335,498	8,636,784	9,407,869	12,471,639
Develop rules to achieve clean air	8,826,846	7,286,149	7,269,414	7,514,210	7,161,179	7,566,089	7,604,041	10,013,098	14,275,590	14,131,578
Monitoring air quality	15,093,093	15,930,225	14,265,601	14,969,083	13,197,801	16,028,394	17,856,869	20,822,380	26,547,245	31,910,536
Timely review of permits	28,045,891	27,241,449	28,621,527	27,821,032	24,431,059	27,891,070	31,520,083	33,301,565	33,951,378	35,511,594
Policy support	1,792,208	1,483,613	1,306,054	1,204,588	331,652	511,705	885,773	667,046	1,028,495	1,945,852
Interest on long-term debt	3,277,933	4,691,658	4,605,963	4,102,888	4,031,178	3,884,990	3,906,955	3,731,589	3,605,251	3,463,254
Long-term emission reduction projects	161,904,680	137,800,260	155,998,253	154,939,035	210,229,182	87,079,799	101,008,426	101,304,229	163,187,839	206,806,917
Total govern't activities expenses	<u>\$ 291,576,288</u>	<u>\$ 267,992,627</u>	<u>\$ 286,829,784</u>	<u>\$ 285,056,987</u>	<u>\$ 324,026,255</u>	<u>\$ 214,485,609</u>	<u>\$ 240,519,877</u>	<u>\$ 248,019,533</u>	<u>\$ 327,515,357</u>	<u>\$ 387,268,726</u>
Business-type Activities:										
CNG fueling station	\$ 150,418	\$ 135,805	\$ 189,518	\$ 264,221	\$ 168,769	\$ 117,675	\$ 128	\$ 31	\$ -	\$ -
Total business-type activities expenses	<u>150,418</u>	<u>135,805</u>	<u>189,518</u>	<u>264,221</u>	<u>168,769</u>	<u>117,675</u>	<u>128</u>	<u>31</u>	<u>-</u>	<u>-</u>
Total primary government expenses	<u>\$ 291,726,706</u>	<u>\$ 268,128,432</u>	<u>\$ 287,019,302</u>	<u>\$ 285,321,208</u>	<u>\$ 324,195,024</u>	<u>\$ 214,603,284</u>	<u>\$ 240,520,005</u>	<u>\$ 248,019,564</u>	<u>\$ 327,515,357</u>	<u>\$ 387,268,726</u>
Program Revenues										
Governmental Activities:										
Fees and Charges										
Stationary sources	\$ 81,291,028	\$ 82,624,489	\$ 85,439,616	\$ 87,160,484	\$ 88,120,829	\$ 89,264,511	\$ 94,279,518	\$ 100,354,910	\$ 101,804,325	\$ 106,450,095
Mobile sources	22,512,790	23,384,894	23,535,070	24,307,527	24,526,008	25,743,988	28,087,131	26,026,673	26,106,160	29,214,922
Operating grants and subventions	216,422,579	213,332,401	173,309,732	164,053,936	149,766,034	122,424,397	222,070,040	185,367,622	295,516,665	303,621,322
Total governmental activities prog. revenues	<u>\$ 320,226,397</u>	<u>\$ 319,341,784</u>	<u>\$ 282,284,418</u>	<u>\$ 275,521,947</u>	<u>\$ 262,412,871</u>	<u>\$ 237,432,896</u>	<u>\$ 344,436,689</u>	<u>\$ 311,749,205</u>	<u>\$ 423,427,150</u>	<u>\$ 439,286,339</u>

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Schedule 2

Changes in Net Position – Last Ten Fiscal Years
(accrual basis of accounting) (continued)

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Business-type Activities:										
CNG fueling station	\$ 273,531	\$ 290,796	\$ 411,434	\$ 393,076	\$ 416,874	\$ 229,005	\$ 18,022	\$ -	\$ -	\$ -
Total business-type activities prog. revenues	<u>273,531</u>	<u>290,796</u>	<u>411,434</u>	<u>393,076</u>	<u>416,874</u>	<u>229,005</u>	<u>18,022</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total primary government prog. revenues	<u>\$ 320,499,928</u>	<u>\$ 319,632,580</u>	<u>\$ 282,695,852</u>	<u>\$ 275,915,023</u>	<u>\$ 262,829,745</u>	<u>\$ 237,661,901</u>	<u>\$ 344,454,711</u>	<u>\$ 311,749,205</u>	<u>\$ 423,427,150</u>	<u>\$ 439,286,339</u>
Net (Expense) Revenue										
Governmental activities	\$ 28,650,109	\$ 51,349,157	\$ (4,545,366)	\$ (9,535,040)	\$ (61,613,384)	\$ 22,947,287	\$ 103,916,812	\$ 63,729,672	\$ 95,911,793	\$ 52,017,613
Business-type activities	<u>123,113</u>	<u>154,991</u>	<u>221,916</u>	<u>128,855</u>	<u>248,105</u>	<u>111,330</u>	<u>17,894</u>	<u>(31)</u>	<u>-</u>	<u>-</u>
Total primary govt net (expenses) revenue	<u>\$ 28,773,222</u>	<u>\$ 51,504,148</u>	<u>\$ (4,323,450)</u>	<u>\$ (9,406,185)</u>	<u>\$ (61,365,279)</u>	<u>\$ 23,058,617</u>	<u>\$ 103,934,706</u>	<u>\$ 63,729,641</u>	<u>\$ 95,911,793</u>	<u>\$ 52,017,613</u>
General Revenues and Other Changes in Net Position										
Governmental Activities:										
Grants and subventions not restricted										
to specific stationary source programs	\$ 2,918,779	\$ 2,890,117	\$ 2,889,099	\$ 2,889,884	\$ 2,887,831	\$ 2,885,047	\$ 2,885,535	\$ 2,879,520	\$ 2,864,992	\$ 2,879,664
Interest	832,444	529,031	343,206	461,444	339,005	435,773	644,574	1,041,333	1,976,414	1,791,178
Penalties/settlement	7,348,657	4,906,391	11,562,529	17,959,410	8,733,773	5,704,685	11,511,570	14,316,145	7,196,194	12,178,184
Subscriptions	7,760	6,095	1,630	3,498	2,136	2,842	1,097	436	970	972
Other	1,631,518	1,352,418	406,456	2,255,997	2,080,950	1,120,226	1,621,419	1,153,863	1,422,223	1,422,159
Transfers	-	-	-	-	-	-	-	1,253,147	-	-
Total governmental activities	<u>\$ 12,739,158</u>	<u>\$ 9,684,052</u>	<u>\$ 15,202,920</u>	<u>\$ 23,570,233</u>	<u>\$ 14,043,695</u>	<u>\$ 10,148,573</u>	<u>\$ 16,664,195</u>	<u>\$ 20,644,444</u>	<u>\$ 13,460,793</u>	<u>\$ 18,272,157</u>
Total primary government revenue	<u>\$ 12,739,158</u>	<u>\$ 9,684,052</u>	<u>\$ 15,202,920</u>	<u>\$ 23,570,233</u>	<u>\$ 14,043,695</u>	<u>\$ 10,148,573</u>	<u>\$ 16,664,195</u>	<u>\$ 20,644,444</u>	<u>\$ 13,460,793</u>	<u>\$ 18,272,157</u>
Change in Net Position										
Governmental activities	\$ 41,389,267	\$ 61,033,209	\$ 10,657,554	\$ 14,035,193	\$ (47,569,689)	\$ 33,095,860	\$ 120,581,007	\$ 84,374,116	\$ 109,372,586	\$ 70,289,770
Business-type activities	<u>123,113</u>	<u>154,991</u>	<u>221,916</u>	<u>128,855</u>	<u>248,105</u>	<u>111,330</u>	<u>17,894</u>	<u>(1,253,178)</u>	<u>-</u>	<u>-</u>
Total primary government	<u>\$ 41,512,380</u>	<u>\$ 61,188,200</u>	<u>\$ 10,879,470</u>	<u>\$ 14,164,048</u>	<u>\$ (47,321,584)</u>	<u>\$ 33,207,190</u>	<u>\$ 120,598,901</u>	<u>\$ 83,120,938</u>	<u>\$ 109,372,586</u>	<u>\$ 70,289,770</u>

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
Schedule 3
Fund Balances of Governmental Funds
Last Ten Fiscal Years
(modified accrual basis of accounting)

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
General Fund										
Nonspendable	\$ 50,315	\$ 73,043	\$ 71,968	\$ 66,703	\$ 73,463	\$ 65,731	\$ 63,688	\$ 56,684	\$ 64,226	\$ 65,321
Committed	8,928,629	6,594,167	6,552,287	5,845,485	6,533,505	6,917,075	7,382,453	11,237,530	12,295,440	12,365,231
Assigned	17,763,384	15,390,753	12,194,651	12,194,650	6,803,899	6,203,899	6,303,899	7,228,892	6,149,673	6,149,673
Unassigned	<u>25,858,045</u>	<u>24,689,814</u>	<u>19,774,006</u>	<u>27,672,310</u>	<u>34,353,647</u>	<u>31,006,208</u>	<u>38,741,459</u>	<u>47,532,700</u>	<u>52,514,979</u>	<u>65,957,001</u>
Total general fund	<u>\$ 52,600,373</u>	<u>\$ 46,747,777</u>	<u>\$ 38,592,912</u>	<u>\$ 45,779,148</u>	<u>\$ 47,764,514</u>	<u>\$ 44,192,913</u>	<u>\$ 52,491,499</u>	<u>\$ 66,055,806</u>	<u>\$ 71,024,318</u>	<u>\$ 84,537,226</u>
All Other Governmental Funds										
Restricted	\$ 26,138,656	\$ 191,730,455	\$ 331,962,118	\$ 335,633,672	\$ 283,454,187	\$ 311,026,727	\$ 412,358,550	\$ 464,158,310	\$ 532,966,299	\$ 587,283,400
Committed	174,297,108	127,200,107	29,141,240	65,757,643	59,667,932	63,076,528	54,549,958	51,447,457	67,570,416	52,652,530
Assigned	272,132,633	210,588,937	169,437,574	135,253,835	126,111,461	125,654,185	142,085,357	161,309,146	185,578,704	210,587,848
Unassigned	<u>(6,778,697)</u>	<u>(1,970,036)</u>	<u>-</u>	<u>(27,710)</u>	<u>(287,178)</u>	<u>(3,518,332)</u>	<u>(1,554,957)</u>	<u>(57,656)</u>	<u>-</u>	<u>-</u>
Total all other governmental funds	<u>\$ 465,789,700</u>	<u>\$ 527,549,463</u>	<u>\$ 530,540,932</u>	<u>\$ 536,617,440</u>	<u>\$ 468,946,402</u>	<u>\$ 496,239,108</u>	<u>\$ 607,438,908</u>	<u>\$ 676,857,257</u>	<u>\$ 786,115,419</u>	<u>\$ 850,523,778</u>

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Schedule 4

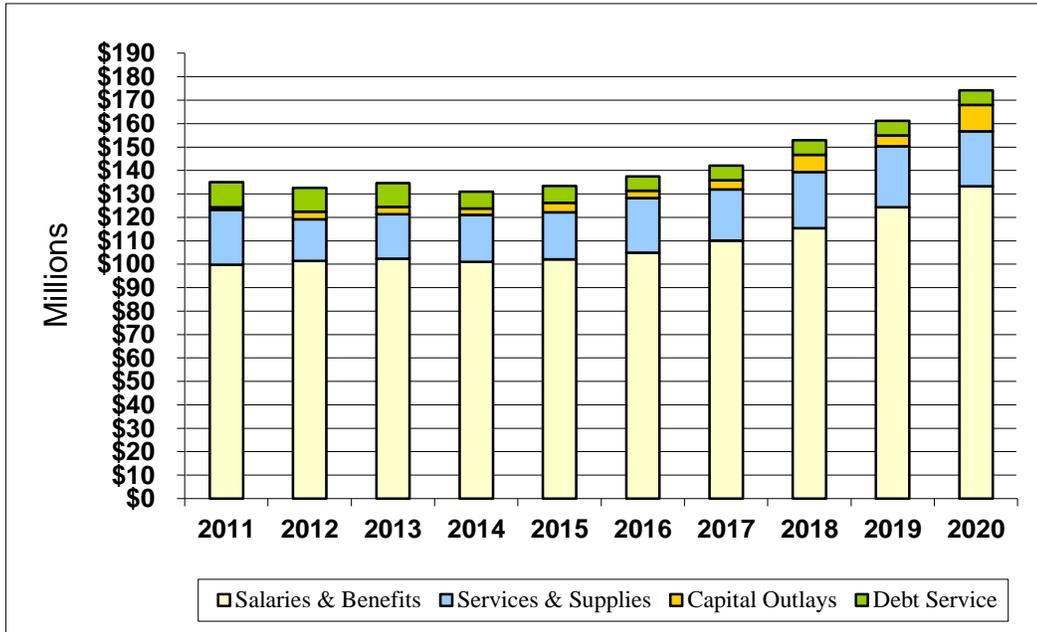
Changes in Fund Balances of Governmental Funds

Last Ten Fiscal Years

(modified accrual basis of accounting)

Revenues:	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Emission fees	\$ 21,371,061	\$ 19,714,882	\$ 20,540,391	\$ 20,472,379	\$ 19,838,979	\$ 18,984,919	\$ 18,964,371	\$ 22,786,661	\$ 19,542,168	\$ 20,781,427
Annual renewal fees	41,342,340	42,189,557	43,056,220	44,260,635	45,759,738	47,592,793	48,930,776	52,182,769	57,028,631	60,450,564
Area Sources	2,503,791	2,808,927	2,132,263	2,819,001	2,573,959	2,226,172	2,090,207	2,293,947	2,257,755	1,859,185
Permit processing fees	16,007,058	15,658,916	17,210,640	16,945,777	16,668,485	17,239,759	20,729,207	19,538,295	20,030,307	19,666,601
Mobile sources / Clean fuels	63,704,363	69,689,913	67,441,546	69,688,940	70,955,981	73,011,225	75,104,035	74,450,510	76,071,690	76,113,061
Air Toxics "Hot Spots"	1,824,327	1,833,488	1,917,252	1,954,650	2,039,612	2,373,579	2,645,644	2,538,246	2,184,519	2,933,672
Transportation program	885,263	848,829	927,824	877,816	845,236	891,991	840,322	845,718	977,223	1,069,607
State subvention	3,978,200	3,949,672	3,948,646	3,949,439	3,947,386	3,944,602	3,945,090	3,939,075	3,924,547	3,939,219
Federal grant	15,543,549	27,508,859	19,468,654	23,713,303	32,939,310	11,521,785	15,399,372	11,887,333	11,588,113	13,491,576
State grant	87,403,616	128,099,308	101,432,241	80,762,239	60,717,715	38,050,172	125,988,646	83,101,876	176,582,411	188,315,029
Interest revenue	6,556,895	4,962,021	3,677,620	3,824,484	3,766,327	4,100,302	6,296,761	10,739,589	18,059,326	15,364,892
Lease revenue	380,431	281,284	140,739	133,916	141,878	141,195	156,204	147,660	162,879	150,164
Source test/analysis fees	636,822	759,784	790,824	697,133	746,399	683,328	734,258	663,011	574,007	427,852
Hearing Board fees	201,864	221,709	277,544	342,508	531,879	163,960	187,733	351,979	187,308	357,937
Penalties and settlements	7,348,657	6,006,391	11,642,529	17,959,410	8,733,773	8,475,935	11,511,570	15,801,455	8,266,671	13,939,501
Subscriptions	7,760	6,095	1,630	3,498	2,136	2,842	1,097	436	970	972
Other revenues	63,269,554	4,486,199	2,880,775	10,687,052	6,249,773	18,176,910	27,575,590	29,871,943	39,449,420	38,697,237
Total revenues	\$ 332,965,551	\$ 329,025,834	\$ 297,487,338	\$ 299,092,180	\$ 276,456,566	\$ 247,581,469	\$ 361,100,883	\$ 331,140,503	\$ 436,887,945	\$ 457,558,496
Expenditures:										
Salaries and employee benefits	\$ 99,773,382	\$ 101,364,885	\$ 102,289,888	\$ 101,023,768	\$ 102,127,845	\$ 104,908,690	\$ 110,040,224	\$ 115,342,430	\$ 124,376,220	\$ 133,296,239
Insurance	1,039,020	882,871	1,078,546	1,258,577	1,202,650	1,148,390	1,131,980	1,503,440	1,733,653	1,059,265
Rent	589,248	532,089	620,723	527,991	550,323	606,395	540,386	550,641	606,592	676,950
Supplies	2,600,630	2,371,901	2,894,275	2,647,163	2,588,866	2,519,673	3,035,619	3,375,314	3,779,066	4,186,926
Contract and special services	171,344,881	145,316,505	162,672,155	159,679,349	219,251,382	95,288,291	108,413,444	109,427,946	172,084,692	215,238,478
Maintenance	1,273,060	1,183,238	1,425,557	1,445,271	1,270,417	1,712,754	1,287,341	1,787,868	2,109,924	1,784,818
Travel and auto	707,050	791,042	753,860	739,784	783,720	703,392	877,137	1,107,393	1,141,882	877,886
Utilities	1,495,435	1,342,945	1,405,249	1,637,327	1,809,594	1,717,980	1,411,075	1,520,114	1,427,124	1,429,880
Communications	598,958	587,930	580,569	629,542	635,977	679,666	577,753	614,018	647,865	821,324
Uncollectible accounts	891,794	953,792	454,094	1,116,103	7,982	444,485	400,929	412,184	479,519	590,803
Other expenditures	2,767,725	2,544,090	2,179,367	4,578,992	1,665,715	3,004,689	2,023,075	1,996,218	2,110,673	3,611,532
Capital outlay	2,170,102	2,051,740	3,261,458	3,351,887	3,050,388	4,032,806	4,669,042	4,583,914	4,973,661	8,872,504
Debt service:										
Principal	10,090,000	10,250,000	18,177,007	3,099,025	3,159,384	3,235,598	3,331,010	3,432,798	3,553,110	3,686,641
Interest	3,540,602	2,945,639	4,857,985	4,094,658	4,031,995	3,954,555	3,863,482	3,756,716	3,637,290	3,503,983
Total expenditures	\$ 298,881,886	\$ 273,118,666	\$ 302,650,733	\$ 285,829,437	\$ 342,142,238	\$ 223,860,364	\$ 241,602,497	\$ 249,410,994	\$ 322,661,271	\$ 379,637,229
Excess (deficiency) of revenues over (under) expenditures	34,083,665	55,907,168	(5,163,395)	13,262,743	(65,685,672)	23,721,105	119,498,386	81,729,509	114,226,674	77,921,267
Other financing sources (uses):										
Transfer in	17,056,936	8,670,107	38,364,134	19,653,981	9,768,512	10,777,488	8,540,141	10,713,791	31,523,520	21,866,157
Transfer out	(17,056,936)	(8,670,107)	(38,364,134)	(19,653,981)	(9,768,512)	(10,777,488)	(8,540,141)	(9,460,644)	(31,523,520)	(21,866,157)
Total other financing sources (uses)	-	-	-	-	-	-	-	1,253,147	-	-
Net change in fund balances	\$ 34,083,665	\$ 55,907,168	\$ (5,163,395)	\$ 13,262,743	\$ (65,685,672)	\$ 23,721,105	\$ 119,498,386	\$ 82,982,656	\$ 114,226,674	\$ 77,921,267
Debt service as a percentage of noncapital expenditures	4.6%	4.9%	7.7%	2.5%	2.1%	3.3%	3.0%	2.9%	2.3%	1.9%

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
 Schedule 5
 Expenditures by Major Object
 General Fund (Budgetary Basis)
 Last Ten Fiscal Years

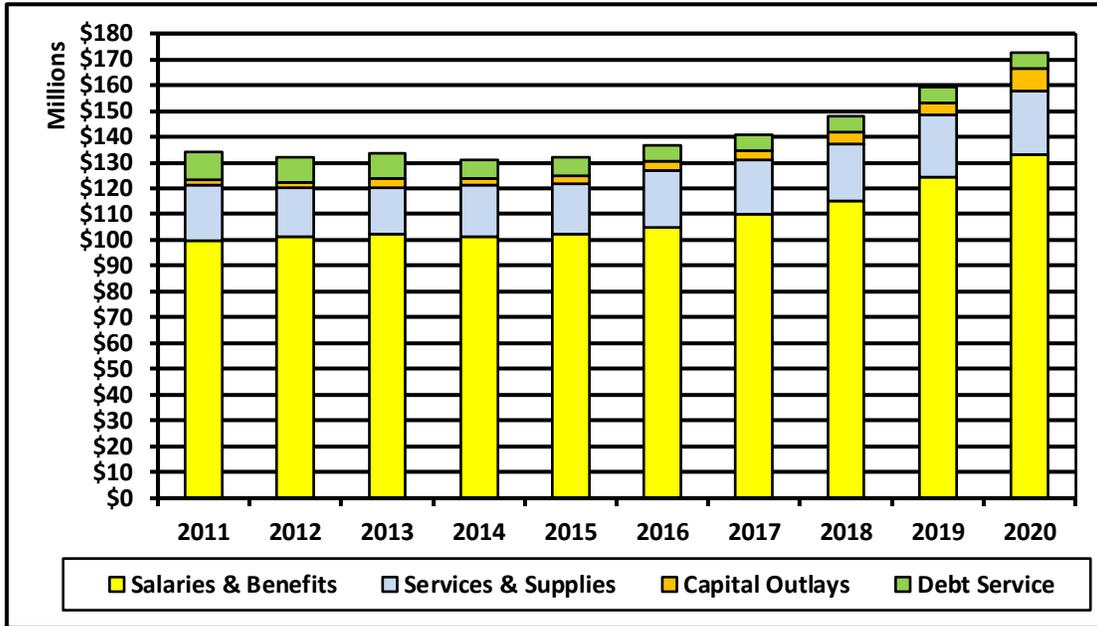


Year	Salaries & Benefits	Services & Supplies	Capital Outlays	Debt Service	Total Expenditures
2011	\$ 99,773,382	\$ 23,397,710	\$ 1,198,178	\$ 10,630,602	\$ 134,999,872
2012	101,364,885	17,799,716	3,261,876	10,195,639	132,622,116
2013	102,289,888	19,052,813	3,053,754	10,219,978	134,616,433
2014	101,023,768	19,989,096	2,695,286	7,193,683	130,901,833
2015	102,127,842	20,074,713	4,031,026	7,191,379	133,424,960
2016	104,908,689	23,338,580	3,074,374	6,190,153	137,511,796
2017	110,077,989	21,757,613	4,037,890	6,194,492	142,067,984
2018	115,425,019	23,951,490	7,301,002	6,189,514	152,867,025
2019	124,376,218	25,949,611	4,669,722	6,190,400	161,185,951
2020	133,296,238	23,474,861	11,172,630	6,190,624	174,134,353

See Notes Associated with Financial Charts page 111

Source:
 South Coast Air Quality Management District Audited Financial Statements

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
 Schedule 6
 Expenditures by Major Object
 General Fund (GAAP Basis)
 Last Ten Fiscal Years



Year	Salaries & Benefits	Services & Supplies	Capital Outlays	Debt Service	Total Expenditures
2011	\$ 99,773,382	\$ 21,403,118	\$ 2,170,102	\$ 10,630,602	\$ 133,977,204
2012	101,364,885	18,706,143	2,051,740	10,195,639	132,318,407
2013	102,289,888	18,066,145	3,261,458	10,219,978	133,837,469
2014	101,023,768	20,469,780	2,203,171	7,193,683	130,890,402
2015	102,127,845	19,683,561	2,910,271	7,191,379	131,913,056
2016	104,908,690	22,007,495	3,674,227	6,190,153	136,780,565
2017	110,040,224	20,903,669	3,455,686	6,194,492	140,594,071
2018	115,342,430	21,995,126	4,579,695	6,189,514	148,106,765
2019	124,376,220	23,933,151	4,973,661	6,190,400	159,473,432
2020	133,296,239	24,470,945	8,872,504	6,190,624	172,830,312

See Notes Associated with Financial Charts page 111

Source: South Coast Air Quality Management District Audited Financial Statements

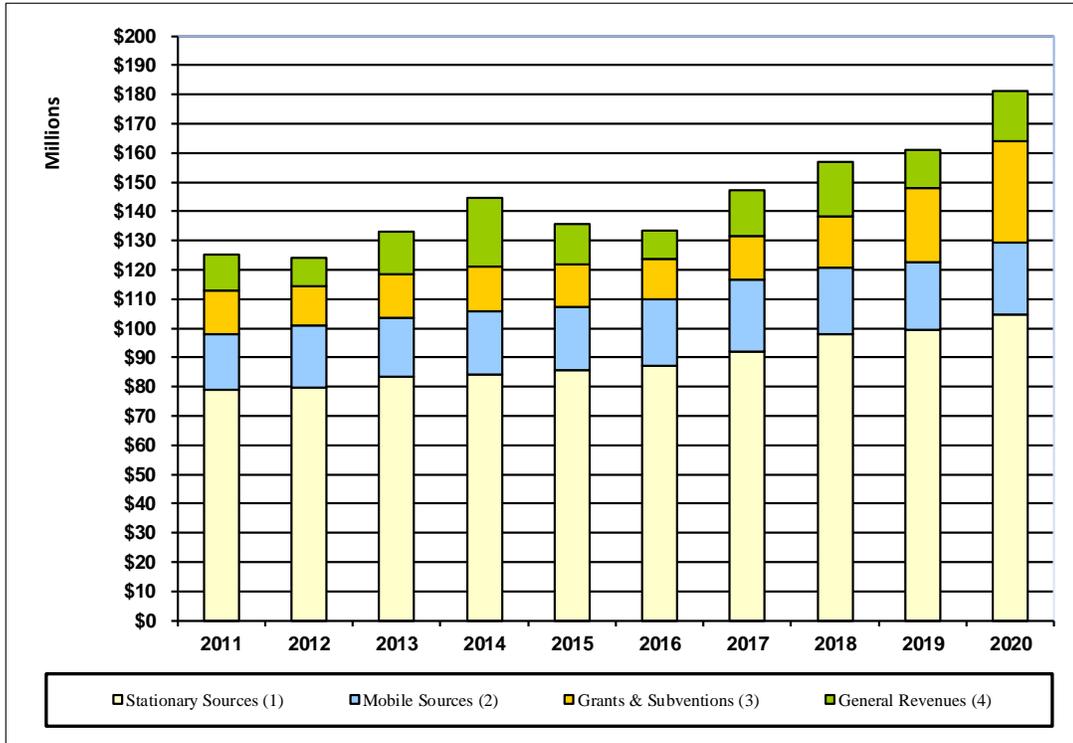
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
 Schedule 7
 Debt Capacity
 Ratios of Outstanding Debt by Type
 Last Ten Fiscal Years
 (amounts expressed in thousands)

Fiscal Year	Governmental Activities		Total Primary Government	Percentage of Total Revenues (*)	Number of Customers	Per Customer
	Installment Sale Revenue Bonds	Pension Obligation Bonds				
2011	\$ 20,370	\$ 47,192	\$ 67,562	53.87%	28	2
2012	15,130	42,182	57,312	46.15%	28	2
2013	-	39,135	39,135	29.48%	28	1
2014	-	36,036	36,036	24.89%	27	1
2015	-	32,876	32,876	24.26%	27	1
2016	-	29,641	29,641	22.23%	27	1
2017	-	26,310	26,310	17.86%	26	1
2018	-	22,877	22,877	14.58%	27	1
2019	-	19,324	19,324	12.04%	27	1
2020	-	15,637	15,637	8.63%	26	1

The South Coast Air Quality Management District is a regional government and is not authorized to issue long-term debt (General Obligation Bonds). The Pension Obligation Bonds are refunding bonds of outstanding debt owed the San Bernardino County Employees' Retirement Association. The South Coast Air Quality Management District has no long-term debt limits.

(*) These percentages are calculated using Total Revenues, Schedule 8.

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
Schedule 8
Revenues by Major Source
General Fund
Last Ten Fiscal Years



Year	Stationary Sources (1)	Mobile Sources (2)	Grants & Subventions (3)	General Revenues (4)	Total Revenues
2011	\$ 78,787,371	\$ 19,109,043	\$ 15,189,462	\$ 12,324,164	\$ 125,410,040
2012	79,815,562	21,149,810	13,611,764	9,602,853	124,179,989
2013	83,307,359	20,324,940	14,853,666	14,446,084	132,932,049
2014	84,341,483	21,654,072	15,285,284	23,499,350	144,780,189
2015	85,546,869	21,833,199	14,399,753	13,729,825	135,509,646
2016	87,038,338	22,859,620	13,934,946	9,489,698	133,322,602
2017	92,189,311	24,574,498	14,768,699	15,810,131	147,342,639
2018	98,060,961	22,861,428	17,207,484	18,805,726	156,935,599
2019	99,546,576	23,198,491	25,350,511	12,853,554	160,949,132
2020	104,590,911	24,587,585	34,848,083	17,251,668	181,278,247

(1) Includes Emissions, Annual Operating, Permit, Air Toxics "Hot Spots," Source Test/Analysis, and Hearing Board fees

(2) Includes AB2766 Mobile Source, Clean Fuels, and Transportation Programs revenues

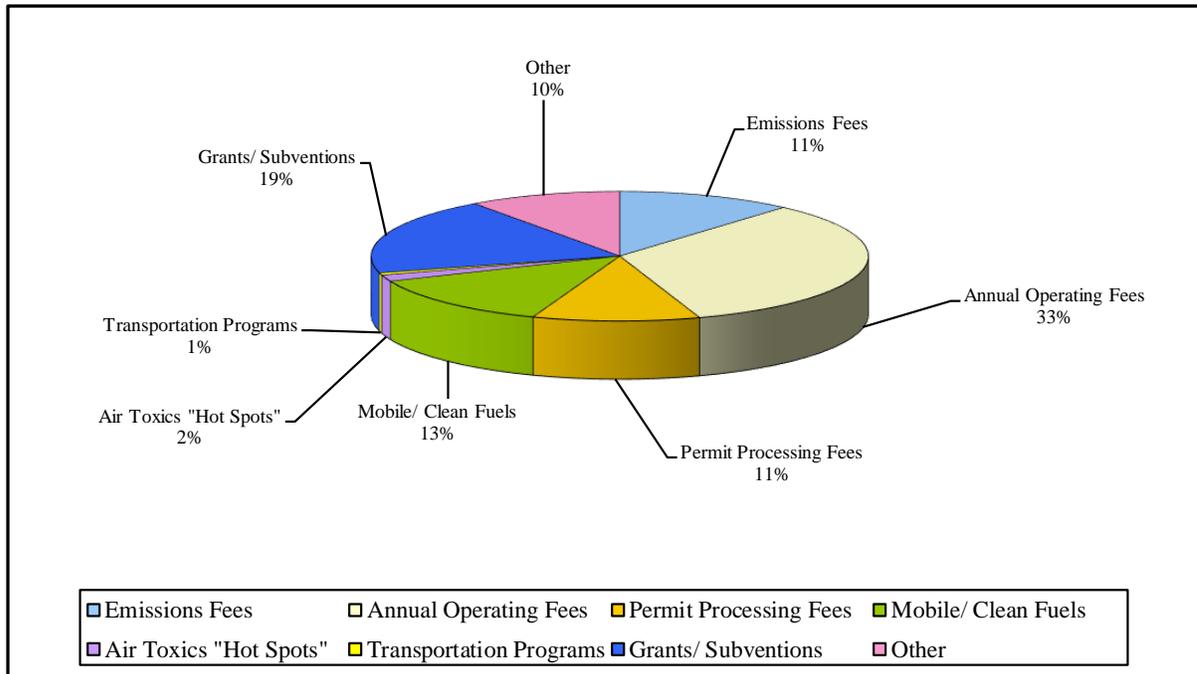
(3) Includes State Subventions, State Grants and Federal Grants

(4) Includes Area Sources, Penalties & Settlements, Interest, Lease Revenue, Other Revenue and Subscriptions

See Notes Associated with Financial Charts page 112

Source: South Coast Air Quality Management District Audited Financial Statements

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
Schedule 9
Revenues by Fee Source
General Fund
Last Ten Fiscal Years



Fee Source Revenue									
Year	Emissions Fees	Annual Operating Fees	Permit Processing Fees	Mobile/ Clean Fuels	Air Toxics "Hot Spots"	Transportation Programs	Grants/ Subventions	Other	Total
2011	\$ 19,246,061	\$ 41,342,340	\$ 16,007,058	\$ 18,223,780	\$ 1,353,226	\$ 885,263	\$ 15,189,462	\$ 13,162,850	\$ 125,410,040
2012	19,714,882	42,189,557	15,658,916	20,300,981	1,270,714	848,829	13,611,764	10,584,346	124,179,989
2013	20,540,391	43,056,220	17,210,640	19,397,116	1,431,740	927,824	14,853,666	15,514,452	132,932,049
2014	20,472,379	44,260,635	16,945,777	20,776,256	1,623,051	877,816	15,285,284	24,538,991	144,780,189
2015	19,838,979	45,759,738	16,668,485	20,987,963	2,001,389	845,236	14,399,753	15,008,103	135,509,646
2016	18,984,919	47,592,793	17,239,759	21,967,629	2,373,579	891,991	13,934,946	10,336,986	133,322,602
2017	18,964,371	48,930,776	20,729,207	23,734,176	2,642,966	840,322	14,768,699	16,732,122	147,342,639
2018	22,786,661	52,182,769	19,538,295	22,015,710	2,538,246	845,718	17,207,484	19,820,716	156,935,599
2019	19,542,168	57,028,631	20,030,307	22,221,268	2,184,155	977,223	25,350,511	13,614,869	160,949,132
2020	20,781,427	60,450,564	19,666,601	23,517,978	2,906,530	1,069,607	34,848,083	18,037,457	181,278,247

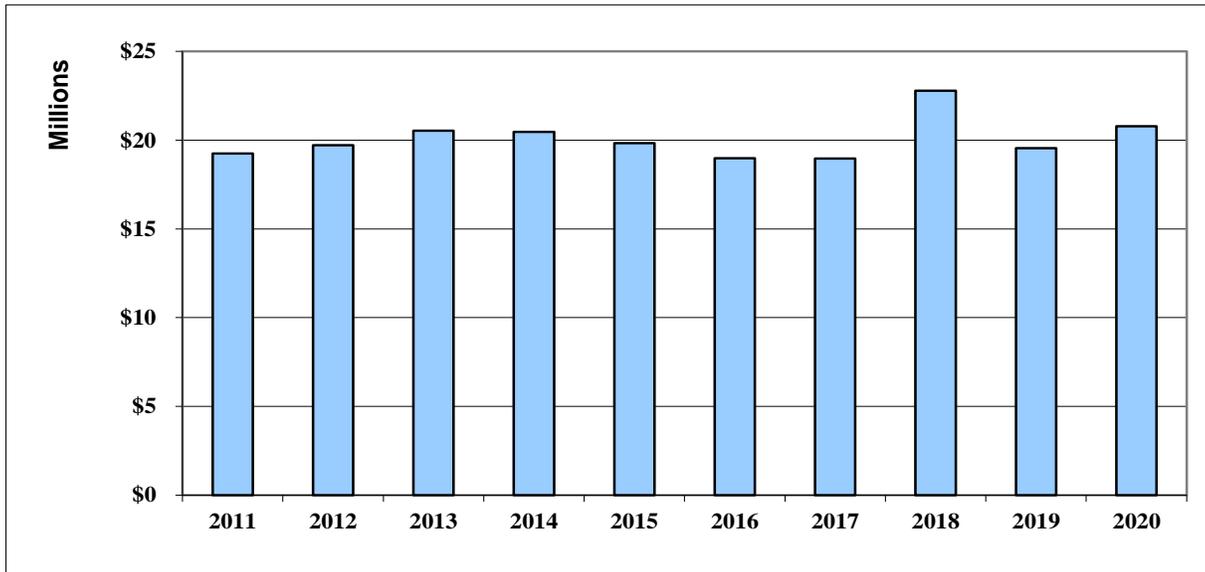
* Other includes Area Sources, Penalties and Settlements, Interest, Source Test/Analysis Fees, Lease Revenue, Hearing Board, Other Revenue and Subscriptions.

See Notes Associated with Financial Charts page 112

Source:

South Coast Air Quality Management District Audited Financial Statements

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
 Schedule 10
 Emission Fee Revenues
 Last Ten Fiscal Years



Year	Emission Fees
2011	\$ 19,246,061
2012	19,714,882
2013	20,540,391
2014	20,472,379
2015	19,838,979
2016	18,984,919
2017	18,964,371
2018	22,786,661
2019	19,542,168
2020	20,781,427

See Notes Associated with Financial Charts page 113

Source: South Coast Air Quality Management District Audited Financial Statements

Notes Associated with Financial Charts

Schedule 5 - Expenditures by Major Object (General Fund Budgetary Basis)

- The increase in both Salaries and Benefits and Capital Outlays from FY 2018-19 is due to the third year of a three-year labor agreement, and the continued implementation of revenue-offset programs such as AB617, Rule 1180, and VW Mitigation Settlement.
- The increase is due to adding 47 positions for the Community Air Protection Program (CAPP) and the costs associated with the three year labor agreement that went into effect in the third quarter of FY 2017-18. There is also an increase in Retirement Expenditure based on the contribution rates provided from the San Bernardino County Retirement Association (SBCERA).
- The increase in 2018 expenditures from 2017 is mainly due to the adding positions for the AB 617 and AB 134 programs and the costs associated with the three year labor agreement and with State Disability Insurance, employer share of unemployment insurance, Social Security and Medicare.
- The increase in 2017 expenditures from 2016 is mainly due to the hiring of some grant funded positions and the contribution rates provided from the San Bernardino County Retirement Association (SBCERA).
- The increase in 2016 expenditures from 2015 includes the costs associated with the three year labor agreement. The rents and leases for equipment also increased. In addition, the professional and special services increased due to new or additional projects for outside building consultants, community outreach, and planning and rule development activities.
- In 2015 the increase in Capital Outlays of approximately \$1.3M is mainly due to large purchases of vehicles and replacements of operational systems.
- The decrease in 2014 expenditures from 2013 is mainly due to a significant reduction in debt. As of June 2013, the 2002 Series Installment Sale Bonds were legally defeased.
- The increase in 2013 expenditures from 2012 is mainly due to the rising retirement and medical insurance costs.
- The decrease in 2012 expenditures is due to a significant reduction in Services and Supplies.
- The increase in 2011 expenditures from 2010 is mainly due to the increase in expenditures for Contract and Special Services.

Schedule 6 - Expenditures by Major Object (General Fund GAAP Basis)

- The increase in both Salaries and Benefits and Capital Outlays from FY 2018-19 is due to the third year of a three-year labor agreement, and the continued implementation of revenue-offset programs such as AB617, Rule 1180, and VW Mitigation Settlement.
- The increase is due to adding 47 positions for the CAPP and the costs associated with the three year labor agreement that went into effect in the third quarter of FY 2017-18. There is also an increase in Retirement expenditure based on the contribution rates provided from the San Bernardino County Retirement Association (SBCERA).
- The increase in 2018 expenditures from 2017 is mainly due to the adding positions for the AB 617 and AB 134 programs and the costs associated with the three year labor agreement and with State Disability Insurance, employer share of unemployment insurance, Social Security and Medicare. Also, the increase in Capital Outlays reflects anticipated needs.
- The increase in 2017 expenditures from 2016 is mainly due to the hiring of some grant funded positions and the contribution rates provided from the San Bernardino County Retirement Association (SBCERA).

- The increase in 2016 expenditures from 2015 includes the costs associated with the three year labor agreement. The rents and leases for equipment also increased. In addition, the professional and special services increased due to new or additional projects for outside building consultants, community outreach, and planning and rule development activities.
- The small increase in 2015 expenditures from 2014 is mainly due to the rise in the contribution cost for retirement and purchases of vehicles.
- The decrease in 2014 expenditures from 2013 is mainly due to a significant reduction in debt. As of June 2013, the 2002 Series Installment Sale Bonds were legally defeased.
- The increase in 2013 expenditures from 2012 is mainly due to the rising retirement and medical insurance costs. In addition, Capital Outlays expenditures increased due to the large purchase of CNG vehicles and the replacement of some boilers and associated equipment.
- The decrease in 2012 expenditures is due to a significant reduction in Services and Supplies.
- The increase in 2011 expenditures from 2010 is mainly due to the increase in Contract and Special Services.

Schedule 8 - Revenues by Major Source (General Fund)

- The increase in 2020 revenue reflects annual renewal fee increases under Stationary Sources and state grant increases under Grants & Subventions. South Coast AQMD received new funding from the operation portion of CAPP.
- The increase in 2019 revenue is mainly due to the increase in State Grants related to the new funding for the implementation portion of CAPP.
- The increase in 2018 revenue reflects emission fees increase under the stationary sources and large penalties/settlements from facilities that were found not to be in compliance with South Coast AQMD rules and regulations under the General Revenue category.
- The large increase in 2017 revenue reflects large penalties/settlements from facilities that were found not to be in compliance with South Coast AQMD rules and regulations, which increased the General Revenue category.
- The decrease in 2016 revenue from 2015 is mainly due to the decrease in Penalties & Settlements in the General Revenues category.
- The large decrease in 2015 revenues is mainly due to the decrease in Penalties & Settlements for violations of permit conditions, South Coast AQMD Rules, or state law.
- Revenues increased significantly in 2014 because the South Coast AQMD received several large penalties/settlements from facilities that were found to be not in compliance with South Coast AQMD rules and regulations.
- Revenues increased significantly in 2013 because the South Coast AQMD received several large penalties/settlements from facilities that were found to be not in compliance with South Coast AQMD rules and regulations.
- The decrease in 2012 revenue is due to the decrease in Penalties & Settlements in General Revenues, and the reduction in Grants & Subventions.
- In 2011 the decrease in the Stationary Sources and Mobile Sources revenues are mainly due to the decrease in all the fee source revenues.

Schedule 9 - Revenues by Fee Source (General Fund)

- The increase in 2020 revenue is mainly due to the 3.5% CPI increase. Also included was 10.66% increase for Title V permits.

- The increase in 2019 revenue is mainly due to the 3.4% CPI increase. Also included was 4% increase on non-Title V annual operating permit renewal fees and 10.66% increase for Title V permits.
- The increase in 2018 revenue from 2017 is mainly due to the increase of emission fees. Other revenues increased because the South Coast AQMD received large penalties/settlements from facilities that were found not to be in compliance with South Coast AQMD rules and regulations, which increased the General Revenue category.
- Other revenues increased significantly in 2017 because the South Coast AQMD received large penalties/settlements from facilities that were found not to be in compliance with South Coast AQMD rules and regulations, which increased the General Revenue category.
- The decrease in 2016 revenue from 2015 is mainly due to the decrease in Penalties & Settlements in the Other Revenues category.
- The large decrease in 2015 revenues is mainly due to the decrease in Penalties & Settlements for violations of permit conditions, South Coast AQMD Rules, or state law.
- Revenues increased significantly in 2014 because the South Coast AQMD received several large penalties/settlements from facilities that were found to be not in compliance with South Coast AQMD rules and regulations.
- Other revenues increased significantly in 2013 because the South Coast AQMD received several large penalties/settlements from facilities that were found to be not in compliance with South Coast AQMD rules and regulations.
- The decrease in 2012 revenue is due to the decrease in Penalties & Settlements in General Revenues, and the reduction in Grants & Subventions.
- The decrease in 2011 revenue from 2010 is mainly due to the decreases in Mobile Source revenue and Penalties and Settlements revenue.

Schedule 10 – Emission Fee Revenues

- The increase in 2020 emission fee revenue is mainly due to the 3.5% CPI increase.
- 2019 emission fees revenue was lower than 2018 because of an emissions audit conducted and additional emission fees were collected in 2018.
- There was an increase in emission fees revenue in 2018 related to fee increase.
- There was a small decrease in emission fees revenue in 2017 due to gradually decreasing emissions.
- There was a small decrease in emission fees revenue in 2016 due to gradually decreasing emissions.
- There was a small decrease in emission fees revenue in 2015. Emission fees vary with the non-RECLAIM and RECLAIM emissions, and the flat emission fees of active facilities.
- The small increase in 2013 is due to a fee increase that was effective July 1, 2012.

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
Schedule 11
Revenue Capacity
Largest Payers of Emission-Based Fees at a Single Location
Current Year and Ten Years Ago

	Payment	Rank	% of Total Emission Fee	Payment	Rank	% of Total Emission Fee
Torrance Refinery Co LLC (Formerly Exxon Mobil Corporation)	\$2,648,031	1	12.7%	\$1,866,541	2	9.5%
Tesoro Refining and Marketing *	2,204,231	2	10.6%	-	-	-
Chevron Products	1,971,933	3	9.5%	1,610,197	3	8.2%
Phillips 66 Company (Formerly Conoco and formerly Tosco Refining Co)*	985,918	4	4.7%	942,165	5	4.8%
Tesoro Refining and Marketing (Formerly Equilon)	972,079	5	4.7%	1,187,569	4	6.0%
Ultramar Incorporated	785,829	6	3.8%	528,072	7	2.7%
Phillips 66 Company (Formerly Conoco and formerly Tosco Refining Co)*	638,623	7	3.1%	598,361	6	3.0%
Tesoro Refining and Marketing (formerly BP ARCO West Coast Products)*	440,754	8	2.1%	1,868,039	1	9.5%
City of Long Beach, SERRF Project	372,232	9	1.8%	247,408	10	1.3%
U.S. Govt. Dept of Navy	225,797	10	1.1%	-	-	-
Cal Portland Cement Company	204,323	11	1.0%	360,913	8	1.8%
Desert View Power	197,492	12	1.0%	-	-	-
Beta Off Shore	171,320	13	0.8%	-	-	-
Dart Container Corp of California	168,990	14	0.8%	-	-	-
Metal Container Corp	136,881	15	0.7%	-	-	-
Equilon Enterprises, LLC, Shell Oil Products US (formerly Texaco Refining)	125,700	16	0.6%	113,458	19	-
New Indy Ontario LLC	123,675	17	0.6%	-	-	-
Sunshine Canyon Landfill Republic Service Inc	121,596	18	0.6%	-	-	-
Tamco	115,504	19	0.6%	-	-	-
Southern California Edison	115,200	20	0.6%	-	-	-
Anheuser-Busch Incorporated	-	-	-	217,695	11	1.1%
Paramount Petroleum Company	-	-	-	179,798	14	0.9%
Rhodia Incorporated	-	-	-	200,629	13	1.0%
Mountainview Generating Station	-	-	-	204,979	12	1.0%
BP West Coast Products LLC	-	-	-	275,117	9	1.4%
Southern California Gas Company	-	-	-	171,548	15	0.9%
City of Los Angeles DWP	-	-	-	123,330	18	0.6%
Colmac Energy	-	-	-	151,908	16	0.8%
LA County Sanitation District	-	-	-	145,922	17	0.7%
Baxter Healthcare Corp., Highland Division	-	-	-	111,237	20	0.6%
Total Paid by Largest Payers at a Single Location	<u>\$ 12,726,108</u>		61.4%	<u>\$ 11,104,886</u>		55.8%
Total Emissions Based Fees Paid by All Emitters	<u>\$ 20,781,427</u>			<u>\$ 19,663,171</u>		

*Located at separate sites.

KEY AIR QUALITY AND DEMOGRAPHIC INFORMATION REGARDING THE REGION INCLUDED IN THE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

The South Coast Air Quality Management District includes all of Orange County and parts of Los Angeles, Riverside and San Bernardino Counties. The section below provides a brief description of each county.

Measuring 4,084 square miles, *Los Angeles County* is one of the nation's largest counties. It is the most populated county in the state of California and contains the most populated city in the state, the City of Los Angeles. Before World War II, Los Angeles County was one of the nation's foremost agricultural producers. As agricultural production declined, the economy has evolved into diverse areas that include trade, transportation, and utilities, government, educational and health services, professional and business services, and manufacturing. Tourism and entertainment as well as international trade also play a vital role in the county's economy. The county is home to the twin seaports of Los Angeles and Long Beach, together the nation's largest, as well as the single largest fixed source of air pollution in the region. The two ports are responsible for more smog-forming nitrogen oxide emissions than 7 million cars.

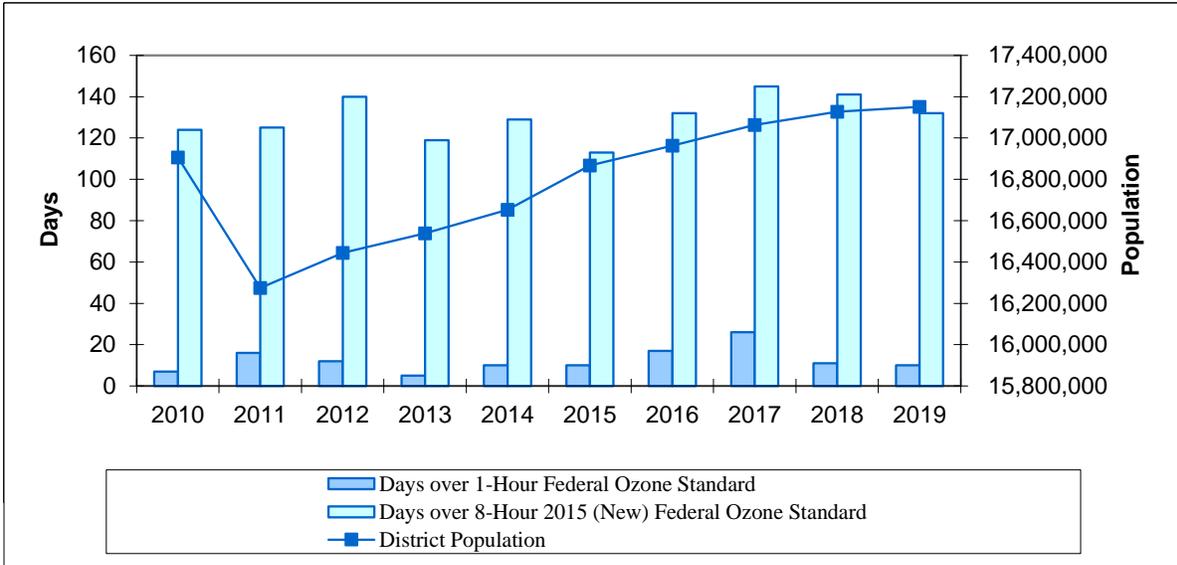
Orange County is the third most populated county in the state and lies south of Los Angeles County. When created in 1889, Orange County was named for its abundance of orange groves and thriving agricultural industry. Today, the largest industry employers are trade, transportation, and utilities, professional and business services, and manufacturing.

The varied topography of *Riverside County* is characterized by fertile river valleys to rolling plains and foothills to deserts below sea level and mountain peaks above 10,000 feet. Recent years have brought dramatic population growth to Riverside County. The population is expected to increase by 1.3 percent in 2016. Annual growth in the 2016 - 2021 period is expected to average 1.5 percent. The county's early years were linked to the agriculture industry, but commerce, construction, manufacturing, transportation, and tourism have contributed to the county's substantial growth. The County is also a major distribution center for Southern California and the Pacific Rim.

Roughly 90 percent of *San Bernardino County* is desert and the remaining portion consists of the San Bernardino Valley and San Bernardino Mountains. San Bernardino County and Riverside County are collectively known as the Inland Empire. San Bernardino ranks as the fifth-highest populated county in California from 2016 to 2021, population growth is expected to average 1.0 percent per year. The economy is led by services, government, retail trade, and manufacturing industries. Additionally, the county consistently ranks in the top fifteen agricultural-producing counties in the state.

All four counties within the South Coast Air Quality Management District's jurisdiction have experienced significant population growth in the last few years. The following charts illustrate air pollution, demographic, employment, and motor vehicle information relating to the South Coast Air Quality Management District region.

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
Schedule 12
South Coast Air Basin Smog Trend
Last Ten Calendar Years



Year	Days over 1-Hour Federal Ozone Standard	Days over 8-Hour 2015 (New) Federal Ozone Standard	District Population
2010	7	124	16,906,456
2011	16	125	16,274,797
2012	12	140	16,444,162
2013	5	119	16,538,490
2014	10	129	16,652,810
2015	10	113	16,866,350
2016	17	132	16,962,478
2017	26	145	17,063,249
2018	11	141	17,127,040
2019	10	132	17,150,993

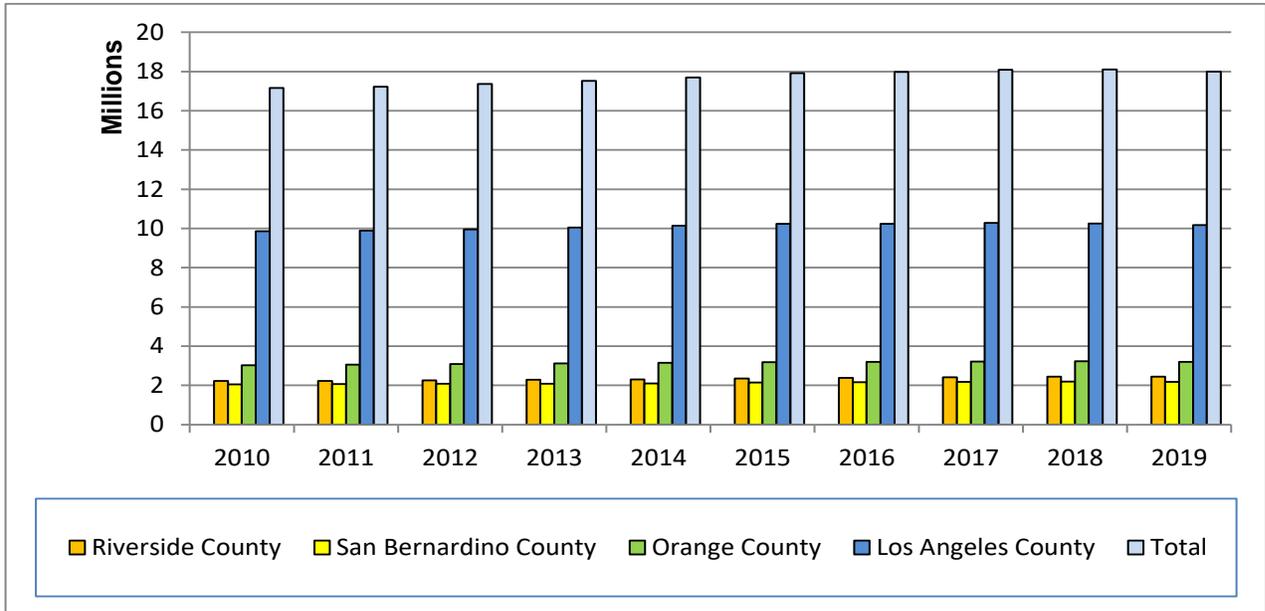
Notes:

- The average number of days exceeding the federal ozone standard in the Basin decreased by 54% between the three-year period of 1976-78 and 2011-13.
- Favorable weather conditions and continued implementation of the air pollution control strategy contributed to the significant decrease in Days over the 1-Hour Ozone Standard in the recent decades.
- In 1997, the federal government implemented the 8-hour ozone National Ambient Air Quality Standard. The standard was revised in 2015 from 75 ppb to 70 ppb.

Source:

South Coast Air Quality Management District (www.aqmd.gov); State Subvention Guidance.

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
Schedule 13
Four-County Area Population
Last Ten Calendar Years



Year	Riverside County	San Bernardino County	Orange County	Los Angeles County	Total	% Increase
2010	2,217,778	2,052,397	3,029,859	9,858,989	17,159,023	-3.71%
2011	2,227,577	2,063,919	3,055,792	9,884,632	17,231,920	0.42%
2012	2,255,059	2,076,274	3,081,804	9,958,091	17,371,228	0.81%
2013	2,279,967	2,085,669	3,113,991	10,041,797	17,521,424	1.68%
2014	2,308,441	2,104,291	3,147,655	10,136,559	17,696,946	1.00%
2015	2,347,828	2,139,570	3,183,011	10,241,335	17,911,744	1.21%
2016	2,384,783	2,160,256	3,194,024	10,241,278	17,980,341	0.38%
2017	2,415,955	2,174,938	3,221,103	10,283,729	18,095,725	0.64%
2018	2,440,124	2,192,203	3,222,498	10,253,716	18,108,541	0.07%
2019	2,442,304	2,180,537	3,194,332	10,172,951	17,990,124	-0.65%

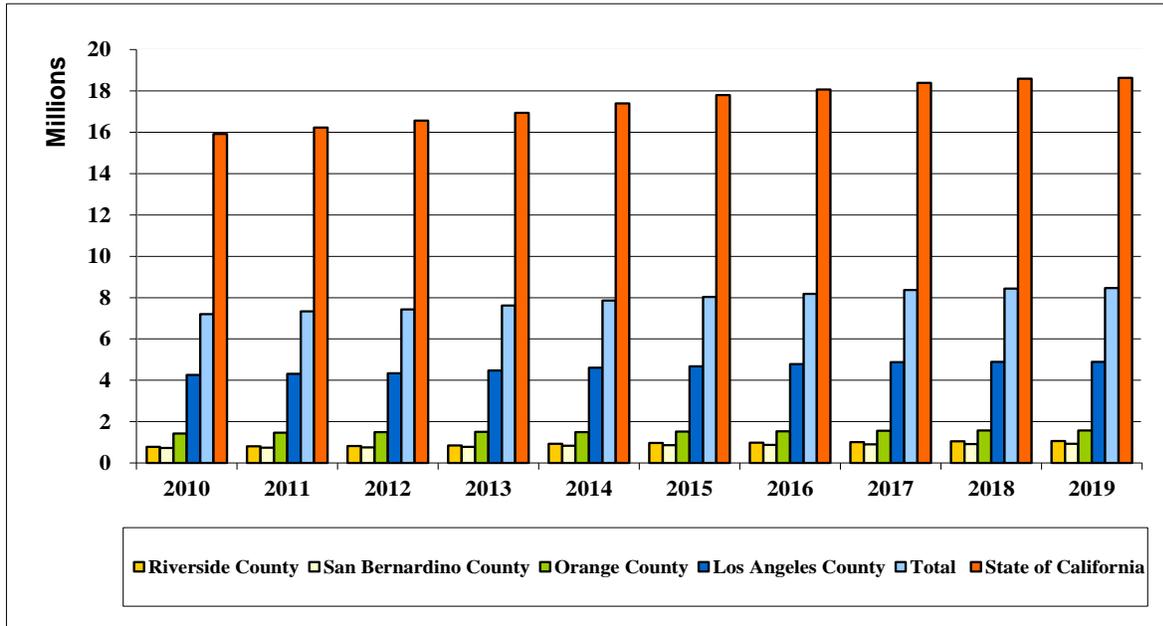
South Coast AQMD encompasses all of Orange County and parts of the Los Angeles, Riverside, and San Bernardino Counties, representing over 18 million residents.

Source:

California Department of Finance - Demographic Research Unit

www.dof.ca.gov/budgeting/documents

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
Schedule 14
Los Angeles, Orange, Riverside, San Bernardino
Counties, and State of California Civilian Employment
Last Ten Calendar Years



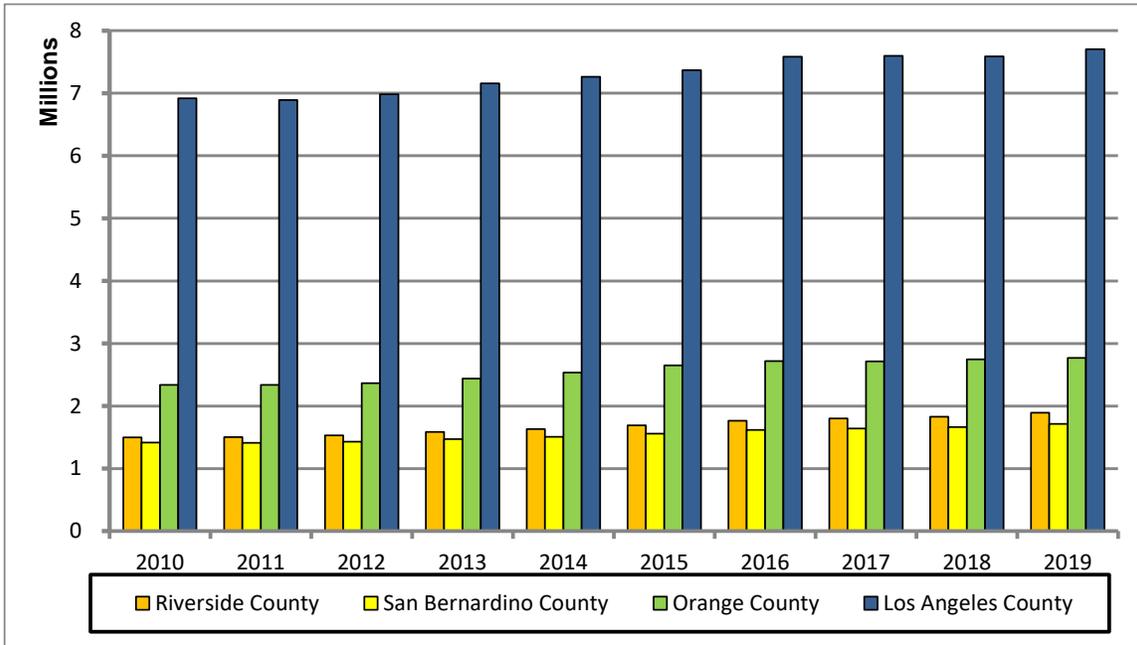
Year	Riverside County	San Bernardino County	Orange County	Los Angeles County	Total	State of California
2010	779,500	733,800	1,429,700	4,262,300	7,205,300	15,916,300
2011	810,600	747,100	1,464,400	4,318,900	7,341,000	16,226,600
2012	828,800	758,000	1,496,000	4,345,700	7,428,500	16,560,300
2013	855,300	778,100	1,510,600	4,470,700	7,614,700	16,933,300
2014	927,300	836,000	1,489,200	4,610,800	7,863,300	17,397,100
2015	965,500	866,800	1,525,600	4,674,800	8,032,700	17,798,600
2016	988,000	882,200	1,538,000	4,778,800	8,187,000	18,065,000
2017	1,016,200	904,200	1,562,600	4,883,600	8,366,600	18,393,100
2018	1,044,600	922,300	1,577,900	4,896,500	8,441,300	18,582,800
2019	1,057,900	930,700	1,578,300	4,894,300	8,461,200	18,627,400

Source:

State of California: Employment Development Department

www.labormarketinfo.edd.ca.gov/cgi/dataanalysis

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
Schedule 15
Vehicle Registrations (Automobiles & Trucks)
For Four County Area
Last Ten Calendar Years



Year	Riverside County	San Bernardino County	Orange County	Los Angeles County	Total District
2010	1,497,595	1,417,354	2,337,837	6,920,671	12,173,457
2011	1,502,571	1,412,652	2,336,315	6,892,687	12,144,225
2012	1,532,040	1,428,725	2,367,745	6,984,730	12,313,240
2013	1,587,494	1,470,974	2,440,330	7,159,182	12,657,980
2014	1,630,405	1,507,903	2,536,833	7,263,982	12,939,123
2015	1,689,523	1,557,196	2,649,420	7,368,979	13,265,118
2016	1,765,545	1,618,573	2,716,672	7,585,269	13,686,059
2017	1,799,962	1,642,888	2,713,892	7,599,579	13,756,321
2018	1,831,189	1,666,102	2,744,304	7,586,587	13,828,182
2019	1,891,381	1,713,142	2,770,175	7,704,244	14,078,942

South Coast AQMD encompasses all of Orange County, and parts of Los Angeles, Riverside, and San Bernardino counties.

Source:

California Department of Motor Vehicles - Estimated Vehicles Registered by County

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
Schedule 16
Full-time Equivalent South Coast AQMD Employees by Function/Program
Last Ten Fiscal Years

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
FUNCTION:										
Executive Office	10	10	9	10	8	9	6	5	5	5
Clerk of the Boards	6	6	6	6	6	6	6	5	6	5
Legal *	-	-	-	-	-	-	27	28	29	25
District Counsel	12	11	11	12	12	10	-	-	-	-
District Prosecutor	20	21	18	19	20	19	-	-	-	-
Finance	43	42	41	44	41	40	42	44	43	40
Administrative & Human Resources	34	32	32	31	32	30	33	36	34	34
Information Management	49	48	47	47	46	47	45	47	48	52
Planning, Rule Development & Area										
Area Sources	103	96	88	85	85	85	94	111	117	125
Legislative, Public Affairs & Media	40	39	40	38	38	41	44	41	43	48
Science & Technology Advancement	146	143	144	144	150	148	145	159	160	188
Engineering & Compliance **	300	286	273	261	259	-	-	-	-	-
Engineering & Permitting	-	-	-	-	-	136	133	133	122	132
Compliance & Enforcement	-	-	-	-	-	110	127	119	129	129
Total	763	734	709	697	697	681	702	728	736	783

* In fiscal year 2013, District Counsel and District Prosecutor merged to become the Legal department.

** In fiscal year 2016, Engineering & Compliance split into two divisions: Engineering & Permitting and Compliance & Enforcement.

Source: Administrative and Human Resources (vacancy and item control reports).

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
Schedule 17
Operating Indicators by Function
Last Ten Fiscal Years

<u>Program Category</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>
Advance Clean Air Technology										
Contracts awarded	526	556	938	523	1,047	421	403	357	564	349
Total Funding awarded	\$ 131,399,287	\$ 82,536,619	\$ 207,181,573	\$ 216,085,526	\$ 123,181,473	\$ 153,900,867	\$ 137,406,323	\$ 170,391,084	\$213,005,034	\$127,879,802
Ensure Compliance with Clean Air Rules										
Inspections	33,560	34,191	32,535	29,501	22,871	24,037	21,419	24,692	24,289	27,595
Notices of Violations	1,254	1,211	965	956	811	499	632	1,626	2,724	2,076
Hearing Board Orders for Abatement	47	93	51	46	41	23	27	24	29	26
Hearing Board Appeals	2	7	3	7	-	3	3	1	2	3
Customer Service										
Public Information Requests	3,410	3,543	3,460	4,505	4,012	4,958	5,282	4,676	4,830	3,416
Community/Public Meetings attended	190	274	294	264	217	239	210	156	193	144
Small Business Assistance Contacts	2,497	2,574	2,266	1,850	1,711	1,865	2,834	4,073	3,043	3,357
Develop Programs to Achieve Clean Air										
Transportation Plans processed	1,385	1,392	1,371	1,333	1,329	1,337	1,348	1,356	1,357	1,335
Emission Inventory Updates	521	530	408	460	336	356	244	343	294	269
Develop Rules to Achieve Clean Air										
Rules Developed	40	8	20	24	24	16	15	28	44	14
Monitoring Air Quality										
Samples Analyzed by the Laboratory	28,915	29,520	32,520	29,340	30,824	32,400	38,541	36,342	33,258	30,225
Source Testing Analyses/Evaluations/Reviews	1,030	952	1,035	968	996	936	952	714	632	562
Timely Review of Permits										
Applications Processed	13,044	12,225	14,153	13,217	9,495	9,482	11,780	10,913	9,463	8,345
Applications Received-Small Business	798	732	615	514	629	594	535	605	541	485
Applications Received-All Others	10,769	11,682	11,709	11,156	9,961	9,894	8,376	9,172	8,131	8,070
Policy Support										
News Releases	64	57	61	62	76	89	86	120	99	126
Media Calls	252	520	1,131	774	532	1,450	1,201	-	-	-
Media Inquiries Completed	252	520	1,131	774	532	1,450	1,201	-	-	-
News Media Interactions*	-	-	-	-	-	-	-	1,235	633	672

*Tracking of News Media Interactions began in 2018. This will replace the tracking of media calls and media inquiries completed.

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
 Schedule 18
 Capital Assets Statistics by Function/Program
 Last Ten Fiscal Years

	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>
<u>Function/Program</u>										
Ensure Compliance with Clean Air Rules										
Number of vehicles assigned to field inspection	127	121	121	112	108	100	98	100	97	105
Monitoring Air Quality										
Number of air monitoring stations	43	42	40	42	42	42	43	41	41	43
Number of air monitoring instruments installed in the air monitoring stations to measure air quality	283	249	292	260	208	223	222	224	224	260

Source: South Coast AQMD Human Resources and Science and Technology Advancement's records

South Coast Air Quality Management District

Demographic and Miscellaneous Statistics

<u>Established:</u>	February 1, 1977
<u>Area Covered:</u>	10,743 Square Miles
<u>Counties Included in District:</u>	All of Orange County and parts of Los Angeles, Riverside, and San Bernardino Counties
<u>Population:</u>	17,150,993 (In 2019)
<u>Average Unemployment Rate:</u>	Los Angeles County (4.4%), Orange (2.8%), Riverside (4.2%), and San Bernardino (3.8%) counties (In 2019)
<u>Transportation:</u>	Two transcontinental railroads – Burlington Northern Santa Fe and the Union Pacific Six Commercial Airports – Los Angeles International, Burbank, Long Beach, Ontario International, Orange County, and Palm Springs Freeways – Three major interstate freeways including four bypass routes, U.S. 101, and nine State freeway routes Two major adjoining ports – Port of Long Beach and Port of Los Angeles
<u>Visitor Destinations:</u>	Disneyland, Knott’s Berry Farm, Magic Mountain, Motion Picture and Television Studios and the Rose Bowl
<u>Number of Registered Vehicles Within South Coast AQMD Jurisdiction:</u>	14,078,942 (In 2019)
<u>Average Daily Miles Traveled Per Vehicle:</u>	28 (CY 2019 data)
<u>Examples of Stationary Sources of Air Pollution Regulated:</u>	Oil Refineries, power plants, paint spray booths, incinerators, manufacturing facilities, dry cleaners, and service stations.
<u>Number of Sources:</u>	25,984 operating locations with 67,971 permits.
<u>Number of Air Monitoring Stations:</u>	43
<u>Full-time Authorized Positions:</u>	946
<u>Adopted FY 2020-21 Budget:</u>	\$172,988,981
<u>Key Federal, State, and Local Air Agencies:</u>	EPA Region IX (Environmental Protection Agency), CARB (California Air Resources Board), CAPCOA (California Air Pollution Control Officer’s Association), NACAA (National Association of Clean Air Agencies), ALAPCO (Association of Local Air Pollution Control Officials). There are 35 local air pollution control districts in California.

Air Quality Historical Timeline



Photo courtesy of Los Angeles Times Collection, Department of Special Collections, UCLA Library

First recognized episodes of smog occur in Los Angeles in summer 1943

1943

1950

Orange County APCD established



1966



California adopts first automobile tailpipe emission standards in the nation

1970

Federal Clean Air Act enacted, establishing the basic U.S. program for controlling air pollution



1975

Catalytic converters required for most gasoline-powered vehicles

1978

Vapor recovery "boots" required on gas station nozzles



1947

Los Angeles County Air Pollution Control District (APCD) established—the first of its kind in the nation



1957

San Bernardino and Riverside County APCDs formed



1968

California Air Resources Board (CARB) holds its first meeting with Dr. Arie J. Haagen-Smit as its first chairman

1971

U.S. EPA adopts first national air quality standards



1977

California legislature merges air pollution control districts of LA, Orange, Riverside and San Bernardino counties forming the South Coast Air Quality Management District

1986

South Coast AQMD launches first Multiple Air Toxics Exposure Study (MATES) to understand air toxics health impacts. Additional MATES studies conducted in 1999, 2006, 2013 and 2018

MATES

1989

South Coast AQMD adopts first Air Quality Management Plan to show attainment of clean air standards



1998

Carl Moyer Program established to reduce mobile source emissions



2011

Federal agencies and the State of California establish single time frame for corporate average fuel economy (CAFE) and greenhouse gas standards for the next generation of cars and light-duty trucks

2017

AB 617 enacted to develop community plans and implement new technologies addressing the disproportionate impacts of air pollution sources in Environmental Justice communities

Created a program to assess and reduce health risks from air toxic emissions under the Air Toxics "Hot Spots" Information and Assessment Act (AB 2588)

1987



Federal Clean Air Act Amendments of 1990 enacted establishing new programs to reduce ozone, toxic emissions and vehicle emissions

1990



2006

California Global Warming Solutions Act of 2006 (AB 32) enacted to reduce greenhouse gases



2013

Attained the 1997 24 hour and annual National Ambient Air Quality Standards for fine particulate matter two years ahead of schedule



**South Coast
Air Quality Management District**

21865 Copley Drive
Diamond Bar, CA 91765-4178

www.aqmd.gov

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

SINGLE AUDIT

JUNE 30, 2020
(With Independent Auditor's Reports Thereon)



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SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

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**INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER
FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS
BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN
ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS***

To the Governing Board of
South Coast Air Quality Management District
Diamond Bar, California

We have audited in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, the financial statements of the governmental activities, the blended component unit, each major fund, and the aggregate remaining fund information of the South Coast Air Quality Management District (South Coast AQMD) as of and for the year ended June 30, 2020, and the related notes to the financial statements, which collectively comprise South Coast AQMD's basic financials statements, and have issued our report thereon dated October 16, 2020.

Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered South Coast AQMD's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of South Coast AQMD's internal control. Accordingly, we do not express an opinion on the effectiveness of South Coast AQMD's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit, we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether South Coast AQMD's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering South Coast AQMD's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

BCA Watson Rice, LLP

Torrance, California
October 16, 2020

**INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR
FEDERAL PROGRAM; REPORT ON INTERNAL CONTROL OVER COMPLIANCE;
AND REPORT ON SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
REQUIRED BY THE UNIFORM GUIDANCE**

To the Governing Board of
South Coast Air Quality Management District
Diamond Bar, California

Report on Compliance for Each Major Federal Program

We have audited the South Coast Air Quality Management District's (South Coast AQMD) compliance with the types of compliance requirements described in the U.S. *Office of Management and Budget (OMB) Compliance Supplement* that could have a direct and material effect on each of South Coast AQMD's major federal programs for the year ended June 30, 2020. South Coast AQMD's major federal programs are identified in the summary of auditor's results section of the accompanying Schedule of Findings and Questioned Costs.

Management's Responsibility

Management is responsible for compliance with the federal statutes, regulations, and the terms and conditions of its federal award applicable to its federal programs.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for each of South Coast AQMD's major federal programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. Code of Federal Regulations (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Those standards and the Uniform Guidance require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about South Coast AQMD's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for each major federal program. However, our audit does not provide a legal determination on South Coast AQMD's compliance.

Opinion on Each Major Federal Program

In our opinion, South Coast AQMD's complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2020.

Report on Internal Control over Compliance

Management of South Coast AQMD is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered South Coast AQMD's internal control over compliance with the types of requirements that could have a direct and material effect on each major federal program as a basis for designing auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major federal program and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of South Coast AQMD's internal control over compliance.

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct noncompliance with a type of compliance requirement of a federal program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or combination of deficiencies in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Report on Schedule of Expenditures of Federal Awards Required by the Uniform Guidance

We have audited the financial statements of the governmental activities, the blended component unit, each major fund, the aggregate remaining fund information of South Coast AQMD as of and for the year ended June 30, 2020, and the related notes to the financial statements, which collectively comprise South Coast AQMD's basic financial statements. We issued our report thereon dated October 16, 2020, which contained unmodified opinions on those financial statements. Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the basic financial statements. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by the Uniform Guidance and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the

underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Schedule of Expenditure of Federal Awards is fairly stated in all material respects in relation to the basic financial statements as a whole.

BCA Watson Rice, LLP

Torrance, CA
October 16, 2020

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
For the Year Ended June 30, 2020

Federal Grantor / Pass-Through Grantor / Program Title	CFDA Number	Grant Number	Passed Through to Subrecipients	Total Expenditures
<u>U.S. Environmental Protection Agency</u>				
<i>Air Pollution Control Program Support:</i>				
EPA Section 105 Air Grant	66.001*	A00909420-0	\$ 500,000	\$ 3,195,267
EPA Section 105 Air Grant	66.001*	A00909416-5	22,834	22,834
EPA Section 105 Air Grant	66.001*	A00909418-6	-	1,576,149
			522,834	4,794,250
<i>Surveys, Studies, Research, Investigations, Demonstrations, and Special Purpose Activities Relating to the Clean Air Act:</i>				
PM 2.5 Monitoring	66.034	PM-00T86701-9	-	478,309
PM 2.5 Monitoring	66.034	PM-98T04001-0	-	312,523
National Air Toxics Trend Stations	66.034	XA-99T27601-6	-	180,137
Community Scale Air Toxics Monitoring	66.034	XA-99T33501-2	-	73,629
			-	1,044,598
<i>National Clean Diesel Emissions Reduction Program:</i>				
DERA-Locomotive Replacement Project (FY 16)	66.039	DE-99T45901-3	-	21,641
DERA-Replace HDDTs-Interstate (FY 17)	66.039	DE-99T69701-1	20,000	710,554
DERA-Drayage Truck Replacement (FY 18)	66.039	DE-99T82401-1	-	1,535,983
DERA-HD Truck Replacement (FY 19)	66.039	DE-99T89501-0	-	5,016
			20,000	2,273,194
<i>Congressionally Mandated Projects:</i>				
Targeted Air Shed - Lawn/Garden Equipment Exchange	66.202	EM-99T48301-0	-	722,112
Targeted Air Shed - Yard Tractor Replacement	66.202	EM-99T48501-0	-	8,526
Targeted Air Shed - School Bus Replacement	66.202	EM-99T71401-1	-	748,637
Targeted Air Shed - Shuttle Bus Replacement	66.202	EM-99T71501-0	1,187,240	1,205,992
Targeted Air Shed - Volvo BE Excavator/Wheel Loader Program	66.202	TA-99T92501-0	-	13,533
Targeted Air Shed - Daimler ZE Electric Delivery Truck	66.202	TA-99T92401-0	-	8,426
			1,187,240	2,707,226
<i>Science To Achieve Results (STAR) Research Program:</i>				
STAR Engage, Educate, and Empower	66.509	RD-83618401-4	13,815	134,109
Total U.S. Environmental Protection Agency			1,743,889	10,953,377
<u>U.S. Department of Energy</u>				
<i>Conservation Research and Development:</i>				
Zero Emission Cargo Transport Demo	81.086	DE-EE0005961-9	98,307	98,307
San Pedro Bay Ports FCEV and HEV Demo	81.086	DE-EE0006874-9	361,306	361,306
<i>Passed through Newport Partners</i>				
Devel Test Standard-Indoor AQ Sensors	81.086	N/A	-	12,383
Total Department of Energy			459,613	471,996
<u>U.S. Department of Homeland Security</u>				
<i>Homeland Security Biowatch Program:</i>				
Biowatch Program	97.091*	06OHBIO00011-14-01	-	1,644,532
Biowatch Program	97.091*	06OHBIO00011-15-01	-	299,619
Total Department of Homeland Security			-	1,944,151
<u>National Aeronautics and Space Administration</u>				
<i>Passed through RTI International</i>				
<i>Science:</i>				
2016 Citizen Science for Earth Systems Prog II	43.001	1-340-0216485-65403L	-	122,052
Total Federal Expenditures			\$ 2,203,502	\$13,491,576

* Major Programs

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
For the Year Ended June 30, 2020**

NOTE 1 – BASIS OF PRESENTATION

The accompanying schedule of expenditures of federal awards (the Schedule) includes the federal award activity of the South Coast Air Quality Management District (South Coast AQMD) under programs of the federal government for the year ended June 30, 2020. The information in this Schedule is presented in accordance with the audit requirements of Title 2 U.S. Code of Federal Regulations (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of South Coast AQMD, it is not intended to and does not present the financial position, changes in net position or cash flows of the South Coast AQMD.

NOTE 2 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Expenditures reported in the Schedule are reported on the modified accrual basis of accounting. Such expenditures are recognized following, as applicable, either the cost principles in *OMB Circular A-87, Cost Principles for State, Local, and Indian Tribal Governments*, or the cost principles contained in the *Uniform Guidance*, wherein certain types of expenditures are not allowable or are limited as to reimbursement.

NOTE 3– INDIRECT COST RATE

The South Coast AQMD has elected not to use the 10% de minimis indirect cost rate allowed under the Uniform Guidance.

NOTE 4 - SUBRECIPIENTS

The South Coast AQMD has federal awards with subrecipients for the year ended June 30, 2020. The subrecipient expenditures from these federal awards were as follows:

<u>Subrecipients</u>	<u>CFDA No.</u>	<u>Amount</u>
Daimler Trucks North America, LLC	66.001	\$ 500,000
Rail Propulsion Systems	66.001	22,834
Puget Sound (Northwest Seaport Alliance)	66.039	20,000
Phoenix Motorcars	66.202	1,187,240
University of California Los Angeles	66.509	8,866
Special Services for Groups	66.509	4,949
Transportation Power	81.086	33,718
U.S. Hybrid	81.086	59,589
National Renewable Energy Laboratory	81.086	5,000
Center for Transportation and the Environment	81.086	289,706
Gas Technology Institute	81.086	71,600
Total		<u>\$2,203,502</u>

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
For the Year Ended June 30, 2020**

NOTE 5– RELATIONSHIP TO COMPREHENIVE ANNUAL FINANCIAL REPORT

Amounts reported in the accompanying Schedule agree to amounts reported within the South Coast AQMD's Comprehensive Annual Financial Report.

NOTE 6– CONTINGENCIES

Under the terms of federal and state grants, additional audits may be requested by the grantor agencies and certain costs may be questioned as not being appropriate expenditures under the terms of the grants. Such audits could lead to a request for reimbursement to the grantor agencies.

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
For the Year Ended June 30, 2020**

SECTION I – SUMMARY OF AUDITOR’S RESULTS

A - Financial Statements

- | | |
|---|---------------|
| 1) Type of auditor’s report issued: | Unmodified |
| 2) Internal control over financial reporting: | |
| a) Material weakness(es) identified? | No |
| b) Significant deficiency(ies) identified not considered to be material weaknesses? | None reported |
| 3) Noncompliance material to financial statements noted? | No |

B - Federal Awards

- | | |
|---|---------------|
| 1) Type of auditor’s report issued on compliance for major programs: | Unmodified |
| 2) Internal control over major programs: | |
| a) Material weakness(es) identified? | No |
| b) Significant deficiency(ies) identified not considered material weakness(es)? | None reported |
| 3) Any audit findings disclosed that are required to be reported in accordance with 2 CFR 200.516(a)? | No |
| 4) Identification of major programs: | |

<u>CFDA No.</u>	<u>Name of Federal Program</u>
66.001	Air Pollution Control Program Support
97.091	Homeland Security Biowatch Program

- | | |
|---|-----------|
| 5) Dollar threshold used to distinguish between Type A and Type B programs: | \$750,000 |
| 6) Auditee qualified as low-risk auditee? | Yes |

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
For the Year Ended June 30, 2020**

SECTION II – FINANCIAL STATEMENT FINDINGS

None reported.

SECTION III – FEDERAL AWARD FINDINGS AND QUESTIONED COSTS

None reported.

SECTION IV – STATUS OF PRIOR YEAR FINDINGS AND QUESTIONED COSTS

None reported.

BOARD MEETING DATE: December 4, 2020

AGENDA NO. 18

REPORT: Status Report on Major Ongoing and Upcoming Projects for Information Management

SYNOPSIS: Information Management is responsible for data systems management services in support of all South Coast AQMD operations. This item is to provide the monthly status report on major automation contracts and planned projects.

COMMITTEE: Administrative, November 13, 2020, Reviewed

RECOMMENDED ACTION:
Receive and file.

Wayne Natri
Executive Officer

RMM:MAH:XC:dc

Background

Information Management (IM) provides a wide range of information systems and services in support of all South Coast AQMD operations. IM's primary goal is to provide automated tools and systems to implement Board-approved rules and regulations, and to improve internal efficiencies. The annual Budget and Board-approved amendments to the Budget specify projects planned during the fiscal year to develop, acquire, enhance, or maintain mission-critical information systems.

In light of COVID-19 and the related budget impact, we are evaluating all of our projects and delaying non-critical projects as long as possible.

Summary of Report

The attached report identifies the major projects/contracts or purchases that are ongoing or expected to be initiated within the next six months. Information provided for each project includes a brief project description and the schedule associated with known major milestones (issue RFP/RFQ, execute contract, etc.).

Attachment

Information Management Status Report on Major Ongoing and Upcoming Projects During the Next Six Months

ATTACHMENT
December 4, 2020 Board Meeting
Status Report on Major Ongoing and Upcoming Projects for Information Management

Project	Brief Description	Estimated Project Cost	Completed Actions	Upcoming Milestones
Office 365 Implementation	Acquire and implement Office 365 for South Coast AQMD staff	\$350,000	<ul style="list-style-type: none"> • Pre-assessment evaluation and planning completed • Board approved funding on October 5, 2018 • Developed implementation and migration plan • Acquired Office 365 licenses • Implemented Office 365 email (Exchange) and migrated all users • Trained staff in Office 365 Pro Plus desktop software • Implemented Office 365 Pro Plus, Office Web, and OneDrive for Business 	<ul style="list-style-type: none"> • Implement Office 365 internal website (SharePoint) and migrate existing content
Permitting System Automation Phase 1	New Web application to automate the filing of permit applications with immediate processing and issuance of permits for specific application types: Dry Cleaners, Gas Stations, and Automotive Spray Booths	\$694,705	<ul style="list-style-type: none"> • Automated 400A form filing, application processing, and online permit generation for Dry Cleaner, Automotive Spray Booth, and Gas Station Modules deployed to production • Enhanced processing of school locations with associated parcels • Deployed upgraded GIS Map integration and enhanced sensitive receptor identification and distance measurement work • Deployed new version of On Line Application Filing (OLAF) that includes Rule 212(c)(1) Implementation Guidance 	<ul style="list-style-type: none"> • Continue Phase 1.1 project outreach support
Legal Division New System Development	Develop new web-based case management system for Legal Division to replace existing system	\$500,000	<ul style="list-style-type: none"> • Task order issued, evaluated and awarded • Project charter finalized • Business Process Model completed • User Acceptance Testing completed • User Training completed • Parallel testing completed • Deployed to production 	<ul style="list-style-type: none"> • Phase II Requirements

Project	Brief Description	Estimated Project Cost	Completed Actions	Upcoming Milestones
Permitting System Automation Phase 2	Enhanced Web application to automate filing of permit applications, Rule 222 equipment and registration for IC engines; implement electronic permit folder and workflow for internal South Coast AQMD users	\$525,000	<ul style="list-style-type: none"> • Board approved initial Phase 2 funding December 2017 • Board approved remaining Phase 2 funding October 5, 2018 • Completed report outlining recommendations for automation of Permitting Workflow • Developed application submittals and form filing for first nine of 32 400-E forms • Completed application submittals and form filing for 23 types of equipment under Rule 222 ready for User Testing • Deployed to production top three most frequently used Rule 222 forms: Negative Air Machines, Small Boilers, and Charbroilers • Completed requirements gathering for Phase II of the project (an additional 10 400-E-XX forms) 	<ul style="list-style-type: none"> • Complete User Testing for first nine 400-E forms • Complete User Acceptance Testing and Deployment to production of Emergency IC Engines Form (EICE-RE) • Complete User Acceptance Testing and Deployment of remaining 22 Rule 222 forms to production • Development of Phase II additional 10 400-E-XX forms
Cybersecurity Assessment	Perform a cybersecurity risk assessment, maturity assessment, and penetration testing	\$100,000 (not included in FY 2020-21 Budget)		<ul style="list-style-type: none"> • Release RFP Q1 2020
South Coast AQMD Mobile Application Enhancements	Enhancement of Mobile application from SRA based map to grid map. This grid map will allow users to see AQI at a finer resolution.	\$100,000	<ul style="list-style-type: none"> • Vision and scope completed • Project charter released • Task order issued, evaluated and awarded • Project kick off completed • User Interface design completed • Code Development completed 	<ul style="list-style-type: none"> • User Acceptance Testing • Deploy Gridded Air Quality enhancement to production

Project	Brief Description	Estimated Project Cost	Completed Actions	Upcoming Milestones
Replace Your Ride (RZR)	New Web application to allow residents to apply for incentives to purchase newer, less polluting vehicles	\$301,820	<ul style="list-style-type: none"> • Phase 2 and 3 Fund Allocation, Administration, Management Reporting modules, VIN Number, Case Manager, Auto e-mail and document library updates deployed and in production • Implemented following modifications: Electric Vehicle Service Equipment, email templates, call center hours, additional incentive amounts, VIN Number scramble modifications and replacement option choices to allow staff to process application more efficient • Implemented RZR and PeopleSoft Financial integration module • Implemented RZR 	<ul style="list-style-type: none"> • Provide support for RZR moratorium
Flare Event Notification – Rule 1118	Develop new web-based application to comply with Rule 1118 to improve current flare notifications to the public and staff	\$100,000	<ul style="list-style-type: none"> • Project charter released • Task order issued, evaluated and awarded • Refinery user training completed • Major incident notification deployed • Phase II development on administrative and reporting pages completed • Completed Phase II User Acceptance Testing • Demonstrated Phase II to EO/EC • Refinery staff training completed • Phase II deployed to production 	<ul style="list-style-type: none"> • Provide post-production support for Phase II

Project	Brief Description	Estimated Project Cost	Completed Actions	Upcoming Milestones
AQ-SPEC Cloud Platform	Develop a cloud-based platform to manage and visualize data collected by low-cost sensors	\$385,500	<ul style="list-style-type: none"> • Project charter released • Task order issued, evaluated and awarded • Business requirements gathering completed • System architecture, data storage, and design data ingestion completed • Data transformations, calculations and averaging completed • Dashboards, microsites and data migration completed • Release 2 User Acceptance Testing completed • Deployment to production completed 	<ul style="list-style-type: none"> • Support public outreach for AQ-SPEC Platform
PeopleSoft Electronic Requisition	Electronic requisition for PeopleSoft Financials will allow submittal of requisitions online, tracking multiple levels of approval, electronic archival, pre-encumbrance of budget, and streamlined workflow	\$75,800	<ul style="list-style-type: none"> • Project charter released • Task order issued, evaluated and awarded • Requirement gathering and system design completed • System setup and code development and user testing for Information Management completed • System setup and code development and User Acceptance Testing completed for Administrative and Human Resources completed • System setup for Technology Advancement Office completed 	<ul style="list-style-type: none"> • Deployment to IM and AHR Divisions • TAO training and Integrated User Testing for other divisions

Project	Brief Description	Estimated Project Cost	Completed Actions	Upcoming Milestones
VW Environmental Mitigation Action Plan Project	CARB has assigned South Coast AQMD to develop web applications for two projects: Zero-Emission Class 8 Freight and Port Drayage Truck Project and Combustion Freight and Marine Project. The database will support reporting	\$355,000	<ul style="list-style-type: none"> • Draft Charter Document issued • Project Initiation completed • Task order issued • Deployed Phase I to production • Phase II to production – Messaging, Evaluation, and Administration • Development of evaluation module and calculation module completed • Phase III - ZE Class 8 Application Deployed to production 	<ul style="list-style-type: none"> • Development of Phase III – Ranking Contracting, and Inspection
Renewal of HP Server Maintenance & Support	Purchase of maintenance and support services for servers and storage devices	\$140,000		<ul style="list-style-type: none"> • Request Board approval on April 2, 2021 for HP server maintenance and support • Execute contract April 30, 2021
Renewal of OnBase Software Support	Authorize the sole source purchase of OnBase software subscription and support for one year	\$140,000		<ul style="list-style-type: none"> • Request Board approval May 7, 2021 • Execute contract July 15, 2021

Project	Brief Description	Estimated Project Cost	Completed Actions	Upcoming Milestones
Source Test Tracking System	Online system to keep track of timelines and protocols and reports received. External online portal to submit source testing protocols and reports, track the review process, and provide integration to internal users	\$250,000	<ul style="list-style-type: none"> • Project Charter approved • Project Initiation completed • Task Order issued • Project Kick-off completed • User requirements gathering for Source Testing and Engineering & Permitting Divisions completed • User requirements gathering for Compliance & Enforcement and Planning Divisions completed • Development of Full Business Process Model of the To-Be system completed • Development of screens mock-ups for the system completed. • Review proposed automation with EQUATE group completed • Proposal for system development approved 	<ul style="list-style-type: none"> • Review proposed automation with Stationary Source Committee • Development of Sprint 1 of the Source Test Protocol and Report Tracking System

Projects that have been completed within the last 12 months are shown below.

Completed Projects

Project	Date Completed
CLASS Database Software Licensing	October 16,2020
Flare Event Notification – Rule 1118 Phase II	October 14, 2020
Volkswagen Environmental Mitigation Administration Zero Emission Class 8	August 18, 2020
Ingres Actian X database migration	August 17, 2020
Rule 1403 Enhancement	July 1, 2020
Legal Office System	June 17, 2020
Document Conversion Services	June 30, 2020
Oracle PeopleSoft Software Support	June 5, 2020
Renewal of OnBase Software Support	May 1, 2020
Public Facing Permit Application Status Dashboard	May 1, 2020
Mobile Application Enhancement – Hourly Forecast	April 29, 2020
Renewal of HP Server Maintenance & Support	April 30, 2020
Rule 1180 Fence Line Monitoring Web Site Enhancements	April 3, 2020
Volkswagen Environmental Mitigation Administration and Communication Module	March 3, 2020
Data Cable Infrastructure Installation	February 31, 2020
Prequalify Vendor List for PCs, Network Hardware, etc.	February 7, 2020
Mobile Application Enhancements Including Spanish Language	January 23, 2020
Annual Emissions Reporting System	December 31, 2019
Rule 1180 Fence Line Monitoring Website	December 31, 2019
Online filing of Rule 222 – Negative Air Machines, Small Boilers, and Charbroilers Modules	December 13, 2019
Flare Notification System	December 12, 2019
Volkswagen Environmental Mitigation Application Filing Portal	December 7, 2019
CLASS Database Software Licensing and Support	November 30, 2019
Office 365 Suite Implementation of File Storage (OneDrive for Business)	November 22, 2019

BOARD MEETING DATE: December 4, 2020

AGENDA NO. 20

REPORT: Administrative Committee

SYNOPSIS: The Administrative Committee held a meeting remotely, Friday, November 13, 2020. The following is a summary of the meeting.

RECOMMENDED ACTION:
Receive and file.

Dr. William A. Burke, Chair
Administrative Committee

nv

Committee Members

Present: Dr. William A. Burke/Chair
Council Member Ben Benoit/Vice Chair
Council Member Michael Cacciotti
Council Member Judith Mitchell
Supervisor Janice Rutherford

Absent: None

Call to Order

Chair Burke called the meeting to order at 10:00 a.m. Dr. Burke appointed Supervisor Janice Rutherford to the Administrative Committee meeting.

The following items were taken out of order.

- 11. Execute Contracts for Legislative Consulting Services Representation in Sacramento, California:** Derrick Alatorre, Deputy Executive Officer/Legislative, Public Affairs and Media, reported that the current contracts for legislative representation in Sacramento, California, expire on December 31, 2020. Proposals were received from California Advisors, LLC; Campbell Strategy & Advocacy; Joe A. Gonsalves & Son; and Resolute. The consultants were interviewed by the Administrative Committee and it was recommended to keep the current three legislative contracts with California Advisors, LLC; Joe A. Gonsalves & Son; and Resolute. Mr. Nastri was given

spot authority to enter into an agreement with Campbell Strategy & Advocacy if the need arises.

Moved by Mitchell to retain the three current legislative consultant services and authorize the Executive Officer to enter into agreements with Campbell Strategy & Advocacy as needed for their particular expertise; seconded by Cacciotti, unanimously approved.

Ayes: Burke, Benoit, Cacciotti, Mitchell, Rutherford
Noes: None
Absent: None

12. **Amend Contracts for Legislative Representation in Washington, D.C.:** Mr. Alatorre reported that this is the last of the one-year extensions for the three consultants in Washington, D.C.: Kadesh & Associates, LLC; Cassidy & Associates, and Carmen Group, Inc. Council Member Mitchell recommended that the three contract extensions be renewed. The Carmen Group has been instrumental in helping get industry manufacturers, and chambers of commerce involved in legislative matters of importance to South Coast AQMD.

Moved by Mitchell; seconded by Cacciotti, unanimously approved.

Ayes: Burke, Benoit, Cacciotti, Mitchell, Rutherford
Noes: None
Absent: None

DISCUSSION ITEMS:

1. **Board Members' Concerns:** None to report.
2. **Chairman's Report of Approved Travel:** None to report.
3. **Report of Approved Out-of-Country Travel:** None to report.
4. **Review December 4, 2020 Governing Board Agenda:** Vice Chair Ben Benoit requested that public comment be moved to the beginning of the Board meeting which would provide the public with an opportunity to comment and not have to stay for the duration of the meeting. The Administrative Committee concurred.
5. **Approval of Compensation for Board Member Assistant(s)/Consultant(s):** Supervisor Janice Rutherford has selected Debra Mendelsohn as her Board Consultant to replace Andrew Silva, and she will continue with Mark Taylor.

Moved by Mitchell; seconded by Benoit, unanimously approved.

Ayes: Burke, Benoit, Cacciotti, Mitchell, Rutherford
Noes: None
Absent: None

6. **Update on South Coast AQMD Inclusion, Diversity and Equity Efforts:** Wayne Nastri, Executive Officer, reported that the open recruitment for the Inclusion, Diversity and Equity Advisory (IDEA) Officer is underway with the hope that the position will be filled in January 2021. The IDEA panel continues to meet and has provided recommendations on communication and engagement and forming subcommittees. The IDEA panel will be presenting to Executive Council and to the entire staff through a lunch and learn session in December. Council Member Mitchell commented that she thought that the Inclusion, Diversity and Equity Officer title is too lengthy and recommended the title of Diversity Officer. Mr. Nastri responded that a simpler title will be considered but each of these terms has specific meaning. Council Member Mitchell recommended that Dr. Burke and Mr. Gilchrist be involved in the selection process.
7. **Budget and Economic Outlook Update:** Jill Whynot, Chief Operating Officer, reported that the number of permit applications recently has improved but year-to-date applications are down 18%. The Port of Long Beach reported another record month on their volume, for three consecutive months.
8. **Status Report on Major Ongoing and Upcoming Projects for Information Management:** Ron Moskowitz, Chief Information Officer/Information Management reported that on November 6, a new Grant Management system was deployed for Prop 1B. The Rule 1180 Refinery monitoring system was also enhanced last week and 40,000 people are now using our mobile application. An air quality model has been incorporated into the upcoming version and a preview will be provided for all Board Members before going live.
9. **Annual Audited Financial Statement for FY Ended June 30, 2020:** Sujata Jain, Chief Financial Officer/Finance, reported that this item transmits the annual audited financial statements with an unmodified opinion (the highest opinion) on its financial statements. Helen Chu, auditor/BCA Watson Rice, provided an update on the financial statements and single audit results. There were no material weaknesses, or significant deficiencies. Board members asked about the 5-year projection and commented about expectations for economic recovery.

10. **South Coast AQMD's FY 2020-21 First Quarter Ended September 3, 2020 Budget vs. Actual (Unaudited):** Ms. Jain provided an overview of the Budget vs. Actual for the first quarter, ended on September 30, 2020, revenues, expenditures and the updated General Fund Five-year projection based on the results.

ACTION ITEMS:

13. **Recognize Revenue and Appropriate and Transfer Funds, Issue Solicitations and Purchase Orders and Amend Contract for Air Monitoring:** Jason Low, Assistant Deputy Executive Officer/Science and Technology Advancement reported that this item is to recognize expected revenue up to \$350,000 from the U.S. Government for the enhanced particulate monitoring program and up to \$800,000 from the U.S. EPA PAMS Program. In addition, this action is to appropriate the funds in the Science and Technology Advancement budget and transfer \$350,000 between major objects to realign expenditures for the enhanced particulate program. Lastly, this item is to issue solicitations to execute purchase orders and amend contract for air monitoring.

Moved by Cacciotti; seconded by Mitchell, unanimously approved.

Ayes: Burke, Cacciotti, Mitchell
Noes: None
Absent: None

14. **Establish List of Prequalified Vendors for Mailing Services:** John Olvera, Deputy Executive Officer/Administrative & Human Resources, reported that this action is to establish a prequalified vendor's list that will be used for mailing services for a three-year period. Three proposals were received and were all deemed qualified. Sufficient funds are in this year's budget and will be requested in future budgets.

Moved by Mitchell; seconded by Cacciotti, unanimously approved.

Ayes: Burke, Cacciotti, Mitchell
Noes: None
Absent: None

WRITTEN REPORT:

15. **Local Government & Small Business Assistance Advisory Group Minutes for the September 11, 2020 Meeting:** The report was acknowledged and received.

OTHER MATTERS:

16. **Other Business:** There was no other business.

17. **Public Comment:** There was no public comments.
18. **Next Meeting Date:** The next regular Administrative Committee meeting is scheduled for December 11, 2020 at 10:00 a.m.

Adjournment

The meeting adjourned at 11:34 a.m.

Attachment

Local Government & Small Business Assistance Advisory Group Minutes for the September 11, 2020 meeting



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

LOCAL GOVERNMENT & SMALL BUSINESS ASSISTANCE ADVISORY GROUP FRIDAY, SEPTEMBER 11, 2020 MEETING MINUTES

MEMBERS PRESENT:

Council Member Ben Benoit, LGSBA Chairman (Board Member)
Supervisor Janice Rutherford (Board Member)
Mayor Pro Tempore Rachele Arizmendi, City of Sierra Madre
Paul Avila, P.B.A. & Associates
Geoffrey Blake, Metal Finishers of Southern California
Todd Campbell, Clean Energy
LaVaughn Daniel, DancoEN
Bill LaMarr, California Small Business Alliance
Rita Loof, RadTech International
Eddie Marquez, Roofing Contractors Association
David Rothbart, Los Angeles County Sanitation District

MEMBERS ABSENT:

Supervisor V. Manuel Perez (Board Member)
Felipe Aguirre
John DeWitt, JE DeWitt, Inc.

OTHERS PRESENT:

Mark Abramowitz
Tom Gross, Board Member Consultant (*Benoit*)
Dan McGivney, SoCal Gas
Andrew Silva, Board Member Consultant (*Rutherford*)

SOUTH COAST AQMD STAFF:

Jill Whynot, Chief Operating Officer
Derrick Alatorre, Deputy Executive Officer
Sujata Jain, Chief Financial Officer
Julie Prussack, Hearing Board Chair
Faye Thomas, Clerk of the Board
Jason Aspell, Assistant Deputy Executive Officer
Fabian Wesson, Assistant Deputy Executive Officer
Victor Yip, Assistant Deputy Executive Officer
Mark Henninger, Information Technology Manager
Michael Morris, Planning & Rules Manager
Lisa Tanaka O'Malley, Senior Public Affairs Manager

Uyen-Uyen Vo, Program Supervisor
Anthony Tang, Information Technology Supervisor
Van Doan, Air Quality Specialist
Elaine-Joy Hills, Air Quality Specialist
Paul Wright, Senior Information Technology Specialist

Agenda Item #1 - Call to Order/Opening Remarks

Supervisor Janice Rutherford called the meeting to order at 11:31 a.m.

Ms. Lisa Tanaka O'Malley provided guidelines and general instructions for participation in the remote meeting for the Local Government & Small Business Assistance Advisory Group (LGSBA) meeting via Zoom webinar and teleconference.

Agenda Item #2 – Approval of June Meeting Minutes/Review of Follow-Up/Action Items

Chair Ben Benoit called for approval of the August 14, 2020 meeting minutes. The minutes were approved unanimously.

Agenda Item #3 – Review of Follow Up/Action Items

Mr. Derrick Alatorre provided responses to the action items from the previous meeting and indicated that staff provided links to the advisory group members via email regarding past cost-effectiveness analyses and the 6th Environmental Justice Conference registration information.

Agenda Item #4 – Budget and Economic Outlook Update

Ms. Jill Whynot provided an update on economic information, revenue, expenditures, permitting activity, and fee review requests.

Mr. Bill LaMarr asked who the members of the Fee Review Committee (FRC) are. Ms. Whynot replied that the FRC is comprised of representatives from various departments, including Finance, Engineering & Permitting, Legal, Legislative, Public Affairs & Media, and Compliance & Enforcement; additional representatives are invited as needed. Mr. LaMarr asked if the FRC offers options other than payment plans. Ms. Whynot indicated that she served on the FRC in the past and most cases were related to billing errors, payment plan requests, or permit errors; therefore, there are cases in addition to payment plans. Mr. LaMarr indicated that there is a fee for reinstatement of expired permits and asked if the FRC has the authority to waive it or offer a forbearance program considering the current economic situation resulting from the coronavirus disease 2019 (COVID-19) pandemic. Ms. Whynot replied that the FRC does not have the authority to waive fees as specified in Rule 301. The annual renewal fees for small businesses such as dry cleaners, gas stations, and auto body shops are \$200-400 per year. Approximately 10% of potentially expired permits belong to small businesses and the FRC can waive the fees if there are errors caused or contributed by the South Coast Air Quality Management District (South Coast AQMD). Businesses are notified multiple times before the permits expire, including 1-2 phone calls and signature-required postal delivery, which is used to prove notification. Businesses also have the option to make fee payments using credit cards. Mr. LaMarr commended staff for assisting businesses with fee review requests.

Mr. Todd Campbell referenced slides #3-4 and commented that the port twenty-foot equivalent unit (TEU) throughput for the Ports of Los Angeles and Long Beach for July 2020 were notably high despite

the effects of COVID-19 pandemic on the economy and stated that staff should consider that aspect during indirect source rule development.

Agenda Item #5 – Getting to Know the Hearing Board

Chair Julie Prussack provided an overview of the South Coast AQMD’s Hearing Board.

Chair Benoit indicated that the presentation was very informative and recommended it to new Governing Board (GB) members.

Mr. LaMarr referenced slide #17 and asked for clarification on the definitions of “taking of a business” and “practical closing of a business.” Chair Prussack replied that there are two definitions specified in the California Health & Safety Code (H&SC). First, it is defined as the unreasonable taking of property, including lost profits, potential penalties for failure to conduct emissions testing, or time needed for equipment repair. Second, it is defined as the essential closing of a lawful business, which is the closing of the business resulting from variance denial. Mr. LaMarr asked if the definitions are in any written South Coast AQMD documents. Chair Prussack replied that the definitions are written in the H&SC and recited it.

Mr. David Rothbart stated hypothetically, if many wastewater treatment plants need to operate generators during power shutoff in exceedance of the maximum 200 allowable operating hours and asked if a group variance or group stipulated order for abatement are recommended. Chair Prussack replied that a group variance could be an option, which is one variance application for multiple entities; however, all entities must have in common all relevant facts needed for the six findings. In this case, the use of an individual generator is very specific; therefore, a group variance may not be the best option and an emergency or regular variance would be more appropriate. Mr. Rothbart asked if a stipulated order for abatement is a better option. Chair Prussack replied that orders for abatement are punitive and have ramifications beyond the Hearing Board and recommended seeking a variance if the violation is beyond the reasonable control of the entity. Mr. Alatorre stated that some back-up generator bills were introduced, but they did not make it out of the houses of origin; however, there were discussions regarding these bills with the water companies, California Municipal Utilities Association (CMUA), and hospitals. Mr. Alatorre suggested that staff contacts Mr. Rothbart to further discuss details of these bills, to which Mr. Rothbart agreed.

Action item: Contact Mr. Rothbart to discuss back-up generator bills.

Mr. Campbell commended and thanked Chair Prussack for her leadership of the Hearing Board.

Agenda Item #6 – Overview of Amended Rule 1407: Control of Emissions of Arsenic, Cadmium, and Nickel from Non-Chromium Metal Melting Operations

Ms. Uyen-Uyen Vo provided an overview of the amended Rule 1407 revision of emissions standards, which applies to non-chromium metal melting operations.

Ms. Rita Loof asked how many facilities are impacted by this rule. Ms. Vo replied that approximately 60 facilities are impacted by this rule; however, a majority would qualify for one of the exemptions, including housekeeping, recordkeeping, and building enclosures. Ms. Loof asked what products are manufactured by these facilities. Ms. Vo replied the products include pure ingots, art and sculptures, and parts for different industries, including oil and well and aerospace industries.

Agenda Item #7 – Written Report

No comments.

Agenda Item #8 - Other Business

Mr. LaMarr requested a presentation on the California Air Pollution Control Officers Association (CAPCOA) and its involvement in the South Coast AQMD rulemaking process. Mr. Alatorre stated that CAPCOA is an association for all air pollution control officers in California and staff will seek guidance on the presentation request from Mr. Wayne Natri.

Action item: Agendize a presentation on CAPCOA.

Ms. Loof expressed support for the presentation request.

Agenda Item #9- Public Comment

None.

Agenda Item #10 – Next Meeting Date

The next regular Local Government & Small Business Assistance Advisory Group meeting is scheduled for Friday, October 9, 2020 at 11:30 a.m.

Adjournment

The meeting adjourned at 12:39 p.m.

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BOARD MEETING DATE: December 4, 2020

AGENDA NO. 21

REPORT: Investment Oversight Committee

SYNOPSIS: The Investment Oversight Committee held a meeting remotely on Friday, November 13, 2020. The following is a summary of the meeting.

RECOMMENDED ACTION:
Receive and file.

Michael A. Cacciotti, Chair
Investment Oversight Committee

SJ:tm

Committee Members

Present: Council Member Michael Cacciotti, Chair
Senator Vanessa Delgado (Retired)
Richard Dixon
Brent Mason
Patrick Pearce

Absent: Dr. William A. Burke, Vice Chair

Call to Order

Chair Cacciotti called the meeting to order at 12:02 p.m.

DISCUSSION ITEMS:

1. *Quarterly Report of Investments:* The Committee reviewed the quarterly investment report that was provided to the Board. For the month of September 2020, the South Coast AQMD's weighted average yield on total investments of \$966,837,679 from all sources was 0.68%. The allocation by investment type was 96.0% in the Los Angeles County Pooled Surplus Investment Fund (PSI) and 4.0% in the State of California Local Agency Investment Fund (LAIF) and South Coast AQMD's

Special Purpose Investments (SPI). The one-year Treasury Bill rate as of September 30, 2020 was 0.12%.

2. *Cash Flow Forecast*: Sujata Jain, Chief Financial Officer/Deputy Executive Officer, reported on the cash flow for the current year and the projections for the next three years. South Coast AQMD Investment Policy limits its Special Purpose Investments to 75% of the minimum amount of funds available for investment during the Cash Flow Horizon. That limit, which includes all funds (General, MSRC, Clean Fuels, AB 617 Implementation, VW) is \$143.4 million. Current Special Purpose Investments are well below the maximum limit. Staff is working with the Los Angeles County Treasurer to seek investments that will yield additional interest.
3. *Financial Market Update*: Richard Babbe from PFM Asset Management provided information on current overall economic conditions. He presented market information which focused on the rise in COVID-19 cases and its potential negative impacts on the economy. Along with COVID-19, market volatility, a new presidential administration, and questions regarding the future makeup of Congress could cause uncertainty in future taxes, stimulus, national debt and other areas. There were a few favorable signs that some sectors such as retail and manufacturing are rebounding, however, small business revenues are still materially affected. Home sales are also up as interest rates are historically low. Unemployment has come down to about 8% from 10% at the end of the second quarter. Due to COVID-19, the stock market dropped by 34% in March but since then has rebounded and is up by 5.60% YTD. There is a long-term concern over the national debt, which is in excess of \$3 trillion, with GDP lagging.
4. *Discussion of Yield by County*: Ms. Jain reported on the historical yield comparison for the last 10 years. The data showed that, until 2019, LA County's yields were higher than Orange, Riverside, San Bernardino and San Diego. In August 2020, the LA County Treasurer and Tax Collector received approval to increase the weighted average maturity from 1-2 years to 1-3 years to increase yield. The committee does not recommend changing Los Angeles County as South Coast AQMD's treasurer.

ACTION ITEM:

5. *Calendar Year 2021 Committee Meeting Dates*: For calendar year 2021, quarterly Investment Oversight Committee meeting dates are as follows: Friday, February 19; Friday, May 21; Friday, August 20; and Friday, November 19.

Moved by Dixon; seconded by Senator Delgado; unanimously approved.

Meeting adjourned at 12:37 p.m.

OTHER MATTERS:

6. Other Business

There was no other business.

7. Public Comment Period

There were no public comments.

8. Next Meeting Date

The next regular meeting of the Investment Oversight Committee is scheduled for February 19, 2021 at noon.

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BOARD MEETING DATE: December 4, 2020

AGENDA NO. 22

REPORT: Legislative Committee

SYNOPSIS: The Legislative Committee held a meeting remotely on Friday, November 13, 2020. The following is a summary of the meeting.

Agenda Item	Recommendation/Action
2021 State Legislative Goals and Objectives	Approve With Committee Revisions
2021 Federal Legislative Goals and Objectives	Approve With Committee Revisions
H.R. 8626 (Barragán) Energy Resilient Communities Act	Support With Amendments

RECOMMENDED ACTION:

Receive and file this report, and approve agenda items as specified in this letter.

Judith Mitchell, Chair
Legislative Committee

DJA:LTO:PFC: sd:ar

Committee Members

Present: Council Member Judith Mitchell/Chair
Council Member Joe Buscaino/Vice Chair
Dr. William A. Burke
Supervisor V. Manuel Perez
Supervisor Janice Rutherford

Absent: Senator Vanessa Delgado (Ret.)

Call to Order

Chair Mitchell called the meeting to order at 9:06 a.m.

DISCUSSION ITEMS:

1. Update on Federal Legislative Issues

South Coast AQMD's federal legislative consultants (Carmen Group, Cassidy & Associates, and Kadesh & Associates) each provided a written report on key Washington, D.C. issues.

Gary Hoistma of Carmen Group focused on the current status of the General Elections and reported that legislative activity is at a standstill until after the Electoral College votes in December. The likely outcome will be a Biden Administration and a narrowly divided Congress. There are two run-off Senate races in Georgia that will be held in January 2021. However, regardless of the outcome of the Georgia run-off elections, there will not be a 60-vote majority within either caucus to change the Senate filibuster rule.

Amelia Jenkins of Cassidy & Associates informed the committee that the existing Continuing Resolution (CR) for Fiscal Year 2021 Appropriations will expire on December 11. Congress may either pass an Omnibus to maintain funding through 2021 or another CR which would expire after the New Year. Other bills that may move in the final weeks of this Congress include the National Defense Authorization Act, which contains a reauthorization for the Diesel Emissions Reductions Act. The internal elections for Democratic and Republican Leadership will be held next week in the House. Transition teams for the Biden Administration are active.

Supervisor Perez asked if Presidential transition activities are occurring.

Ms. Jenkins reported that the Biden Administration is identifying staff for positions, so they will be ready once the election results are certified. Further, the Biden Administration has named policy teams who are actively preparing the 100-day agenda.

Council Member Buscaino asked if names were mentioned to lead the Environmental Protection Agency (EPA) and the Department of Energy (DOE).

Ms. Jenkins responded that Mary Nichols has been brought up for EPA, as well as Heather McTeer Toney, who previously served as EPA Regional Administrator. With regard to DOE, Ernie Moniz, Steven Chu and Arun Majumdar have been mentioned. A list of potential Cabinet and agency candidates will be sent to staff to distribute to Committee members.

Mark Kadesh of Kadesh & Associates reported that two members in the South Coast AQMD Delegation are running for House Leadership positions. Congressman Tony Cardenas is running for Democratic Congressional Campaign Committee and

Congressman Pete Aguilar is running for Democratic Caucus Vice Chair . Also pending is Governor Newsom's appointment for the junior Senate seat.

Supervisor Perez commented that both Congressmen Cardenas and Aguilar would be positive for air quality issues in Leadership positions. Chair Mitchell agreed and remarked how she had served with both Members through the California League of Cities.

There was no public comment.

2. Update on State Legislative Issues

South Coast AQMD's state legislative consultants (Resolute, California Advisors, LLC, and Joe A. Gonsalves & Son) each provided written reports on key issues in Sacramento.

Mr. David Quintana of Resolute commented that there will be an open state Senate seat, which was formerly held by Senator Holly Mitchell, who was elected to the Los Angeles County Board of Supervisors. A special election will be called for her vacated seat. Assembly Member Sydney Kamlager has publicly expressed interest in running for that seat. As of yet, no one else has expressed a desire to run in opposition to Assembly Member Kamlager in this Senate race.

Mr. Ross Buckley of California Advisors, LLC reported that no incumbents in the Assembly lost their re-election campaigns regardless of party affiliation. However, there will be a slight change to the makeup of the Assembly, because in the 38th Assembly District a Republican will be replacing a Democrat who vacated the seat to run for Congress. In the next legislative session, of the 80 members, there will be 60 Democrats, 19 Republicans and one No Party Preference. Democrats will retain more than a two-thirds super-majority with six members above the 54 supermajority threshold. Over a million ballots remain uncounted. The four counties with the largest remaining balance of uncounted ballots are Sacramento, Los Angeles, Riverside and San Bernardino.

Chair Mitchell asked if there is any expectation that the remaining ballots could change the outcome of any election. Mr. Buckley responded that there are still some very close races in the state Senate and in Congress.

Mr. Paul Gonsalves of Joe A. Gonsalves & Son reported on the Senate elections and ballot propositions. In the state Senate, there are currently 28 Democrats, 11 Republicans and one vacant seat. Democrats are expected to gain two seats in the Senate and two other Senate elections remain closely contested. Former Senator Josh Newman is leading the race for the 29th District Senate seat, currently held by Senator Ling Ling Chang, by 10,000 votes. Dave Min is leading the race for the 37th

District Senate seat by 12,000 votes, against incumbent Senator John Moorlach. In the 23rd District, Republican candidate Rosilicie Ochoa Bogh is leading by 16,000 votes. In the 21st District, incumbent Senator Scott Wilk is leading by 5,300 votes. There were 12 ballot propositions overall. The outcome of a handful of those propositions represented a partial rebuke of the Legislature's efforts. Proposition 15 that increased taxes on commercial properties failed, Proposition 22, the Uber/Lyft initiative, passed, and Proposition 25 to replace cash bail failed.

There was no public comment.

ACTION ITEMS:

3. Recommend 2021 Legislative Goals and Objectives

Philip Crabbe and Denise Peralta Gailey, Public Affairs Managers, presented on the proposed state legislative goals and objectives for 2021. The State Legislative Goals include:

- Seeking new and increasing existing sustainable funding sources for clean air programs and priorities that: 1) protect public health; 2) eliminate air pollution; 3) address the impacts of wildfires; 4) fund air district's efforts to implement the AB 617 Program; and 5) ensure attainment of state and federal air quality standards, with a focus on incentive programs that support South Coast AQMD AQMPs;
- Working to ensure that funding meant for air districts is properly allocated;
- Protecting South Coast AQMD authority to implement clean air policies and programs; and
- Working to ensure that the state government does its fair share to reduce air pollution by providing ample funding, legislative and regulatory action and support by the Administration, to facilitate implementation of South Coast AQMD AQMPs and attainment of federal air quality standards;

Mr. Crabbe added that the proposed goals and objectives include:

- Supporting policies, programs and funding that provide relief to South Coast AQMD to address the negative impacts of COVID-19, including items relating to policy priorities and operational needs;
- Supporting legislation and funding to promote environmental justice initiatives that: reduce localized health risks from criteria pollutant and toxic air emissions, and expand access to clean air technology, especially in disadvantaged communities. This includes securing the necessary resources to implement South Coast AQMD's responsibilities created under AB 617;
- Supporting policies and funding, including those which are part of economic stimulus efforts, that promote the deployment of zero and near-zero emission infrastructure, equipment, and vehicles, to protect public health, attain federal

clean air standards, support the economy and promote job retention and creation within the South Coast;

- Supporting policies, programs and funding that: 1) reduce air quality-related public health impacts within the South Coast region caused by wildfires; and 2) reduce the number of wildfires that impact the South Coast;
- Supporting efforts directing that the Greenhouse Gas Reduction Fund provide a sustainable funding source to maximize criteria pollutant and toxic emission reduction co-benefits; promote deployment of near- zero and zero-emission vehicles and infrastructure, and address air quality-related public health impacts in the South Coast;
- Supporting energy efficiency, demand reduction, and reliable, cost effective and clean energy for the South Coast region; and
- Supporting legislative policies and administrative actions that promote job retention and creation, as well as economic growth, while working toward attainment of clean air standards

Supervisor Rutherford recommended the following changes to the proposed 2021 state legislative goals and objectives in order to clarify and better reflect key South Coast AQMD priorities and needs:

- For air quality funding, include the funding priority to ensure attainment of state and federal air quality standards and move this item to the top of the list;
- For surface transportation and goods movement, move to the top of the list;
- Make explicit reference to the need for clean trucks in the goals and objectives;
- Within state support, add a priority to work to ensure that the state government does not impose unfunded mandates on the South Coast AQMD;
- Within state support, include that the state should ensure that local air districts' have sufficient resources to fully implement responsibilities and programs created through AB 617 (C. Garcia, 2017).

Staff recommended an “APPROVE WITH COMMITTEE REVISIONS” position on the proposed 2021 State Legislative Goals and Objectives.

Moved by Burke; seconded by Buscaino; unanimously approved

Ayes: Burke, Buscaino, Mitchell, Perez, Rutherford

Noes: None

Abstain: None

Absent: Delgado

Lisa Tanaka O'Malley, Senior Public Affairs Manager, Legislative, Public Affairs & Media, and Ms. Gailey presented the proposed federal legislative goals and objectives for 2021. Overall, the goals and objectives focused on the federal

government's responsibility for their assigned sources of air pollution in terms of policies and funding to assist our region with attainment of standards.

Emergencies and wildfires funding were added to encompass situations where Congress may take up measures to deal with natural disasters and other urgent issues. The federal government's responsibility was updated to address ozone attainment issues in our region by 2023 and 2031 through adequate funding, policy and regulatory actions. This section also states that the South Coast Air Basin should not be subject to sanctions, fees or penalties for the failure to attain the standards due to federal sources of emissions where South Coast AQMD does not have jurisdiction.

Ms. Tanaka noted that the revisions recommended for state goals and objectives would be incorporated into the federal goals and objectives to directly address attainment issues and identify heavy-duty trucks as a funding priority. Additional updates to the federal goals and objectives include COVID-19 and an economic stimulus to seek legislative and administrative relief to assist with the impacts of unplanned expenses and loss of revenues. This paragraph identifies the pursuit of funding for economic stimulus efforts to reflect South Coast AQMD's experience for clean air and green technologies to protect public health and create jobs. Lastly, technology advancement was updated to reflect opportunities to help clean the air through the deployment of renewable energy, energy storage and microgrids.

There was no public comment.

Staff recommended an "APPROVE" position on the 2021 Federal Legislative Goals and Objectives.

Moved by Buscaino; seconded by Perez; unanimously approved

Ayes: Burke, Buscaino, Mitchell, Perez, Rutherford

Noes: None

Abstain: None

Absent: Delgado

There were no public comments.

4. Recommend Position on Federal Bill:

H.R. 8626 (Barragán) Energy Resilient Communities Act

Ms. Tanaka presented H.R. 8626, the "Energy Resilient Communities Act" which was authored by Representative Nanette Barragán who represents communities from the Port of Los Angeles to the Watts Towers. The bill would create a new Clean Energy Microgrid Grant program within the Department of Energy to build resilience through clean energy microgrids in communities for critical infrastructure.

This program would provide two categories of grants for technical assistance and outreach, and project development and construction.

Technical assistance and outreach grants could be used to evaluate and upgrade building codes and standards for climate resiliency and to develop an infrastructure resilience plan. Other eligible grant activities would include identification and design of prospective clean energy microgrids, assistance to address permitting and siting challenges, and community outreach and collaborative planning. This grant program would be authorized at \$50 million per year from fiscal year 2021 to 2030.

The second type of grants for resiliency could be utilized to develop and construct either a clean energy microgrid that supports critical infrastructure or a clean energy microgrid for individual homes belonging to medical baseline customers. This grant would be authorized at \$1.5 billion per year from fiscal year 2021 to 2030 with grants up to \$10 million each.

The criteria for evaluating the grant applications include the reduction of greenhouse gases and criteria air pollutants, public health, and energy cost burden for communities. Additional criteria prioritize projects based on maximizing land use, supporting small and disadvantaged businesses, and apprenticeships. The bill defines critical community infrastructure as public safety facilities, hospitals, health clinics, emergency management facilities, water systems, schools, town halls, homeless shelters, senior housing, and public or affordable housing, community non-profit facilities providing essential services, libraries, and grocery stores.

Entities eligible to apply for either grant program include a State, territory of the United States, Tribal agency, local government, an electric utility, a non-profit, or a partnership of the aforementioned entities. Ms. Tanaka noted that South Coast AQMD would seek an amendment to the bill to clarify South Coast AQMD's eligibility to apply for a grant.

For South Coast AQMD, microgrids could reduce the need for diesel powered back-up generators to support public safety, health and other important services in the aftermath of weather events and/or due to public safety power shutoffs (PSPS). South Coast AQMD has more than 10,000 permitted diesel fueled emergency back-up generators in its jurisdiction. At least 40 percent of these permitted diesel back-up generators are at least twenty-years old and diesel back-up generators located near sensitive receptors increase localized health impacts.

Another application of clean energy microgrids of interest to South Coast AQMD is not currently mentioned in H.R. 8626 relates to alternative fuel transportation infrastructure (battery electric and fuel cell technologies). The Board recently approved a project with the University of California at Irvine to develop a model for

a connected model of microgrids for zero emission transportation. Clean energy microgrids could be used to increase the resiliency and reliability of transportation infrastructure during PSPS and other events which may compromise the electric grid and impact the operation of zero emissions transportation and equipment. Additionally, microgrids could reduce emissions by increasing efficiency by shifting loads through energy storage and minimizing electricity delivery losses.

Amendments that South Coast AQMD developed include adding transportation as a criterion for evaluating grant applications; prioritizing grants for projects in an extreme or severe non-attainment region for ozone and/or PM2.5; adding zero-emissions transportation infrastructure for heavy-, medium-, and light-duty vehicles and equipment; and, per Chair Mitchell's recommendation to clarify South Coast AQMD's eligibility to apply for grants by adding "subdivision of state government."

Dr. Burke commented that back-up generators have become more prevalent. He also commented that there could be additional public safety and air quality issues related to diesel ambulances.

Mr. Wayne Nastri reported that emissions from diesel back-up generators has come to the forefront with wildfires and PSPS events occurring more often. Staff assessed that during one PSPS event, diesel back-up generators could emit more air pollution than the refineries. Microgrids could help reduce emissions, stabilize and provide reliability for communities and zero-emission transportation. South Coast AQMD is moving forward with investigations on microgrids including the University of California, Irvine study which will look at NOx emission reductions with widespread deployment of microgrids. With regard to diesel ambulances, staff will look into the issue and discuss with CARB. There are technology demonstrations and fuel cells that could potentially meet the critical functions and duty cycles of ambulances.

Staff recommended a "SUPPORT WITH AMENDMENTS" position on this bill.

Moved by Perez; seconded by Mitchell; unanimously approved

Ayes: Burke, Buscaino, Mitchell, Perez, Rutherford

Noes: None

Abstain: None

Absent: Delgado

There were no public comments.

OTHER MATTERS:

5. Other Business

There was no other business.

6. Public Comment Period

There were no public comments.

7. Next Meeting Date

The next regular Legislative Committee meeting is scheduled for Friday, December 11, 2020 at 9:00 a.m.

Adjournment

The meeting adjourned at 9:50 a.m.

Attachments

1. Attendance Record
2. Update on Federal Legislative Issues – Written Reports
3. Update on State Legislative Issues – Written Reports
4. Proposed 2021 Legislative Goals and Objectives
5. Recommend Position on Federal Bill

ATTACHMENT 1

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT LEGISLATIVE COMMITTEE MEETING (VIA ZOOM) ATTENDANCE RECORD – November 13, 2020

Dr. William A. Burke	South Coast AQMD Board Member
Council Member, Joe Buscaino	South Coast AQMD Board Member
Council Member, Judith Mitchell	South Coast AQMD Board Member
Supervisor V. Manuel Perez	South Coast AQMD Board Member
Supervisor Janice Rutherford.....	South Coast AQMD Board Member
Teresa Acosta.....	Board Consultant (Delgado)
Jacob Haik	Board Consultant (Buscaino)
Fred Minassian.....	Board Consultant (Mitchell)
Mark Taylor	Board Consultant (Rutherford)
Ross Zelen	Board Consultant (Kracov)
Ross Buckley	California Advisors, LLC
Jarrell Cook	Resolute
Paul Gonsalves	Joe A. Gonsalves & Son
Gary Hoitsma	Carmen Group, Inc.
Amelia Jenkins.....	Cassidy & Associates
Mark Kadesh.....	Kadesh & Associates
David Quintana	Resolute
Dave Ramey.....	Kadesh & Associates
Mark Abramowitz	
Stephanie Bream	
Curtis Coleman	Southern California Air Quality Alliance
Ken Dami	
Frances Keeler.....	CCEEB
Bill LaMarr	California Small Business Alliance
David Rothbart	
Brissa Sotela-Vargas	
Peter Whittingham.....	Whittingham Public Affairs Advisors
Derrick Alatorre	South Coast AQMD Staff
Jason Aspell	South Coast AQMD Staff
Barbara Baird.....	South Coast AQMD Staff
Naveen Berry	South Coast AQMD Staff
Philip Crabbe	South Coast AQMD Staff
Stacy Day	South Coast AQMD Staff
Amir Dejbakhsh	South Coast AQMD Staff
Angela Ebiner	South Coast AQMD Staff
Philip Fine.....	South Coast AQMD Staff
Denise Gailey.....	South Coast AQMD Staff
Iliana Garcia.....	South Coast AQMD Staff
Bayron Gilchrist	South Coast AQMD Staff
Sheri Hanizavareh	South Coast AQMD Staff
Mark Henninger	South Coast AQMD Staff
Sean Kearns	South Coast AQMD Staff
Josephine Lee.....	South Coast AQMD Staff

Jason Low South Coast AQMD Staff
Debra Mendelsohn South Coast AQMD Staff
Matt Miyasato South Coast AQMD Staff
Ron Moskowitz South Coast AQMD Staff
Wayne Nastri South Coast AQMD Staff
Sarah Rees South Coast AQMD Staff
Lisa Tanaka O'Malley South Coast AQMD Staff
Mary Reichert South Coast AQMD Staff
Aisha Reyes South Coast AQMD Staff
Jeanette Short South Coast AQMD Staff
Anthony Tang South Coast AQMD Staff
Maria Vides South Coast AQMD Staff
Jill Whynot South Coast AQMD Staff
William Wong South Coast AQMD Staff
Paul Wright South Coast AQMD Staff
Victor Yip South Coast AQMD Staff

ATTACHMENT 2



Carmen Group
I N C O R P O R A T E D

To: South Coast AQMD Legislative Committee

From: Carmen Group

Date: October 29, 2020

Re: Federal Update -- Executive Branch

Legislative Outlook: During October, there was no significant movement on COVID Relief, Special Districts or Energy legislation, as was to be expected with Congress and the Administration largely focused on other matters in the run-up to the November 3 elections. For example, while there was considerable public posturing on both sides about the possibilities of reaching a pre-election COVID Relief deal, closed-door negotiations between Treasury Secretary Mnuchin and Speaker Pelosi could never get past several key items in dispute, not the least of which was how to structure any new money that would be targeted to state and local governments, a topic of special interest to SCAQMD. By the end of October, both sides were saying a deal would emerge after the election during the lame duck session. But even that is very much in doubt, as post-election incentives on the matter are bound to produce different calculations among the key players.

Zero Emission Truck Recommendations: On October 7, CALSTART's National Zero Emission Truck Coalition (which includes South Coast AQMD) sent a letter to Congressional leadership outlining major federal legislative recommendations to incentivize fleet acquisition of zero emission trucks, to build charging and fueling infrastructure, and to prioritize related technological innovations. We participated in discussions with CALTART on these matters and made outreach to several key members of our own business coalition in preparation for post-election advocacy efforts.

EPA Awards California DERA Grants: As the previous federal fiscal year came to a close on October 1, the U.S. Environmental Protection Agency (EPA) announced \$11.8 million in Diesel Emission Reduction Act (DERA) grant funding in California as part of over \$50 million in FY 2020 DERA funding being awarded nationwide. This year's California grants included the following:

- South Coast Air Quality Management District received \$2.2 million to replace 41 diesel-fueled refrigerated trucks and trailers with 26 hybrid electric units and 15 all-electric units, and to install 194 electrified parking spaces for such trucks at three grocery distribution locations.
- San Joaquin Valley Air Pollution Control District received \$3.6 million and \$3.2 million for two projects respectively. One will help replace 23 older diesel trucks with 23 zero-emission electric trucks. The other will replace 85 diesel-powered agricultural tractors with new equipment having Tier 4 or cleaner engines.

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- San Diego County Air Pollution Control District received \$2.0 million to replace one Tier 2 diesel-powered tugboat at the Port of San Diego with a new tugboat powered by a zero-emission electric propulsion system.
- California Air Resources Board received \$681,000 to help replace 6 heavy-duty school buses with all-electric alternatives throughout rural areas of California.

EPA Appoints New Leaders, Members of Science Advisory Board: Pursuant to a formal public process inviting nominations, the EPA Administrator in October announced the selection of a new Chair and Vice Chair of the EPA’s Science Advisory Board (SAB) along with the appointment of 16 new members of the 44-member panel. Named to be Chair was Dr. John Graham, professor in the School of Public and Environmental Affairs at Indiana University who previously served as Dean of the Pardee RAND Graduate School in California. Named as Vice Chair was Dr. Barbara Beck, a principal at Gradient, and environmental and risk sciences consulting firm. She is an expert in toxicology and human health risk assessment for environmental chemicals, especially metals and air pollutants.

EPA Proposes Cross-State Air Rule Update for 2008 Ozone NAAQS: In October, EPA proposed revisions to the Cross-State Air Pollution Rule (CSAPR) Update to address interstate air quality impacts for the 2008 ozone air quality standards. The proposed revision would reduce summertime emissions of NOx from power plants in 12 states in the Eastern U.S. that contribute to downwind ozone problems.

EPA Finalizes Rule on Clean Air Permitting Process: In October, the EPA finalized a rule it said would streamline and improve the Clean Air New Source Review (NSR) permitting process. Specifically, the new rule will clarify the process for evaluating whether an NSR preconstruction permit is needed when an existing major emitting facility plans to make changes to its facility.

EPA Announces Florida is Largest State to Meet National Air Quality Standards: In October, the EPA announced that Florida had come into compliance with all EPA air quality standards after the Hillsborough-Polk County area became the last in the state to attain sulfur-dioxide levels. EPA Administrator Andrew Wheeler: “Of the four large states – Texas, California, New York and Florida – Florida is the only state that’s in total attainment for all six air-quality pollutants.”

Maritime Administration Issues Port Infrastructure Grant to Port of Los Angeles: The U.S. Department of Transportation ‘s Maritime Administration announced in October the award of \$9,880,000 to the Port of Los Angeles for the SR 47-Vincent Thomas Bridge & Harbor Boulevard-Front Street Interchange Improvement, a project that will help reduce delays and accidents at the port. This was one of 18 port projects nationwide that received awards under MARAD’s announcement of \$220 million in Port Infrastructure Development Program discretionary grants.

Outreach: Relevant contacts included Republican Senate leadership offices (Majority Leader, Majority Whip and Appropriations Chair) on COVID Relief and special districts legislation. We were also in contact with multiple members of our business coalition group on zero-emission truck issues. These included the Truck & Engine Manufacturers Association, the National Automobile Dealers Association-American Truck Dealers, the Diesel Technology Forum and the U.S. Chamber of Commerce.

###



To: South Coast Air Quality Management District
From: Cassidy & Associates
Date: October 28, 2020
Re: October Report

HOUSE/SENATE

The House is not in session. Members are advised that as conversations surrounding additional coronavirus relief legislation continue, it is possible that the House will meet soon after the election to pass a relief deal with the White House and Senate.

This week the Senate voted to confirm Amy Coney Barrett as the next Supreme Court Justice after a hasty confirmation process. The vote was largely on a party-line basis, with Senator Collins being the only Republican to vote no. Barrett is the first confirmation vote since 1869 without any support from the opposing party.

With respect to appropriations, the House passed all of their appropriations bills before the August recess. The bill for Environmental Protection Agency (EPA) appropriations includes \$90 million for Diesel Emissions Reduction Act (DERA) grants, an additional \$450 million in emergency DERA grants for COVID relief, and \$57.3 million in Targeted Airshed Grants to be focused on the ten most heavily polluted areas in the country.

The Senate has not yet begun work on their appropriations bills and they do not expect to move on appropriations until after the election. Right before the Fiscal Year deadline Congress passed a Continuing Resolution (CR) to maintain funding at current levels through December 11, 2020. At that point, whether Congress passes an omnibus appropriations package or an additional CR depends on the post-election political scenario.

On October 16th the EPA announced settlements with three companies over violations of California's trucking pollution regulations. The three companies are Roadrunner Transportation Systems, Ruan Transportation Management Systems, and the Boise Cascade Company. The companies will pay \$417,000 in penalties for violating the California Air Resources Board's

federal enforceable Truck and Bus Regulation, Drayage Truck Regulation and Transport Refrigeration Unit Regulation.

Cassidy and Associates support in October:

- Continued to track provisions of interest in energy bills moving in both chambers.
 - The House passed the Clean Economy Jobs and Innovation Act in late September.
 - Due to member demands on controversial provisions, the Senate failed to pass their version of the bill. With the end of the 116th Congress quickly approaching, the Senate is out of time to pass their own stand-alone bill.
 - However, the Senate and House are negotiating a compromise package with the hope of having a bill signed into law before the end of the year.
 - This compromise package will be negotiated informally among bipartisan Committee staff in both Chambers, and by the time the text of the bill is public it will need to pass quickly and it will be too late to make changes.
 - To ensure that SCAQMD's priorities remain on the table in this informal negotiation, Cassidy is in constant contact with Republican and Democrat staff leading the negotiations and is aggressively advocating for SCAQMD via Committee staff and CA delegation.
- Strategized with SCAQMD on identifying federal funds through DERA, TAG, and other sources to assist the district with COVID related expenses.
 - Engaged in ongoing discussions with House and Senate Committee staff to include increased funding for these programs in COVID relief and appropriations legislation.
- Built support for legislation from Sens. Cornyn and Sinema to ensure "special districts" are eligible for federal funding.
 - In close contact with Sen. Sinema staffer that is leading the charge for this bill.
 - At our urging, Sen. Sinema staff contacted House and Senate leadership to voice support for the bill. It is our understanding that Sen. Sinema will make a push at the member level when negotiations heat up again after the election.

Government funding, major programs up for renewal

- Annual defense authorization and surface transportation are both in the works.
- Federal health programs, which are now set to expire Nov. 30.
- Current CR expires Dec. 11.
- Tax extenders, including for energy and alcohol, expire Dec. 31

IMPORTANT LEGISLATIVE DATES

Oct. (open ended)

- Continuation of negotiations for new COVID-19 package
- Senate staff-level discussions on Appropriations

Nov. 30 – Dec. 31

- Temporary Assistance for Needy Families
- Community Health Centers
- Medicare Programs

PANDEMIC RESPONSE PROGRAMS AND AUTHORITIES

EPA's list of approved SARS-CoV-2 surface disinfectant products passes 500

The EPA has approved more than 500 surface disinfectant products for use against COVID-19. In early March, EPA released its initial list with 85 products and has continued to update the approved list on a weekly basis. The list can be found [here](#).

FDA launched a new webpage at www.fda.gov/covid19vaccines to highlight new information as it becomes available

- The FDA hosted a meeting of the Vaccines and Related Biological Products Advisory Committee on October 22, 2020. The Center for Biologics Evaluation and Research's, Vaccines and Related Biological Products Advisory Committee met to discuss the development, authorization and/or licensure of vaccines to prevent COVID-19.
- The FDA issued Guidance for [Industry on Emergency Use Authorization for COVID-19 Vaccines](#) to provide sponsors of requests for Emergency Use Authorization for COVID-19 vaccines with recommendations regarding the data and information needed to support the issuance of an EUA under section 564 of the FD&C Act (21 U.S.C. 360bbb-3) for an investigational vaccine to prevent COVID-19 for the duration of the COVID-19 public health emergency. The FDA brief can be found [here](#).

FDA holds weekly Virtual Town Halls on COVID diagnostics

Every Wednesday, from 12:15 to 1:15pm ET. For more information, click [here](#).

FDA holds bi-weekly webinars on PPE, with a new topic every two weeks

The next webinar will be held on October 27, 2020, from 12:00 to 1:00pm ET. The webcast can be found [here](#).

End Date/Program

Dec. 11, 2020

Current CR expires

Dec. 31, 2020

Treasury Department business, state, & local government loan authority

Various temporary tax breaks

Emergency sick and family leave programs

Pandemic unemployment assistance

Medicare sequestration suspension

Changes to banking and accounting rules (could expire sooner if epidemic ends)

March 27, 2025

Special inspector General for Pandemic Recovery

Sept. 30, 2025

Pandemic Response Accountability Committee, Congressional Oversight Commission

AGENCY RESOURCES

USA.gov is cataloging all U.S. government activities related to coronavirus. From actions on health and safety to travel, immigration, and transportation to education, find pertinent actions [here](#). Each Federal Agency has also established a dedicated coronavirus website, where you can find important information and guidance. They include: Health and Human Services ([HHS](#)), Centers of Medicare and Medicaid ([CMS](#)), Food and Drug Administration ([FDA](#)), Department of Education ([DoED](#)), Department of Agriculture ([USDA](#)), Small Business Administration ([SBA](#)), Department of Labor ([DOL](#)), Department of Homeland Security ([DHS](#)), Department of State ([DOS](#)), Department of Veterans Affairs ([VA](#)), Environmental Protection Agency ([EPA](#)), Department of the Interior ([DOI](#)), Department of Energy ([DOE](#)), Department of Commerce ([DOC](#)), Department of Justice ([DOJ](#)), Department of Housing and Urban Development ([HUD](#)), Department of the Treasury ([USDT](#)), Office of the Director of National Intelligence ([ODNI](#)), and U.S. Election Assistance Commission ([EAC](#)).

Helpful Agency Contact Information:

U.S. Department of Health and Human Services – Darcie Johnston (Office – 202-853-0582 / Cell – 202-690-1058 / Email – darcie.johnston@hhs.gov)

U.S. Department of Homeland Security – Cherie Short (Office – 202-441-3103 / Cell – 202-893-2941 / Email – Cherie.short@hq.dhs.gov)

U.S. Department of State – Bill Killion (Office – 202-647-7595 / Cell – 202-294-2605 / Email – killionw@state.gov)

U.S. Department of Transportation – Sean Poole (Office – 202-597-5109 / Cell – 202-366-3132 / Email – sean.poole@dot.gov)

IMPORTANT DATES: ELECTIONS



□ Democratic Caucus
 ○ Democratic Primary
 ★ Democratic Convention
 ✦ VP Debate
□ Republican Caucus
 ○ Republican Primary
 ★ Republican Convention
 ✦ Presidential Debate
☑ Election Day
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DATE	STATE	DEMOCRAT	REPUBLICAN
February 3	Iowa	Caucus	Caucus
February 11	New Hampshire	Primary	Primary
February 22	Nevada	Caucus	—
February 29	South Carolina	Primary	—
March 3	Alabama	Primary	Primary
	American Samoa	Primary	Primary
	Arkansas	Primary	Primary
	California	Primary	Primary
	Colorado	Primary	Primary
	Democrats Abroad	Primary	—
	Maine	Primary	Primary
	Massachusetts	Primary	Primary
	Minnesota	Primary	Primary
	North Carolina	Primary	Primary
	Oklahoma	Primary	Primary
	Tennessee	Primary	Primary
	Texas	Primary	Primary
	Utah	Primary	Primary
	Vermont	Primary	Primary
	Virginia	Primary	—
March 8	Puerto Rico	—	Primary
March 10	Hawaii	—	Caucus
	Idaho	Primary	Primary
	Michigan	Primary	Primary
	Mississippi	Primary	Primary
	Missouri	Primary	Primary
	North Dakota	Primary	—
	Washington	Primary	Primary
March 14	North Mariana	Caucus	—
March 17	Arizona	Primary	—
	Florida	Primary	Primary
	Illinois	Primary	Primary
	Ohio	Primary	Primary
March 24	Georgia	Primary	Primary
March 29	Puerto Rico	Primary	—
April 4th	Alaska	Primary	—
	Hawaii	Primary	—
	Louisiana	Primary	Primary
	Wyoming	Caucus	—
April 7	Wisconsin	Primary	Primary
April 28	Connecticut	Primary	Primary
	Delaware	Primary	Primary
	Maryland	Primary	Primary
	New York	Caucus	Primary
	Pennsylvania	Primary	Primary
	Rhode Island	Primary	Primary

DATE	STATE	DEMOCRAT	REPUBLICAN
May 2	Guam	Caucus	—
	Kansas	Primary	—
May 5	Indiana	Primary	Primary
May 12	Nebraska	Primary	Primary
	West Virginia	Primary	Primary
May 19	Kentucky	Primary	Primary
	Oregon	Primary	Primary
June 2	District of Columbia	Primary	—
	Montana	Primary	Primary
	New Jersey	Primary	Primary
	New Mexico	Primary	Primary
	South Dakota	Primary	Primary
June 6	Virgin Islands	Caucus	—
July 13 - 16	Democratic Convention (Milwaukee, WI)		
August 24 - 27	Republican Convention (Charlotte, NC)		
September 29	First Presidential Debate (South Bend, IN)		
October 7	Vice Presidential Debate (Salt Lake City, UT)		
October 15	Second Presidential Debate (Ann Arbor, MI)		
October 22	Third Presidential Debate (Nashville, TN)		
November 3	2020 Presidential Election		

South Coast AQMD Report for the November 2020 Legislative Meeting covering October 2020
Kadesh & Associates

October: Both the House and Senate have recessed. The Senate cleared the Amy Coney Barrett nomination elevating her to be an Associate Justice of the Supreme Court by a vote of 52-48 on October 26 and recessed until November 9. The House is not expected to return until November 16. The Senate also voted in October on two packages of COVID relief – an extension of the PPP and a “skinny” relief bill – both of which failed to proceed to as they could not garner 60 votes.

The current Continuing Resolution (CR) expires at midnight ET on December 11, 2020. At this point, we are assuming that another CR will be required to get into next year. The duration of that CR will depend largely on the outcome of the election. There has also been a lot of talk about using the CR as a vehicle for COVID relief. If this materializes, there will probably be a few short term interim CRs before the 116th Congress adjourns sine die. The Senate has still not released any of its Fiscal Year (FY) 21 appropriations bills. At this point, it is unclear when this will occur. In the last 25 years plus this is the first time the Senate hasn't produced a single bill this late in the year. The House has passed 10 of its 12 Appropriations bills. (Not passed are Homeland Security and Legislative Branch.)

There are many plans/ideas for the December lame duck session, but experience indicates that they are never as productive as hoped. That said, the National Defense Authorization Act (NDAA), Water Resources Development Act (WRDA), an energy bill, and more nominations are all likely/possible.

Negotiations on the next round of COVID/stimulus between Speaker Pelosi and Treasury Secretary Mnuchin continued until the last week of October, but finally broke down with each side blaming the other for inflexibility. Speaker Pelosi said it is still possible to get a deal on fiscal stimulus with the Trump administration after the election, but before the start of the new Congressional and White House terms in January. Speaker Pelosi listed seven major areas of disagreement in a letter to Secretary Mnuchin regarding issues on which Democrats are awaiting responses from the administration: national coronavirus testing-and-tracing program; relief for state and local governments; school safety measures; child-care funding; tax credits for working families; unemployment assistance; and workplace protections and liability issues.

Kadesh & Associates Activity Summary-

- COVID/stimulus legislation – funding for special districts, including an appeal to Congressional offices to be included in what may be the most significant work product of the lame duck session;
- Working with the CALSTART/National ZET Coalition/Clean Corridors Coalition at the direction of South Coast AQMD staff on shaping a viable and effective legislative proposal;
- Identifying leaders of potential administration transition teams on South Coast AQMD's issues;
- Monitoring FY21 Appropriations – DERA, Targeted Airshed Grants and Section 103/105;
- Monitoring Continuing Resolution(s);
- Monitoring prospects for: H.R. 2 – the Moving Forward Act; H.R. 4447 – Clean Economy Jobs and Innovation Act; Rep. Eshoo's smoke bill; and Rep. DeSaulnier's Clean Corridors bill.
- Look Ahead discussion and draft memo for South Coast AQMD staff

Contacts:

Contacts included staff and House Members throughout the CA delegation, especially Leadership and Appropriators who were targeted.

ATTACHMENT 3

RESOLUTE^{*}

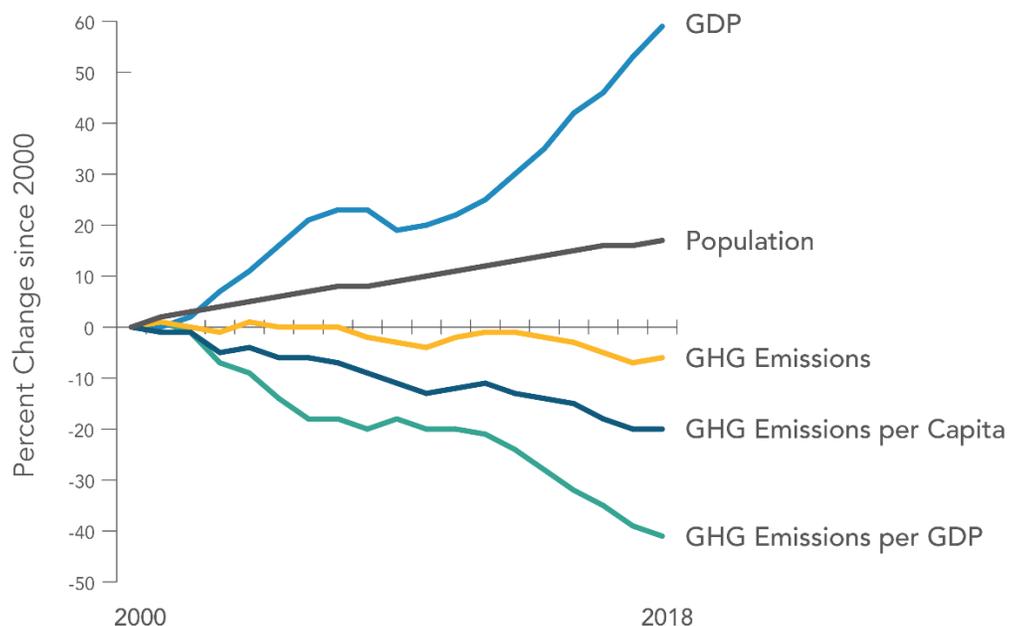
South Coast Air Quality Management District Legislative and Regulatory Update – October 29, 2020

❖ Important Dates

- Nov. 3 General Election.
- Nov. 5 CA State Assembly Democratic Caucus Meeting
- Nov. 30 Adjournment sine die at midnight (Art IV, Sec, 3(a))
- Dec. 7 2021-22 Regular Session convenes for Organizational Session at 12 noon (Art IV, Sec, 3(a))
- Jan. 1 Statutes take effect (Art IV, Sec, 8(c))

❖ **RESOLUTE Secures Meeting Between SCAQMD and Incoming Los Angeles City Councilman Kevin DeLeon.** Resolute Partner David Quintana coordinated a meeting between SCAQMD Executive Officer Wayne Nastri, Deputy Executive Officer Derrick Alatorre, and City Councilmember Keven DeLeon to discuss South Coast’s legislative priorities. DeLeon indicated that he understood the District’s agenda and would be eager to help South Coast obtain support from the City Council in the future to assist its lobbying efforts and funding requests in both Sacramento and Los Angeles.

❖ **CARB Reports that CA is Below 2020 Emissions Target.** On October 23, CARB released Greenhouse Gas Emissions data showing California’s total 2018 greenhouse gas emissions were 425.3 million metric tons, essentially equal to the 424.5 million metric tons of greenhouse gas emissions the state produced in 2017. This is lower than the state’s 1990 emissions totals but remains six million metric tons below the 2020 target.



Overall, emissions have declined: Per capita GHG emissions in California have been reduced 24% since they peaked in 2001 to 10.7 tons per person in 2018. Transportation emissions dropped 1.5 million metric tons between 2017 and 2018, the first such decline since 2013.

- ❖ **Black Employees Introduce Proposal to Address Alleged Racism at CARB.** Anonymous Black employees at the California Air Resources Board (CARB) [released an open letter and action plan](#) to address what they allege is “systemic racism and implicit bias” at the Board. The letter details alleged slights to black employees, discriminatory hiring practices, biased personnel management, and a lack of representation.

The action plan calls for, among other things, appointing at least one Black board member and two other people of color to fill upcoming vacancies on the board, closing pay gaps between white and non-white employees, removing bias in the recruitment and hiring process, and creating a Racial Equity Committee/Task Force at CARB.

These allegations and proposal follow the ongoing criticism of CARB and many environmental interest groups by Assemblymember Jim Cooper. (D-Elk Grove). Cooper has been consistent in his criticism of the Board and certain interest groups as they pursue electric vehicle mandates and other energy and climate policies that “systematically drive racial economic inequities and fuel environmental racism.” Cooper noted that the letter is “yet again another example of how out of touch CARB is with protecting, serving and advancing the well-being of communities of color.”

- ❖ **EPA Responds to Governor Newsom’s Executive Order Banning Gas Vehicles by 2035.** EPA Administrator Andrew Wheeler responded to Governor Newsom’s [Executive Order N-79-20](#), which established new state goals for the sale of zero-emission vehicles, stating that the Order may require California to request a waiver from the EPA. Wheeler also commented that the plan “raises serious questions regarding its legality and practicality.”

Wheeler continued, “California’s record of rolling blackouts – unprecedented in size and scope – coupled with recent requests to neighboring states for power begs the question of how you expect to run an electric car fleet that will come with significant increases in electricity demand, when you can’t even keep the lights on today,”

This tension comes on the heels of the EPA’s 2019 rules revoking its 2013 waiver that granted California the authority to set vehicle tailpipe emissions standards and require the sale of more zero emission vehicles. The state is challenging that decision in court.

- ❖ **CARB Demands Automakers Self-Disclose Violations of Emission Standards.** On October 14, CARB released a [letter](#) to vehicle and engine manufacturers urging them to disclose non-compliant software and other violations related to auxiliary emission control devices (AECDs) by December 31, 2020. In 2015, CARB encouraged manufacturers to disclose non-compliant devices in exchange for reduced penalties and remedial measures. According to CARB, many manufacturers did not self-disclose and the Board’s subsequent “screening tests and investigations have uncovered several types of systemic violations” resulting in “multiple settlements with manufacturers for cheating on their certification documentation.”

CARB’s letter comes as it announces a new testing laboratory and techniques to investigate and identify non-compliant AECDs. The Board warns manufacturers that “If you are not in compliance with CARB regulations, and you do not voluntarily disclose your violations, you may become the subject of a lengthy investigation and enforcement action.”

- ❖ **C40 Global Mayors Recovery Task Force Calls for Green Stimulus to Create \$280B in Economic Benefits.** The C40 Cities Climate Leadership Group’s task force on COVID-19 recovery has [released research](#) encouraging a stimulus package to fund a ‘green recovery.’ The group suggests that stimulating the economy with funds invested in climate solutions could create 50 million jobs by 2025, reduce air pollution by 30%, and halve greenhouse gas emissions by 2030; however, only an estimated 3-5% of COVID-19 related stimulus spending is currently committed to the green initiative, according to the group.

The C40 Cities Climate Leadership Group is a group of 96 cities around the world and is currently chaired by Los Angeles Mayor Eric Garcetti.



CALIFORNIA ADVISORS, LLC

South Coast AQMD Report
California Advisors, LLC
November 13, 2020 Legislative Committee Hearing

General Update

The Legislature is starting to prepare for the upcoming session. They are still operating under the assumption that they will be physically distant and will implement many of the same rules that were put in place this past year. How long this will last is uncertain but it will be based on the Governor's actions and the availability of a vaccine. Legislators will only be allowed to have one staff member in their office unless there is adequate space for two staffers to physically distance themselves. Members have also been encouraged to continue taking meetings remotely. However, starting 2021, it is anticipated that they will attend policy hearings in person. The Legislature expects to release their calendar in the next few weeks which will set the legislative deadlines for them to operate under.

Currently, December 7th marks the first day of the new session. This day typically is ceremonially for members to be sworn into office. However, it is also the first day for members to introduce bills. Once, they have completed the swearing in ceremony the Legislature usually goes on a holiday break until January. One thing to watch for during this break is new committee assignments. There will likely be several committee chairmanships that will change and new faces will be added to each policy committee.

The general election has dominated most conversations in Sacramento over the past month. As of October 29th, over 8.4 million ballots have already been returned which accounts for 38.7% of the total registered voters in California. A deep dive into the numbers provide some interesting trends in the days leading up to the election. First, 54% of those ballots were Democrat and 22% were Republican. The state has seen Republican votes come in later than normal. Additionally, over 50% of those ballots were from the 55 and over age category. Whereas just 20% were from the age category of 18-34 year olds. The state has not seen a wave of younger voters at this point. Lastly, female voters are showing up in the early voting returns and outpacing males by almost 500,000 votes with five days to go.

Elected Officials Contacted on Behalf of South Coast AQMD:

California Advisors met with the following legislators or their offices on behalf of the South Coast AQMD:

Senate: Glazer (Back-up Generators)
Assembly: Reyes (Clean vehicles)



Joe A. Gonsalves & Son

Anthony D. Gonsalves

Jason A. Gonsalves

Paul A. Gonsalves

PROFESSIONAL LEGISLATIVE REPRESENTATION

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916 441-0597 · FAX 916 441-5061

Email: gonsalves@gonsalvi.com

TO: South Coast Air Quality Management District

FROM: Anthony, Jason & Paul Gonsalves

SUBJECT: Legislative Update – October 2020

DATE: Wednesday, October 28, 2020

On August 31, 2020, the Legislature recessed their 2019-20 Legislative session. Due to COVID-19 related challenges that necessitated unprecedented actions and a compressed legislative session, the Legislature greatly reduced the number of bills it heard in 2020 to focus on COVID-19 policy response and other priority areas. In a typical year, the Legislature sends roughly 2,000 bills to the governor for consideration. However, in 2020 the Legislature passed 428 bills (137 Senate bills and 291 Assembly bills) to the Governor for his consideration. In total, the Governor signed 372 into law and vetoed 56 bills.

Meanwhile, legislators have returned to their districts and are preparing for the November 3rd election. While California began casting most of its ballots by mail years ago, there is a lot of uncertainty about how campaigning in the era of COVID-19 will play out. As always though, the California ballot is brimming with propositions in this Presidential election year.

The following will provide you with updates of interest to the District:

DEL MONTE FRESH PENALTIES

On October 7, 2020, CARB announced a settlement with Del Monte Fresh Produce N.A. Inc. for \$1,990,650, marking the largest penalty to date related to clean air violations for the state's Ocean-Going Vessel At Berth Regulation.

The goal of CARB's At-Berth Regulation is to reduce diesel emissions from ocean-going vessels. It requires anyone who owns, operates, charters, rents or leases any U.S. or foreign-flagged container, passenger or refrigerated-cargo vessel that visits a California port to meet the

operational time limits and reduce their power generation fleet-wide, as well as submit statements of compliance. The auxiliary engines covered under this regulation power the electricity and other onboard operations during a vessel's visit, which can run from less than one day to several days. Power reduction requirements have been phased in over time and fleets can accomplish this by turning off their diesel engines and connecting to grid-based shore power, or by using alternative technologies to achieve equivalent emission reductions while in port.

Through routine audits, CARB discovered that Del Monte's chartered fleet calling at the Port of Hueneme for 2015-2016 did not meet the operational time limits for at least 50% of its visits and did not reduce its auxiliary engine power generation by 50%. In addition, their 2017-2019 chartered fleet visiting the same port did not meet the operational time limits for at least 70% of its visits and did not reduce its auxiliary engine power generation by 70%.

To resolve these violations, Del Monte agreed to pay a settlement of \$1,990,650. Half of the funds will be paid to the Air Pollution Control Fund, and the remaining half will be paid to the Marine Vessel Speed Reduction Incentive Program, a supplemental environmental project located in the Santa Barbara Channel Region and the Bay Area. The project provides financial and other incentives for ocean-going vessels to reduce their speed in specified areas along the coast during peak ozone and migratory whale seasons. These reductions decrease air pollution and the mortality rate of endangered whales.

CALIFORNIA'S GHG LEVELS

On October 19, 2020, the California Air Resources Board (CARB) released GHG emissions data for 2018 showing that emissions remain below 1990 levels but are effectively flat compared to 2017, while the economy grew by 4.3%. The data shows a slight increase in overall emissions from the previous year, and a slight decline in emissions from transportation, which is the state's main source of both GHGs and air pollutants.

In Executive Order N-79-20 issued September 23, 2020, Governor Newsom recognized that achieving our air quality and climate goals hinge on transforming the state's transportation sector. In that EO, the Governor called for 100% sales of zero emission light-duty vehicles by 2035. The Governor issued a second Executive Order N-82-20 on October 7, 2020 elevating the role of nature in addressing climate change by enlisting California's vast network of natural and working lands to store and remove carbon from the atmosphere and establishing a goal of conserving at least 30% of California's land and coastal waters by 2030.

The total, statewide 2018 GHG emissions were 425.3 million metric tons, compared to 424.5 million metric tons in 2017. That remains six million metric tons below the 2020 target.

Transportation emissions declined 1.5 million metric tons between 2017 and 2018, the first such decline since 2013. Per capita GHG emissions in California have dropped from a 2001 peak of 14.0 tons per person to 10.7 tons per person in 2018, a 24% decrease.

GOVERNOR NEWSOM'S USE OF LAND TO FIGHT CLIMATE CHANGE

On October 7, 2020, Governor Newsom issued an executive order enlisting California's vast network of natural and working lands and urban greenspaces in the fight against climate change.

The order directs state agencies to deploy a number of strategies to store carbon in the state's natural and working lands and remove it from the atmosphere. The order also sets a first-in-the-nation goal to conserve 30% of the state's land and coastal water by 2030 to fight species loss and ecosystem destruction.

Specifically, state agencies are directed to pursue innovative actions, strategies and partnerships to maximize the full climate benefits of our natural and working land, through:

- Healthy soils management, including planting cover crops, hedgerows and compost applications;
- Wetlands restoration to protect coastal areas;
- Active forest management to reduce catastrophic risk and restore forest health; and
- Boosting green infrastructure in urban areas like trees and parks.

In advancing this executive order, California joins 38 countries to support the global effort to achieve protection for 30% of the planet by 2030. The executive order directs the California Natural Resources Agency to form a California Biodiversity Collaborative to bring together experts, leaders and communities to pursue a unified approach to protecting biodiversity and develop strategies to support the 30 by 30 goal. Through this stakeholder process, Californians will help chart the path forward to these critical conservation goals.

EXIDE BANKRUPTCY

On October 16, 2020, Exide Holdings Inc. got court approval of its bankruptcy plan, allowing the battery manufacturer to sell its overseas assets and avoid paying for a full cleanup of a former recycling facility in California over the state's objections.

The plan, which was amended four times before it was approved, incorporates a global settlement Exide reached with its creditors, purchasers of the overseas assets, the U.S. Environmental Protection Agency, and ten state environmental agencies. California's was the only environmental agency that rejected the settlement agreement.

Governor Newsom called the plan approval "dangerous" and said the state would appeal it. "I am outraged that the federal bankruptcy court let Exide and its creditors off the hook today and decided that lead exposure does not pose an imminent or immediate harm to the public."

The Chapter 11 plan allows Exide to sell its European and overseas assets to a group of existing lenders in a \$559 million credit bid, preserving 5,000 jobs. The company also will wind down its involvement at former sites in the U.S. that still need environmental remediation.

After filing for bankruptcy in May, it sold its North American business operations to an affiliate of Atlas Holdings LLC for \$178.6 million. The settlement incorporated into the plan creates a \$10 million multi-state environmental trust that would manage future environmental cleanup at former Exide sites. California would receive \$2.6 million for the former battery recycling facility in Vernon, if the state signs onto the agreement.

The state has until Oct. 30 to decide whether it will participate in the trust. Exide may choose to abandon the site after that date, said Judge Christopher S. Sontchi of the U.S. Bankruptcy Court for the District of Delaware at a hearing Friday.

The California DTSC had objected to the settlement on the grounds that the company is still responsible for ongoing remediation of lead and other heavy metals at the Vernon site. If California ultimately rejects the settlement and Exide abandons the facility, California will still have access to \$26.5 million in surety bonds that Exide purchased to help maintain the Vernon site.

2020 LEGISLATIVE CALENDAR

Oct. 1 - Bills enacted on or before this date take effect January 1, 2021.

Nov. 3 - General Election.

Dec. 7 - 2021-22 Regular Session convenes for Organizational Session at 12 noon.

Jan. 1, 2021 - Statutes take effect



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

South Coast AQMD's State Legislative Goals & Objectives for 2021

The following goals and objectives are identified to protect public health, facilitate attainment of state and federal clean air standards within the South Coast region by statutory deadlines and address other South Coast AQMD needs and policy priorities, while working with and serving as a resource to state legislators and the Governor; federal, state, and local agencies; business, environmental and community groups; and other stakeholders:

Air Quality Funding

Increase existing and identify new funding sources that provide a sustainable revenue stream for clean air programs and priorities that: 1) ensure attainment of state and federal air quality standards; 2) protect public health; 3) eliminate unhealthy air pollution; 4) fund local air districts' efforts to implement Assembly Bill 617 (C. Garcia, Chapter 136, Statutes of 2017); and, 5) address impacts of wildfires; ~~4) fund local air districts' efforts to implement Assembly Bill 617 (C. Garcia, Chapter 136, Statutes of 2017); and 5) ensure attainment of state and federal air quality standards,~~ with a focus on incentive programs and research and development projects that support applicable South Coast AQMD Air Quality Management Plans (AQMPs), and create opportunities to partner with stakeholders. Ensure that funding meant for air districts' efforts is properly allocated.

Surface Transportation & Goods Movement

Support and expand policy and funding considerations that promote air quality priorities in connection with the implementation of state and federal surface transportation, infrastructure and goods movement policies and programs, especially with regard to the development and deployment of zero and near-zero emission medium- and heavy-duty trucks.

South Coast AQMD Authority / Policy Implementation

Protect and ensure adequate South Coast AQMD authority for implementation of the Board's clean air policies and programs, including those required by state and federal law and applicable South Coast AQMD AQMPs.

State Support

Work to ensure that the state government does not impose unfunded mandates on the South Coast AQMD and does its fair share to reduce air pollution within the South Coast region by providing ample funding, legislative action, regulatory action and support by the Administration to the South Coast AQMD to: 1) facilitate implementation of applicable South Coast AQMD AQMPs and attainment of federal ozone and particulate matter air quality standards by upcoming deadlines; and, 2) ensure that local air districts' have sufficient resources to fully implement their responsibilities and programs created through AB 617 (C. Garcia, 2017).

COVID-19

Support and seek legislative and administrative policies, programs, funding and actions that

South Coast AQMD's State Legislative Goals & Objectives for 2021

provide relief to South Coast AQMD to address the negative impacts of COVID-19, including items relating to South Coast AQMD funding, policy priority and operational needs.

Environmental Justice

Support and advocate for legislative policies and funding that: 1) promote and sustain environmental justice initiatives which reduce localized health risks resulting from criteria pollutant and toxic air contaminant emissions; 2) develop and expand access to clean air technology, especially in disproportionately impacted communities; 3) enhance community participation in decision-making; and 4) provide the resources necessary to fully implement local air districts' responsibilities and programs created through AB 617 (C. Garcia, 2017).

Development and Deployment of Clean Technology / Economic Stimulus

Support and advocate for legislative and administrative policies, programs and funding, including as part of any economic stimulus efforts, that promote the development and deployment of near-zero and zero emission infrastructure, equipment and vehicle technology, especially with regard to medium- and heavy-duty trucks, to: 1) protect public health; 2) facilitate attainment of clean air standards; and/or 3) support a healthy economy and promote job retention/creation within the South Coast region.

Addressing Impacts of Wildfires

Support and advocate for legislative and administrative policies, programs and funding that: 1) reduce air quality-related public health impacts within the South Coast region caused by wildfires; and 2) reduce the number of wildfires that impact the South Coast region.

Climate Change

Seek to influence climate change policies and initiatives and facilitate their implementation consistent with Board policy. In particular, support efforts directing that the Greenhouse Gas Reduction Fund provide a sustainable funding source to maximize criteria pollutant and toxic emission reduction co-benefits, promote the development and deployment of near- zero and zero-emission vehicles, equipment and fueling/charging infrastructure, especially with regard to ~~clean~~ medium- and heavy-duty trucks, and address air quality and public health impacts in the South Coast region.

Clean Energy

Support legislative efforts that advance the Board's Energy Policy which promotes energy efficiency, demand reduction and reliable, cost effective and clean energy for all consumers in the District, while facilitating attainment of clean air standards and providing support for a healthy economy.

Business/Jobs Climate

Support legislative policies and/or administrative actions that promote job retention and creation as well as economic growth, while working toward attainment of clean air standards; and that support and assist the regulated community in complying with rules and regulations in the most efficient and cost-effective manner.

~~Surface Transportation & Goods Movement~~

~~Support and expand policy and funding considerations that promote air quality priorities in connection with the implementation of state and federal surface transportation, infrastructure and goods movement policies and programs.~~



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South Coast AQMD's Federal Legislative Goals & Objectives for 2021

The following goals and objectives are identified to enable South Coast AQMD to seek rules, legislative policies, and funding levels from the federal government that will assist the South Coast Air Basin in meeting the National Ambient Air Quality Standards (NAAQS) to protect public health through practical and innovative strategies. It is critical that SCAQMD work with and serve as a resource to the Administration and agencies, Congress, business, environmental, health, community and other stakeholders.

Air Quality Funding (Authorization of Program and Policies and Appropriations of Funds)

Seek adequate funding levels for air quality issues through existing and new opportunities to enable the South Coast Air Basin to reach attainment of NAAQS, including heavy-, medium-, and light-duty vehicles, off-road equipment, stationary sources and supportive agency functions such as monitoring, compliance and enforcement, permitting, outreach and other essential activities. Support key programs such as, but not limited to, Targeted Airshed Grants, the Diesel Emissions Reduction Act, Subvention Funds from Clean Air Act Section 103/105, Energy Efficiency & Renewable Energy grants, and other programs including emergencies such as wildfires.

Federal Support -- Clean Air Act, NAAQS and State Implementation Plan (SIP)

Work to ensure the federal government does its fair share to reduce air pollution with the South Coast region by providing funding and administrative support. Support policies, legislation and/or administrative efforts to:

- Provide federal incentive funding, policies, and require regulatory actions sufficient to, in combination with state and local actions, attain the national ambient air quality standards for ozone by 2023 and 2031 in the South Coast Air Basin, and if standards are not attained due to lack of federal actions, provide that the Basin is not punished by sanctions, fees or other penalty for failure to timely attain.
- Provide and protect state and local regulatory authority adequate for nonattainment areas to attain NAAQS for upcoming federal deadlines, and in particular, the South Coast AQMD to implement Air Quality Management Plans (AQMP) and attain federal ozone and particulate matter standards.
- Protect science-driven and health-based determinations of NAAQS, and efforts to streamline and provide flexible implementation of SIP requirements, as needed, to ensure feasibility of attainment; and,
- ~~Provide and protect state and local regulatory authority adequate for nonattainment areas to attain NAAQS for upcoming federal deadlines, and in particular, the South Coast AQMD to implement Air Quality Management Plans (AQMP) and attain federal ozone and particulate matter standards.~~
- ~~Provide federal incentive funding, policies, and require regulatory actions sufficient to, in combination with state and local actions, attain the national ambient air quality standards for~~

~~ozone by 2023 and 2031 in the South Coast Air Basin, and if standards are not attained due to lack of federal actions, provide that the Basin is not punished by sanctions, fees or other penalty for failure to timely attain.~~

Technology Advancement

Expand funding opportunities, policies and federal tax incentives for advanced clean technology research, development, demonstration and deployment programs, including those related to:

- Clean vehicles (such as heavy-, medium-, and light-duty vehicles, locomotives, marine vessels, and aircraft technologies);
- Zero and near-zero emission technologies;
- Clean fuels and refueling/recharging technologies and infrastructure;
- Technologies, systems and/or processes which reduce ambient concentrations of air pollutants and/or toxic air emissions;
- Establishing programs or policies that incentivize the federal government to purchase and use advanced clean, zero and near-zero emission technologies;
- Incentivizing individuals, businesses, states, and local governments to purchase and use advanced clean, zero and near-zero emission technologies; and,
- Renewable energy and alternative energy, energy storage and microgrids and other programs, especially as related to electric and hydrogen infrastructure for transportation and emissions reductions from sources such as back-up generators.

COVID-19 and Economic Stimulus

~~Seek legislative and administrative relief to assist with the impacts of COVID-19 including, but not limited to, unplanned expenses and loss of revenues. Pursue funding for economic stimulus efforts to assist South Coast AQMD meet NAAQS and to promote green technologies that mitigate and/or reduce air pollution and create jobs.~~

Climate Change

~~Seek to influence climate change initiatives and facilitate their implementation at local levels, including funding, to promote co-benefits with NAAQS and air toxics reduction, consistent with the Board's policy.~~

Surface Transportation & Goods Movement

Pursue the adoption of legislation and/or policies which will reduce or eliminate air quality impacts from mobile sources with an emphasis on the goods movement sector (for both medium-duty and heavy duty vehicles), as well as off-road vehicles (such as agricultural vehicles, cargo handling equipment, freight handling equipment, and construction equipment).

Marine Vessels

Pursue legislative and/or administrative policies that will further reduce marine vessel emissions and will ensure, through regulatory and/or incentive-based policies that the cleanest vessels come to U.S. ports.

Locomotives

Pursue efforts to reduce locomotive emissions, through regulatory and/or incentive-based policies.

Reduction of Toxic Emissions

Pursue efforts through legislative and administrative programs, to reduce toxic emissions, and the public's exposure to toxic emissions, within the South Coast region.

Environmental Justice

Support legislation which promotes environmental justice initiatives that will reduce localized health risks, develop clean air technologies that directly benefit disproportionately impacted communities, and enhance community participation in decision-making.

Technology Advancement

Expand funding opportunities, policies and federal tax incentives for advanced clean technology research, development, demonstration and deployment programs, including those related to:

- ~~— Clean vehicles (such as heavy-, medium-, and light-duty vehicles, locomotives, marine vessels, and aircraft technologies);~~
- Zero and near zero emission technologies;
- ~~● Clean vehicles (such as heavy-, medium-, and light-duty vehicles, locomotives, marine vessels, and aircraft technologies);~~
- Clean fuels and refueling/recharging technologies and infrastructure;
- Technologies, systems and/or processes which reduce ambient concentrations of air pollutants and/or toxic air emissions;
- Establishing programs or policies that incentivize the federal government to purchase and use advanced clean, zero and near zero emission technologies;
- Incentivizing individuals, businesses, states, and local governments to purchase and use advanced clean, zero and near zero emission technologies; and,
- Renewable energy and alternative energy, energy storage and microgrids and other programs, especially as related to electric and hydrogen infrastructure for transportation and emissions reductions from sources such as back-up generators.

COVID-19 and Economic Stimulus

Seek legislative and administrative relief to assist with the impacts of COVID-19 including, but not limited to, unplanned expenses and loss of revenues. Pursue funding for economic stimulus efforts to assist South Coast AQMD meet NAAQS and to promote green technologies that mitigate and/or reduce air pollution and create jobs.

Climate Change

Seek to influence climate change initiatives and facilitate their implementation at local levels, including funding, to promote co-benefits with NAAQS and air toxics reduction, consistent with the Board's policy.

Business/Jobs

Support legislation, policies or administrative actions that support and assist the regulated community to comply with rules and regulations in the most efficient and cost-effective manner that protects and encourages job retention and creation, and promotes economic growth, while working toward attainment of clean air standards.

H.R. 8626, Barragán (CA)
Energy Resilient Communities Act

Summary: Directs the Secretary of Energy (Secretary) to carry out two grant programs (technical assistance/outreach and projects) to improve energy resilience and security of communities, prioritizing environmental justice communities.

Background: The Office of Representative Nanette Diaz Barragán is seeking South Coast AQMD’s technical feedback on legislation that she has introduced this session to raise visibility on clean energy microgrids to power critical infrastructure in emergency situations. The Congresswoman will consider feedback gathered over the next few months and reintroduce the bill in the 117th Congress.

Status: 10/20/2020 – Introduced and referred to the Committee on Energy and Commerce and the Committee on Science, Space and Technology.

Specific Provisions: The bill would create a new Clean Energy Microgrid Grant program within the Department of Energy to build resilience in communities for critical infrastructure. The grant program would provide two categories of grants for technical assistance and outreach, and project development and construction. The cost share for these grants would be 60 percent and, in the case of projects located in environmental justice communities, 90 percent.

Entities eligible to apply for grants under the bill include a State, territory of the United States, or Tribal agency, local government, electric utility, or nonprofit organization. Partnerships among eligible entities also would be allowed to apply for grants.

The bill defines critical community infrastructure as schools, town halls, public safety facilities, hospitals, health clinics, community centers, community non-profit facilities providing essential services, libraries, grocery stores, emergency management facilities, water systems, homeless shelters, senior housing, and public or affordable housing.

The technical assistance and outreach grants would be authorized at \$50 million per year from fiscal year 2021 to 2030. An eligible entity could use a technical assistance and outreach grant to evaluate and upgrade building codes and standards for climate resiliency and to develop an infrastructure resilience plan. Other eligible grant activities would include identification and design of prospective clean energy microgrids, assistance to address permitting and siting challenges, and community outreach and collaborative planning.

The resiliency grants would be authorized at \$1.5 billion per year from fiscal year 2021 to 2030. Each grant may not exceed \$10 million. An eligible entity may use these grants to develop and construct either a clean energy microgrid that supports critical infrastructure or a clean energy microgrid for individual homes belonging to medical baseline customers. Grant applications for projects that received a Technical Assistance and Outreach Grant would be given priority.

Thereafter, resiliency projects would be evaluated on criteria including the reduction of greenhouse gases and criteria air pollutants, public health, and energy cost burden for communities. The bill also would prioritize projects that are in a community owned energy system, located within the already built environment, minimize land use impacts, involve small business or nonprofits in environmental justice communities (especially women and minority owned and operated), and promote apprenticeships. Additionally, the bill requires the Department of Energy to develop and implement an outreach program to inform eligible entities about the Clean Energy Microgrid Grant program.

Buy American and labor-related provisions of the bill require the use of American iron, steel and manufactured goods. However, the Secretary of Energy could provide a waiver of these provisions if iron, steel and manufactured goods are not sufficiently available and of satisfactory quality or, if the cost of American products would increase the project cost by more than 25 percent. The bill also includes prevailing wage requirements and labor provisions which seek to prioritize the local labor force including disadvantaged individuals.

Lastly, the Secretary of Energy would be required to report to Congress and publish online annual data on the program including the number of grants provided, total dollar amount of all grants, grant disbursements by State, project descriptions, specify environmental justice grants, employment data, greenhouse gas and criteria pollutant reduction impacts, public health benefits, and energy cost savings.

Impacts on South Coast AQMD’s Mission, Operations or Initiatives:

The Energy Resilient Communities Act would assist in the deployment of clean energy microgrids to support critical infrastructure, especially within environmental justice communities. These microgrids could reduce the need for diesel powered back-up generators to support public safety, health and other important services in the aftermath of weather events and/or due to public safety power shutoffs (PSPS). South Coast AQMD has more than 10,000 permitted diesel fueled emergency back-up generators in its jurisdiction. At least 40 percent of these permitted diesel back-up generators are at least twenty-years old. During a PSPS, if diesel powered back-up generators that support critical services in the four-county region ran for 24-hours, the estimated NOx emissions would be higher than any one of the refineries in our basin produces in a single-year. While it is unlikely that there would simultaneous PSPS in all four counties, the duration and severity of wildfires and extreme weather events could require increased use of diesel back-up generators which could contribute significantly to air pollution in our region. Further, diesel back-up generators located near sensitive receptors increase localized health impacts. This bill could help reduce emissions from diesel back-up generators by deploying clean energy microgrids in communities to support critical services such as public safety and healthcare.

One application of clean energy microgrids of interest to South Coast AQMD that is not currently mentioned in H.R. 8626 relates to alternative fuel transportation (battery electric and fuel cell). The Board recently approved a project with the University of California at Irvine to develop a model for a connected model of microgrids for zero emission transportation. Clean energy microgrids could be used to increase the resiliency and reliability of transportation infrastructure during PSPS and

other events which may compromise the electric grid and impact the operation of zero emissions transportation and equipment. These microgrids could also reduce emissions by increasing efficiency, shift loads through energy storage and minimizing electricity delivery losses. Staff recommends working with the bill author to integrate transportation considerations into the uses of the grant funds and criteria for evaluating project awards.

Overall, H.R. 8626 could assist the region, especially within environmental justice communities, build clean energy microgrids which have benefits for air quality and public health. Staff recommend supporting the bill and working with Representative Barragán to address South Coast AQMD’s interest in microgrid technology to support zero emissions technology for reintroduction in the 117th Congress.

Recommended Position: SUPPORT WITH AMENDMENTS

Recommended amendments are below:

- Page 3, amend Paragraph (3) Clean Energy Microgrid Grants to include (H) proposes to support publicly accessible alternative fuel infrastructure (battery electric and fuel cell) for heavy-, medium-, and light-duty vehicles and equipment.

This amendment would add criteria to consider grants under the “Clean Energy Microgrid” program for projects that “propose to support publicly accessible alternative fuel infrastructure (battery electric and fuel cell) for heavy-, medium- and light duty vehicles and infrastructure.

- Page 3, amend Paragraph (c)(1) as follows:

(c) PRIORITY.—

(1) IN GENERAL.—In providing grants under the program established pursuant to subsection (a), the Secretary of Energy shall give priority to an eligible entity that proposes to use a grant to obtain technical assistance described in subsection (b)(1), provide outreach described in subsection (b)(2), or carry out a project described in subsection (b)(3), that will benefit an environmental justice community *and/or is located in an extreme or severe non-attainment region for ozone and/ or PM2.5.*

This amendment would prioritize grants for projects in and/or in an extreme or severe non-attainment region for ozone and/ or PM2.5 for the Technical Assistance and Outreach and Clean Energy Microgrids programs.

- Page 6, amend Paragraph (5) Critical Community Infrastructure to include (O) zero-emissions transportation infrastructure (battery electric and fuel cell) for heavy-, medium- and light-duty vehicles and equipment.

This amendment would add “zero-emissions transportation infrastructure (battery electric and fuel cell) for heavy-, medium-, and light-duty vehicles and equipment” the definition of “critical

infrastructure” for the purposes of this bill. This will enable “zero emissions transportation infrastructure” to be considered as an eligible consideration under the “Technical Assistance and Outreach” program grant.

- Page 16, amend paragraph (6)(B) to include after “government” or “political subdivision of the state”

This amendment would add “political subdivisions of the state” such as South Coast AQMD as an eligible entity to apply for grants under the Clean Energy Microgrids program.

.....
(Original Signature of Member)

116TH CONGRESS
2D SESSION

H. R. _____

To direct the Secretary of Energy to carry out a grant program to improve the energy resilience, energy democracy, and security of communities, prioritizing environmental justice communities, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

Ms. BARRAGÁN introduced the following bill; which was referred to the Committee on _____

A BILL

To direct the Secretary of Energy to carry out a grant program to improve the energy resilience, energy democracy, and security of communities, prioritizing environmental justice communities, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Energy Resilient Com-
5 munities Act”.

1 **SEC. 2. CLEAN ENERGY MICROGRID GRANT PROGRAM.**

2 (a) IN GENERAL.—The Secretary of Energy shall es-
3 tablish and carry out a program to provide grants to eligi-
4 ble entities.

5 (b) USE OF FUNDS.—An eligible entity may use a
6 grant provided under the program established pursuant to
7 subsection (a) to—

8 (1) obtain technical assistance to—

9 (A) upgrade building codes and standards
10 for resiliency to climate change hazards (includ-
11 ing wildfires, flooding, sea level rise, landslides,
12 drought, storms, temperature extremes, and
13 other extreme weather events);

14 (B) develop an infrastructure resilience
15 plan to identify and overcome known climate
16 change hazards to critical community infra-
17 structure; or

18 (C) conduct a needs assessment of prospec-
19 tive clean energy microgrid projects and, as ap-
20 plicable, design prospective clean energy
21 microgrids, including assistance to address per-
22 mitting and siting challenges, understand and
23 facilitate financing options, and understand the
24 technical characteristics of clean energy
25 microgrids;

1 (2) provide community outreach and collabo-
2 rative planning with respect to a prospective project
3 described in paragraph (3); or

4 (3) carry out a project to develop and con-
5 struct—

6 (A) a clean energy microgrid that supports
7 critical community infrastructure; or

8 (B) a clean energy microgrid for residences
9 of medical baseline customers.

10 (c) PRIORITY.—

11 (1) IN GENERAL.—In providing grants under
12 the program established pursuant to subsection (a),
13 the Secretary of Energy shall give priority to an eli-
14 gible entity that proposes to use a grant to obtain
15 technical assistance described in subsection (b)(1),
16 provide outreach described in subsection (b)(2), or
17 carry out a project described in subsection (b)(3),
18 that will benefit an environmental justice commu-
19 nity.

20 (2) TECHNICAL ASSISTANCE AND COMMUNITY
21 OUTREACH GRANTS.—After priority given under
22 paragraph (1), in providing grants to obtain tech-
23 nical assistance described in subsection (b)(1) or
24 provide outreach described in subsection (b)(2), the
25 Secretary of Energy shall give priority to an eligible

1 entity proposing to obtain technical assistance or
2 provide outreach that the Secretary of Energy deter-
3 mines will further the development of clean energy
4 microgrids that are community-owned energy sys-
5 tems.

6 (3) CLEAN ENERGY MICROGRID GRANTS.—After
7 priority given under paragraph (1), in providing
8 grants under the program established pursuant to
9 subsection (a) for projects described in subsection
10 (b)(3), the Secretary of Energy shall give priority to
11 an eligible entity that—

12 (A) proposes to develop and construct a
13 clean energy microgrid that, in comparison to
14 other clean energy microgrids for which grants
15 are sought under such program, will result in
16 the greatest reduction—

- 17 (i) of greenhouse gas emissions;
18 (ii) of emissions of criteria air pollut-
19 ants;
20 (iii) in public health disparities in
21 communities experiencing a dispropor-
22 tionate level of air pollution; or
23 (iv) in the energy cost burden for
24 communities;

1 (B) proposes to develop and construct a
2 clean energy microgrid that is a community-
3 owned energy system;

4 (C) proposes to develop and construct a
5 clean energy microgrid that, in comparison to
6 other clean energy microgrids for which grants
7 are sought under such program, will provide the
8 greatest amount of resiliency benefits to a juris-
9 diction in which the microgrid is located;

10 (D) proposes to develop and construct a
11 clean energy microgrid that minimizes land use
12 impacts by—

13 (i) siting sources of clean energy with-
14 in the already-built environment, including
15 over rooftops and parking lots;

16 (ii) siting sources of clean energy on
17 existing brownfield sites or contaminated
18 sites;

19 (iii) co-locating sources of clean en-
20 ergy on agricultural lands or over res-
21 ervoirs; or

22 (iv) siting sources of clean energy on
23 compatible lands;

24 (E) proposes to, in developing and con-
25 structing a clean energy microgrid, utilize or in-

1 involve small businesses or nonprofits that pri-
2 marily operate or are located within environ-
3 mental justice communities, particularly those
4 that are women-owned and operated or minor-
5 ity-owned and operated;

6 (F) has previously received a grant to ob-
7 tain technical assistance under such program;
8 or

9 (G) imposes registered apprentice utiliza-
10 tion requirements on projects, provided that
11 such requirements comply with the apprentice
12 to journey worker ratios established by the De-
13 partment of Labor or the applicable State Ap-
14 prenticeship Agency.

15 (d) EDUCATIONAL OUTREACH PROGRAM.—

16 (1) IN GENERAL.—Not later than 90 days after
17 funds are made available to carry out this section,
18 the Secretary of Energy shall develop and carry out
19 an educational outreach program to inform eligible
20 entities about the program established pursuant to
21 subsection (a).

22 (2) CONTRACTS.—The Secretary of Energy
23 may enter into third-party contracts to implement
24 the educational outreach program under paragraph
25 (1). In entering into contracts pursuant to this para-

1 graph, the Secretary shall prioritize entering into
2 contracts with women-owned and operated or minor-
3 ity-owned and operated entities.

4 (3) PRIORITY.—The educational outreach pro-
5 gram under paragraph (1) shall prioritize—

6 (A) providing information on the program
7 established pursuant to subsection (a) to eligi-
8 ble entities that serve an environmental justice
9 community and to environmental justice com-
10 munities; and

11 (B) promoting public understanding of the
12 community benefits of clean energy microgrids
13 for critical community infrastructure.

14 (e) COST SHARE.—

15 (1) IN GENERAL.—Except as provided in para-
16 graphs (2), the Federal share of the cost of technical
17 assistance, outreach, or a project for which a grant
18 is provided pursuant to the program established pur-
19 suant to subsection (a) shall not exceed 60 percent
20 of such cost.

21 (2) ENVIRONMENTAL JUSTICE COMMUNITY.—

22 The Federal share of the cost of technical assistance
23 that is obtained for, outreach that is provided to, or
24 a project that is carried out in, an environmental
25 justice community, and for which a grant is provided

1 pursuant to the program established pursuant to
2 subsection (a) shall not exceed 90 percent of such
3 cost.

4 (f) LIMITATION ON AMOUNT.—The amount of a
5 grant provided to an eligible entity under this section to
6 carry out a project described in subsection (b)(3) may not
7 exceed \$10,000,000.

8 (g) USE OF AMERICAN IRON, STEEL, AND MANUFAC-
9 TURED GOODS.—

10 (1) No funds authorized under this section shall
11 be made available with respect to a project unless all
12 of the iron, steel, and manufactured goods used in
13 the project are produced in the United States.

14 (2) Paragraph (1) shall not apply in any case
15 or category of cases in which the Secretary of En-
16 ergy finds that—

17 (A) applying paragraph (1) would be in-
18 consistent with the public interest;

19 (B) iron, steel, and the relevant manufac-
20 tured goods are not produced in the United
21 States in sufficient and reasonably available
22 quantities and of a satisfactory quality; or

23 (C) inclusion of iron, steel, and manufac-
24 tured goods produced in the United States will

1 increase the cost of the overall project by more
2 than 25 percent.

3 (3) If the Secretary of Energy receives a re-
4 quest for a waiver under this subsection, the Sec-
5 retary shall make available to the public on an infor-
6 mal basis a copy of the request and information
7 available to the Secretary concerning the request,
8 and shall allow for informal public input on the re-
9 quest for at least 15 days prior to making a finding
10 based on the request. The Secretary shall make the
11 request and accompanying information available by
12 electronic means, including on the official public
13 website of the Department of Energy.

14 (4) This subsection shall be applied in a man-
15 ner consistent with the United States' obligations
16 under international agreements.

17 (h) PREVAILING WAGES.—All laborers and mechan-
18 ics employed by contractors or subcontractors in the per-
19 formance of construction, alteration, or repair work as-
20 sisted, in whole or in part, by a grant under this section
21 shall be paid wages at rates not less than those prevailing
22 on similar construction in the locality as determined by
23 the Secretary of Labor in accordance with subchapter IV
24 of chapter 31 of title 40, United States Code. With respect
25 to the labor standards in this subsection, the Secretary

1 of Labor shall have the authority and functions set forth
2 in Reorganization Plan Numbered 14 of 1950 (64 Stat.
3 1267; 5 U.S.C. App.) and section 3145 of title 40, United
4 States Code.

5 (i) PROJECT LABOR.—An eligible entity that uses a
6 grant provided under this section to construct a clean en-
7 ergy microgrid shall ensure, to the greatest extent prac-
8 ticable, that any subgrantee of such eligible entity, and
9 any subgrantee thereof, that carries out such construction
10 employs at least 40 percent of laborers or mechanics for
11 such construction that are individuals who—

12 (1) are domiciled, if the applicable construction
13 area is—

14 (A) a major urban area, not further than
15 15 miles from such construction area; or

16 (B) not a major urban area, not further
17 than 50 miles from such construction area;

18 (2) are displaced and unemployed energy work-
19 ers;

20 (3) are members of the Armed Forces serving
21 on active duty, separated from active duty, or retired
22 from active duty;

23 (4) have been incarcerated or served time in a
24 juvenile or adult detention or correctional facility, or

1 been placed on probation, community supervision, or
2 in a diversion scheme;

3 (5) have a disability;

4 (6) are homeless;

5 (7) are receiving public assistance;

6 (8) lack a general education diploma or high
7 school diploma;

8 (9) are emancipated from the foster care sys-
9 tem;

10 (10) reside or work in an environmental justice
11 community; or

12 (11) are registered apprentices with fewer than
13 15 percent of the required graduating apprentice
14 hours in a program.

15 (j) REPORTS.—The Secretary of Energy shall submit
16 to Congress, and make available on the public website of
17 the Department of Energy, an annual report on the pro-
18 gram established pursuant to subsection (a) that includes,
19 with respect to the previous year—

20 (1) the number of grants provided;

21 (2) the total dollar amount of all grants pro-
22 vided;

23 (3) a list of grant disbursements by State;

24 (4) for each grant provided—

1 (A) a description of the technical assist-
2 ance obtained, outreach provided, or project
3 carried out with grants funds; and

4 (B) whether the grant is provided to obtain
5 technical assistance, provide outreach, or carry
6 out a project with respect to an environmental
7 justice community; and

8 (5) for each grant provided to carry out a clean
9 energy microgrid project—

10 (A) employment data for such project, in-
11 cluding the number of jobs created and what
12 percent of laborers and mechanics hired for
13 such project meet the criteria under subsection
14 (i);

15 (B) the greenhouse gas and criteria air
16 pollutant reduction impacts for such project;

17 (C) the public health benefits from such
18 project; and

19 (D) the reduced energy cost burden from
20 such project.

21 (k) FUNDING.—

22 (1) AUTHORIZATION OF APPROPRIATIONS.—For
23 each of fiscal years 2021 through 2030, there is au-
24 thorized to be appropriated—

1 (A) \$50,000,000 for grants for technical
2 assistance described in subsection (b)(1) and
3 outreach described in subsection (b)(2); and

4 (B) \$1,500,000,000 for grants for projects
5 described in subsection (b)(3).

6 (2) COMMUNITY-OWNED ENERGY SYSTEMS.—

7 To the maximum extent practicable, not less than 10
8 percent of the amount appropriated under para-
9 graph (1)(B) for any fiscal year shall be used to pro-
10 vide grants for projects to develop and construct
11 clean energy microgrids that are community-owned
12 energy systems.

13 (3) ADMINISTRATIVE EXPENSES.—

14 (A) TECHNICAL ASSISTANCE AND OUT-
15 REACH.—The Secretary may use not more than
16 2 percent of the amount appropriated for any
17 fiscal year under paragraph (1)(A) for adminis-
18 trative expenses.

19 (B) CLEAN ENERGY MICROGRID
20 PROJECTS.—The Secretary may use not more
21 than 2 percent of the amount appropriated for
22 any fiscal year under paragraph (1)(B) for ad-
23 ministrative expenses, including expenses for
24 carrying out the educational outreach program
25 under subsection (d).

1 (l) DEFINITIONS.—In this section:

2 (1) CLEAN ENERGY.—The term “clean energy”
3 means electric energy generated from solar, wind,
4 geothermal, existing hydropower, micro-hydropower,
5 hydrokinetic, or hydrogen fuel cells.

6 (2) COMMUNITY OF COLOR.—The term “com-
7 munity of color” means a geographically distinct
8 area in which the population of any of the following
9 categories of individuals is higher than the average
10 populations of that category for the State in which
11 the community is located:

12 (A) Black.

13 (B) African American.

14 (C) Asian.

15 (D) Pacific Islander.

16 (E) Other non-White race.

17 (F) Non-White Hispanic.

18 (G) Latino.

19 (H) Linguistically isolated.

20 (3) COMMUNITY-OWNED ENERGY SYSTEM.—

21 The term “community-owned energy system” means
22 an energy system owned—

23 (A) by the local government where the sys-
24 tem is located;

1 (B) by a non-profit organization that is
2 based in the local jurisdiction where the energy
3 system is located;

4 (C) collectively, by community members; or

5 (D) by a worker-owned or community-
6 owned for-profit entity.

7 (4) COMPATIBLE LAND.—The term “compatible
8 land” means land that is at least 5 miles away from
9 existing protected areas and within 3 miles of exist-
10 ing transmission infrastructure.

11 (5) CRITICAL COMMUNITY INFRASTRUCTURE.—
12 The term “critical community infrastructure” means
13 infrastructure that is necessary to providing vital
14 community and individual functions, including—

15 (A) schools;

16 (B) town halls;

17 (C) public safety facilities;

18 (D) hospitals;

19 (E) health clinics;

20 (F) community centers;

21 (G) community non-profit facilities pro-
22 viding essential services;

23 (H) libraries;

24 (I) grocery stores;

25 (J) emergency management facilities;

- 1 (K) water systems;
2 (L) homeless shelters;
3 (M) senior housing; and
4 (N) public or affordable housing.

5 (6) ELIGIBLE ENTITY.—The term “eligible enti-
6 ty” means—

- 7 (A) a State, territory of the United States,
8 or Tribal agency;
9 (B) a local government;
10 (C) an electric utility;
11 (D) a nonprofit organization; or
12 (E) a partnership between—
13 (i) a private entity, or a nonprofit or-
14 ganization, that owns critical community
15 infrastructure; and
16 (ii) a State, territory of the United
17 States, Tribal agency, or local government.

18 (7) ENVIRONMENTAL JUSTICE COMMUNITY.—
19 The term “environmental justice community” means
20 a community with significant representation of com-
21 munities of color, low-income communities, or Tribal
22 and indigenous communities, that experiences, or is
23 at risk of experiencing, higher or more adverse
24 human health or environmental effects.

1 (8) LOW-INCOME COMMUNITY.—The term “low-
2 income community” means any census block group
3 in which 30 percent or more of the population are
4 individuals with an annual household income equal
5 to, or less than, the greater of—

6 (A) an amount equal to 80 percent of the
7 median income of the area in which the house-
8 hold is located, as reported by the Department
9 of Housing and Urban Development; and

10 (B) 200 percent of the Federal poverty
11 line.

12 (9) MAJOR URBAN AREA.—The term “major
13 urban area” means a metropolitan statistical area
14 within the United States with an estimated popu-
15 lation that is greater than or equal to 1,500,000.

16 (10) MEDICAL BASELINE CUSTOMER.—The
17 term “medical baseline customer” means a customer
18 of an electric utility with special energy needs due
19 to a medical condition, including energy needs for—

20 (A) a motorized wheelchair;

21 (B) a ventilator;

22 (C) a dialysis machine;

23 (D) an apnea monitor;

24 (E) an electrostatic nebulizer;

25 (F) a respirator;

1 (G) medication requiring refrigeration; and

2 (H) for a customer with a vulnerable res-
3 piratory system, an air cleaning system.

4 (11) MICROGRID.—The term “microgrid”
5 means an interconnected system of loads and clean
6 energy resources (including distributed energy re-
7 sources, energy storage, demand response tools, and
8 other management, forecasting, and analytical tools)
9 which—

10 (A) is appropriately sized to meet the crit-
11 ical needs of its customers;

12 (B) is contained within a clearly defined
13 electrical boundary and has the ability to oper-
14 ate as a single and controllable entity;

15 (C) has the ability to—

16 (i) connect to, disconnect from, or run
17 in parallel with the applicable grid region;
18 or

19 (ii) be managed and isolated from the
20 applicable grid region in order to withstand
21 larger disturbances and maintain the sup-
22 ply of electricity to a connected location;

23 (D) has no point of interconnection to the
24 applicable grid region with a throughput capac-
25 ity in excess of 20 megawatts; and

1 (E) can connect to one building or multiple
2 interconnected buildings.

3 (12) MICRO-HYDROPOWER.—The term “micro-
4 hydropower” means hydropower that produces no
5 more than 100 kilowatts of electricity using the nat-
6 ural flow of water.

7 (13) PRODUCED IN THE UNITED STATES.—The
8 term “produced in the United States” means, in the
9 case of iron or steel, that all manufacturing proc-
10 esses, including the application of a coating, occur in
11 the United States.

12 (14) REGISTERED APPRENTICE.—The term
13 “registered apprentice” means a person in an ap-
14 prenticeship program that is registered with, and ap-
15 proved by, the United States Department of Labor
16 or a State Apprenticeship Agency in accordance with
17 parts 29 and 30 of title 29, Code of Federal Regula-
18 tions (as in effect on January 1, 2020).

19 (15) SMALL BUSINESS.—The term “small busi-
20 ness” has the meaning given the term “small busi-
21 ness concern” under section 3 of the Small Business
22 Act (15 U.S.C. 632).

23 (16) TRIBAL AND INDIGENOUS COMMUNITY.—
24 The term “Tribal and indigenous community”
25 means a population of people who are members of—

- 1 (A) a federally recognized Indian Tribe;
- 2 (B) a State-recognized Indian Tribe;
- 3 (C) an Alaska Native or Native Hawaiian
- 4 community or organization; or
- 5 (D) any other community of indigenous
- 6 people located in a State.

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BOARD MEETING DATE: December 4, 2020

AGENDA NO. 23

REPORT: Stationary Source Committee

SYNOPSIS: The Stationary Source Committee held a meeting remotely on Friday, November 20, 2020. The following is a summary of the meeting.

RECOMMENDED ACTION:
Receive and file.

Ben Benoit, Chair
Stationary Source Committee

AD:cr

Committee Members

Present: Council Member Ben Benoit (Chair)
Senator Vanessa Delgado (Ret.)
Board Member Gideon Kracov
Council Member Judith Mitchell
Supervisor Janice Rutherford

Call to Order

Chair Benoit called the meeting to order at 9:32 a.m.

ACTION ITEM:

- 1. Approve Financial Incentive Program to Reduce Emissions from Hexavalent Chromium Plating Facilities, Issue Program Opportunity Notices, Execute Contracts, Release Unspent Project Funds, and Reimburse General Fund**
Dr. Jillian Wong, Planning and Rules Manager, presented an overview of staff's proposal to establish a financial incentive program for hexavalent chromium plating facilities to implement projects which will reduce hexavalent chromium emissions beyond existing regulatory requirements.

Council Member Mitchell inquired about the kind of control devices that can be used in lieu of polyfluoroalkyl substances (PFAS) chemical fume suppressants and about the potential problems with facilities switching over to a trivalent chromium plating process. Dr. Wong explained that the control device projects would involve installation of a HEPA filter system and switching from a hexavalent to a trivalent process could also be funded, however, there were industry concerns regarding the finished product using the trivalent process.

Council Member Mitchell inquired about the process of using PFAS in tanks and if a HEPA filter system is sufficient to replace PFAS in that process. Dr. Wong responded that a HEPA filter system works as a PFAS alternative by capturing emissions from the tank and routing the emissions to the HEPA filter.

Council Member Mitchell requested clarification on the project cost for small businesses and distribution of funds. Dr. Wong stated that under the proposal, which is subject to CARB approval, small businesses could receive full project funding. Susan Nakamura, Assistant Deputy Executive Officer/Planning, Rule Development, and Area Sources, clarified that funding is available for capital costs and some filter replacements, but facilities will be responsible for ongoing operating costs and source tests. Early consultations with facilities indicate concerns with ongoing operating costs.

Council Member Mitchell asked if Boyle Heights wanted to add metal plating facilities into their Community Emissions Reduction Plan (CERP). Dr. Wong responded that Boyle Heights has identified metal plating facilities as an action item in the CERP and staff plans to provide the Community Steering Committee (CSC) with updates.

Council Member Mitchell inquired about unsubscribed funds going to mobile source projects and whether it will be allocated equally among all AB 617 communities. Dr. Matt Miyasato, Deputy Executive Officer/Office of Science and Technology Advancement, responded that there is large backup list of mobile source projects which comply with AB 617 funding requirements as that program is oversubscribed.

Jerry Desmond, Metal Finishers Association, expressed support for the program and the willingness of the Association to coordinate with staff on program implementation. He also echoed concerns with switching from a hexavalent chromium to trivalent plating process adding that some product specifications such as military specifications do not allow the facilities to use the trivalent plating process.

James Simonelli, California Metals Coalition, expressed support for this incentive program and requested use of unspent funds for other hexavalent chromium emission reduction projects, if possible, before funds are used for mobile sources.

Moved by Kracov; seconded by Mitchell; unanimously approved.

Ayes: Benoit, Kracov, Mitchell, Rutherford

Noes: None

Absent: Delgado

INFORMATIONAL ITEMS:

2. Summary of Proposed Rule 1407.1 – Control of Toxic Air Contaminant Emissions from Chromium Alloy Melting Operations

Michael Morris, Planning and Rules Manager, presented a summary of Proposed Rule 1407.1.

James Simonelli thanked staff for working with industry to conduct emissions testing and developing a rule that is based on science. The California Metals Coalition is working with Vanderbilt University to conduct research to determine why hexavalent chromium concentrations significantly reduce from the chromium alloy melt to the inlet of the pollution control device. Additionally, Mr. Simonelli stated that there are significant costs associated with the proposed rule and facilities have been making investments to comply.

Jason Gutierrez, Griswold Industries, thanked staff for their efforts in working with the industry to develop this rule. He expressed concern about the costs of compounding metal melting rules that will affect their industry but said they are willing to make the investment.

Council Member Mitchell, Council Member Benoit, and Board Member Kracov thanked staff for their efforts in developing this rule with industry.

3. Summary of Proposed Rule 1150.3 – Emissions of Oxides of Nitrogen from Combustion Equipment at Landfills

Board Member Kracov recused himself from this item due to his work for the California Waste & Recycling Association.

Michael Morris, Planning and Rules Manager, provided a summary on Proposed Rule 1150.3.

There were no Committee member or public comments.

Senator Delgado joined the meeting at [10:15 a.m.]

4. Community Emissions Reduction Plan for Southeast Los Angeles

Daniel Garcia, Planning and Rules Manager, presented an overview of the Southeast Los Angeles (SELA) Draft CERP which included the development timeline, background information on the community, a description of the CSC, the top air quality priorities identified by the CSC, and key actions to address each air quality priority.

Council Member Benoit thanked staff for their efforts into developing the CERP and mentioned that Board members have participated in many CSC meetings and expressed enthusiasm to see that the CERP development process was progressing.

Board Member Kracov mentioned that he and Council Member Mitchell participated in the previous SELA CSC meeting and acknowledged that there was broad support for the CERP. He thanked staff and CSC members for the time and dedication that they spent on developing the CERP. He stated that there was a broad consensus that this was a very good CERP.

Council Member Mitchell mentioned that she attended many of the SELA CSC meetings and commended staff for being excellent facilitators and for going out of their way to solicit feedback from the CSC to understand their concerns. She recommended that more Board members participate in the CSC meetings and encouraged more elected officials to become CSC members, since land-use issues are an important component to addressing many air quality problems.

Chris Chavez, Coalition for Clean Air, expressed appreciation to the staff for their efforts. He recognized and thanked Council Member Mitchell, Board Member Kracov, and Senator Delgado for their participation in many of the CSC meetings this year. Mr. Chavez mentioned that his organization, submitted comments on the SELA CERP which he distilled to four main points. First, emission reduction targets included in the CERP result in actual emission reductions. Second, South Coast AQMD to take an aggressive stand and ensure transportation electrification requirements as part of any I-710 freeway expansion plans to limit on-road diesel trucks. Third, he recommended that South Coast AQMD pursue concrete actions to study and reduce emissions and exposure to pollutants from the Exide battery recycling facility. Fourth, the CERP has an overreliance on incentives to achieve emission reductions and instead encourages South Coast AQMD to develop and strengthen rules and regulations, including the development of a strong Indirect Source Rule (ISR) for warehouses and railyards.

Board Member Kracov thanked Mr. Chavez and his organization for their efforts and participation in the AB 617 meetings and acknowledges his membership as a

CSC member in the Wilmington, Carson, West Long Beach AB 617 community. Board Member Krakov is pleased with the SELA CERP and he stated that it was incumbent upon South Coast AQMD to implement the CERP actions while acknowledging the difficulty in doing so. He is looking forward to working with all stakeholders to help realize the goals detailed in the CERP.

Council Member Mitchell recognized the importance of the Board adopting upcoming ISRs as major components of many AB 617 community' CERP implementation plans.

5. Community Emissions Reduction Plan for Eastern Coachella Valley

Daniel Garcia presented an overview of the Eastern Coachella Valley (ECV) Draft CERP which included the development timeline, background information on the community, a description of the CSC, the top air quality priorities identified by the CSC, and key actions to address each air quality priority.

Board Member Kracov acknowledged the difficulties during CERP development due to the pandemic, and recognized the time and effort of the CSC and staff, including the four charter working group meetings in July, the compressed timeline to develop the CERP, and the commitment to hold another meeting in the week of November 30. He recognized the AB 617 statutory requirement to adopt a CERP within one year of community selection (December 2020 for ECV), as well as the commitment of staff to refine the CERP actions in the first two quarters of 2021 and bring the CERP back to the Board for consideration by the second quarter of 2021. He noted that this next meeting with the CSC would help to narrow the specific list of issues that would be addressed in the first two quarters of 2021.

Maria "Conchita" Pozar, Resident of North Shore and ECV CSC member, acknowledged there were CSC discussions on air quality priorities one year ago and requested the concerns of the community be prioritized in the CERP. She emphasized that staff should listen to community input on concerns about the Salton Sea, pesticides, and fugitive road dust, including dust from off-roading activities. She also expressed concern regarding the quality of the data produced from deploying a low-cost sensor network.

Rebecca Zaragoza, Leadership Counsel for Justice and Accountability and ECV CSC member, acknowledged the contributions of the CSC, staff, and Board Member Kracov during the CERP development process. However, she asked that the Board not approve the plan and direct staff to incorporate the comments from the Joint-CSC comment letter submitted on November 13, 2020. Ms. Zaragoza felt that the process had not been community-led and was rushed, resulting in an incomplete and ineffective CERP. She stated the CSC would like to see actions to address emissions from off-roading, the Thermal Airport, the Thermal racetrack,

the freight train, and land use issues in the CERP. She also felt that the CERP should include quantifiable emission reduction strategies for all six Air Quality Priorities, actions to expand monitoring to identify toxic air contaminants and pesticides, and to improve upon the implementation timelines in the CERP. She requested that staff present a Resolution that states the CERP is incomplete and the development process is still ongoing. She stated that staff should outline the timeline for incorporating CSC comments into the CERP and there should be.

Patricia Leal-Gutierrez, Alianza Coachella Valley and ECV CSC Member, acknowledged the contributions of the CSC, staff, and Board Member Kracov during the CERP development process. She requested a resolution that states the CERP is incomplete and that development is still in progress, and to include a clear timeline and commitment to incorporate CSC comments in the first quarter 2021. An updated CERP that addresses and uplifts the community's concerns would make community members feel more comfortable and help build trust. The CERP should include emission reduction targets over time, outline the monitoring baseline and strategies, and address off-roading emissions. Lastly, she requested the CSC meet monthly in 2021.

Bea Gonzalez, Coachella Valley Unified School District and ECV CSC member, echoed the comments of the previous speakers. She also felt that the CERP is incomplete, the development process has not been community-led, and South Coast AQMD staff influenced CSC votes. She mentioned the joint-CSC comment letter and stated she was one of the CSC members who signed it. Ms. Gonzalez recognized and thanked Board Member Kracov for his participation in the CERP development process.

Ryan Sinclair, Loma Linda University and ECV CSC Member, expressed support for the previous speakers and the joint-CSC comment letter he signed. He requested that the resolution state that the CERP is incomplete and include a clear timeline for incorporating the comments and suggestions made in the letter. He acknowledged the contributions from Board Member Kracov, and the amount of work that staff put in to adapt the program to ECV.

Council Member Benoit asked Executive Officer Wayne Nastri to respond to public comments.

Mr. Nastri acknowledged the difficulties mentioned South Coast AQMD has more AB 617 communities than any other air district and suggested that the issues that have arisen in ECV are unique and may be due to the historical perspective. He also acknowledged the challenge that the virtual format had on this process and how it added to existing uncertainty and a lack of confidence. Mr. Nastri recognized the efforts of staff to listen to the community, be respectful and create a community-led

process. He cited the one-year statutory requirement for the CERP, and the added challenge when establishing the governance document took 6-7 months of this one-year period. Consequently, little time was left for CERP development. Mr. Nastri also ensured the Board and community that the intentions of staff are to continue to work with the community to improve air quality and public health. He stated that staff was revising the Draft CERP to address comments made by the CSC and would continue to work with the community to further refine the CERP actions so that another revised CERP would be brought to the Board for consideration in the second quarter of 2021.

Council Member Benoit stated that this is a community that he has been close to in his life, particularly when his late father was the Supervisor for this community. He noted that this community not only has many air quality issues, but also water quality and land use issues. He expressed his commitment to ensure that South Coast AQMD does everything we can to improve air quality. He encouraged staff to continue working with the community to address the community's requests, while understanding the statutory limitations.

Council Member Mitchell acknowledged the CSC and staff, the difficulties caused by the pandemic, and the distrust that the CSC feels towards staff. She recognized that the ECV is unique to other South Coast AQMD AB 617 communities but is similar to other AB 617 communities in the state, including areas impacted by PM10 and PM2.5. She also recognized the issue of the Salton Sea and pesticides and emphasized the importance of collaborating with land use agencies.

Council Member Mitchell asked staff what would happen if the CERP was not approved by the committee. Mr. Nastri clarified that the CERP is not approved by the South Coast AQMD Stationary Source Committee or the Board, rather it gets adopted by the South Coast Board and approved by the CARB Board. The CERP will be considered for approval by the CARB Board in 2021. He also acknowledged that the ECV community has many members with differing interests and stated that at the recent CSC meeting, a majority of the members present expressed support for the draft CERP with the inclusion of the CSC's comments.

Board Member Kracov asked if there would be a response to comments and revised CERP, which the community would have an opportunity to discuss before the Board meeting in December. Additionally, he asked about the timeline of further refining the CERP in early 2021. Mr. Nastri responded that a revised draft CERP would be released to the public on Tuesday November 24, 2020. He also stated that staff would continue to work with the CSC to establish more detailed timelines.

Senator Delgado asked if the ECV community had the same amount of time for CERP development as SELA. Mr. Nastri confirmed both communities had equal time to develop the CERP. She thanked the community in English and Spanish.

6. Regulatory Overview of Retail Mobile Fueling Operations

Susan Nakamura presented regulatory background information on retail mobile fueling operations and challenges as staff moves forward with rule development.

Council Member Benoit asked for the number of permits that have been issued for large mobile fueler trucks and requested confirmation that smaller mobile fueler trucks do not require permits. Ms. Nakamura responded that five permits have been issued for one business and confirmed that smaller mobile fueler trucks currently do not require a permit.

Supervisor Rutherford stated that mobile fueling would reduce traffic and overall emissions and has the potential to be a good business model that can help a lot of people. She also expressed appreciation for staff's continued efforts on rule development.

Council Member Mitchell stated that a mobile operator had contacted her about seven months ago and requested confirmation that there may be a number of mobile fuelers operating that staff is unaware of. Ms. Nakamura responded that staff is aware of non-retail companies, but it is difficult and challenging to know all the unpermitted mobile fueling companies. Staff is aware of some retail mobile fueling companies based on internet searches and newspaper articles.

Council Member Mitchell asked about the future availability of the component that is not being manufactured and what features on slide 6 are required under Rule 461. Ms. Nakamura stated that the mini jet pump is probably a year or two from being manufactured and CARB certified and explained that Rule 461 currently requires compliance with Phase I and Phase II vapor recovery. She clarified that tank surface reflectivity and insulation are part of the Phase II vapor recovery system.

Council Member Mitchell also inquired if there are any mobile fueling systems operating that are permitted and meet Phase I and Phase II requirements. Ms. Nakamura stated that there are almost 70 non-retail permitted mobile fuelers operating with the Hill-Vac system. Ms. Nakamura added that if the mini jet pump were available, we would be in a different situation.

Council Member Mitchell asked if this item was informational and if staff will continue to work on the rule and try to find a solution while the component is being manufactured. Ms. Nakamura stated that the preference would be to wait until the CARB certified equipment is available before allowing the operations, but the

operations are occurring now so South Coast AQMD needs to establish regulations in the interim. Ms. Nakamura commented that the issue is not unique to the South Coast AQMD and is being discussed at other agencies throughout the state, who are also taking an interest in our rulemaking efforts.

Bill LaMarr, California Small Business Alliance, spoke on behalf of the California Fuels and Convenience Alliance. He stated that the vast majority of their members are small business owners with many being family-owned businesses. is unsure if emissions are less or greater in the scenario where someone drives to a gas pump compared to if the gas pump drives to them. He noted that either way both vehicles are discharging fossil fuel emissions and mobile fuelers are more likely to run on diesel which would add to diesel emissions into communities. He mentioned one mobile fueling company has already received four Notices of Violation in the last few years for equipment and permit deficiencies. He requested that businesses which are competitive in the delivery and sale of the same product be held to the same, and not less, regulatory standards.

7. Update of the Flare Event Notification System

Michael Krause, Planning and Rules Manager, presented the new features recently updated in the Flare Event Notification System (FENS).

Council Member Benoit asked about the ability to add a visual of the plume on the public portal map. Mr. Krause acknowledged the availability of such technology but would need to ensure it would be compatible with the FENS platform.

Board Member Kracov asked about whether the records retrieved through FENS highlights any change in the frequency of flaring events at the refineries. Mr. Krause explained that the FENS records do not indicate an increase in flare events but help to provide insight into correlations between certain refinery activities and flaring events. In response to a request from Council Member Mitchell, staff will provide the link to the FENS portal.

WRITTEN REPORTS:

8. Monthly Update of Staff's Work with U.S. EPA on New Source Review Issues for the Transition of RECLAIM Facilities to a Command and Control Regulatory Program

The report was acknowledged by the Committee.

9. Notice of Violation Penalty Summary

The report was acknowledged by the Committee.

OTHER MATTERS:

10. Other Business

There was no other business.

11. Public Comment Period

David Rothbart, Los Angeles County Sanitation Districts, regarding Proposed Rule 1150.3 expressed appreciation for staff's efforts to work with stakeholders and for developing separate rules for biogas fueled combustion equipment.

12. Next Meeting Date

The next Stationary Source Committee meeting is scheduled for Friday, January 22, 2021.

Adjournment

The meeting was adjourned at 11:57 a.m.

Attachments

1. Attendance Record
2. Monthly Update of Staff's Work with U.S. EPA on New Source Review Issues for the Transition of RECLAIM Facilities to a Command and Control Regulatory Program
3. Notice of Violation Penalty Summary

ATTACHMENT 1

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
STATIONARY SOURCE COMMITTEE**

Attendance –November 20, 2020

Council Member Ben Benoit	South Coast AQMD Governing Board
Senator Vanessa Delgado (Ret.).....	South Coast AQMD Governing Board
Board Member Gideon Kracov	South Coast AQMD Governing Board
Council Member Judith Mitchell	South Coast AQMD Governing Board
Supervisor Janice Rutherford.....	South Coast AQMD Governing Board
Fred Minassian	Board Consultant (Mitchell)
Mark Taylor	Board Consultant (Rutherford)
Ross Zelen.....	Board Consultant (Kracov)
Karen Buckley.....	CARB
Chris Chavez	Coalition of Clean Air
Curtis Coleman.....	Southern California Air Quality Alliance
Frances Keeler.....	CCEEB
Bill LaMarr.....	California Small Business Alliance
Guo Quan Lim.....	CARB
Bridget McCann	Western States Petroleum Association
Dan McGivney	Southern California Gas Co
Noel Muyco.....	Southern California Gas Co
Liliana Nunez	CARB
David Rothbart	Los Angeles County Sanitation Districts
Patty Senecal	Western States Petroleum Association
Peter Whittingham.....	Whittingham Public Affairs Advisors
Jason Aspell	South Coast AQMD staff
Barbara Baird	South Coast AQMD staff
Naveen Berry.....	South Coast AQMD staff
Amir Dejbakhsh	South Coast AQMD staff
Philip Fine	South Coast AQMD staff
Daniel Garcia.....	South Coast AQMD staff
Jo Kay Ghosh	South Coast AQMD staff
Bayron Gilchrist	South Coast AQMD staff
Sheri Hanizavareh	South Coast AQMD staff
Mark Henninger	South Coast AQMD staff
Michael Krause.....	South Coast AQMD staff
Jason Low	South Coast AQMD staff
Terrence Mann	South Coast AQMD staff
Matt Miyasato	South Coast AQMD staff

ATTACHMENT 1

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
STATIONARY SOURCE COMMITTEE**

Attendance –November 20, 2020

Michael Morris South Coast AQMD staff
Ron Moskowitz South Coast AQMD staff
Susan Nakamura South Coast AQMD staff
Wayne Natri..... South Coast AQMD staff
Anthony Tang..... South Coast AQMD staff
Jill Whynot South Coast AQMD staff
Jillian Wong South Coast AQMD staff
Paul Wright South Coast AQMD staff

November 2020 Update on Work with U.S. EPA on New Source Review Issues for the RECLAIM Transition

At the October 5, 2018 Board meeting, the Board directed staff to provide the Stationary Source Committee with a monthly update of staff's work with U.S. EPA regarding resolving NSR issues for the transition of facilities from RECLAIM to a command and control regulatory structure. The table below summarizes key activities since the last report.

Item	Discussion
Video Conference with CARB – October 13, 2020	<ul style="list-style-type: none">• Discussed the Rule 2005 on-going RTC holding requirement• Discussed BACT requirements for secondary pollutants
Video Conference with EPA – October 29, 2020	<ul style="list-style-type: none">• Discussed BACT requirements for secondary pollutants• Discussed quantification of ERCs and offsets for future generation
Video Conference with CARB – October 29, 2020	<ul style="list-style-type: none">• Discussed quantification and surplus discount of ERCs
Video Conference with EPA – November 12, 2020	<ul style="list-style-type: none">• Follow-up discussions regarding BACT requirements for secondary pollutants and quantification for offset generation

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
General Counsel's Office**

Settlement Penalty Report (10/01/2020 - 10/31/2020)

Total Penalties

Civil Settlement : \$62,646.96
Criminal Referral Settlement : \$43,148.63
Hearing Board Settlement : \$25,000.00
MSPAP Settlement : \$7,800.00

Total Cash Settlements: \$138,595.59

Fiscal Year through 10/31/2020 Cash Total : \$3,460,907.59

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbrs	Total Settlement
Civil						
149179	A V PLATING, ANGEL SEDANO DBA	203	10/09/2020	WW	P66432	\$3,000.00
177941	APRO LLC DBA UNITED OIL #143	203	10/02/2020	BT	P64925	\$31,500.00
185861	BESTWAY FOODS	1415.1	10/09/2020	VT	P64838	\$340.00
17818	COACHELLA VALLEY WATER DIST(WPR 7)	201	10/02/2020	WW	P70102	\$13,406.96
9053	ENWAVE LOS ANGELES INC.	2012	10/02/2020	DH	P68654	\$9,500.00
800057	KINDER MORGAN LIQUIDS TERMINALS, LLC	3002(c)(1)	10/09/2020	VT	P60285	\$1,500.00
185894	QUANTUM FREIGHT	403	10/28/2020	SH	P63965	\$2,400.00
126919	QUIKRETE OF SOUTHERN CALIFORNIA	203(b)	10/09/2020	WW	P66798	\$1,000.00
Total Civil Settlements: \$62,646.96						
Criminal Referral						
188149	CHICAM LLC	40 CFR 61.145, 1403	10/21/2020	GC	P65401, P65402	\$20,659.00
187655	THE ROBERTS COMPANIES	40 CFR 61.145, 1403	10/15/2020	GC	P66295	\$21,304.05

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbrs	Total Settlement
97908	TRI SPAN INC	1403	10/21/2020	GV	P69418	\$1,185.58

Total Criminal Referral Settlements: \$43,148.63

Hearing Board

104234	SCAQMD v. Mission Foods	202, 203(b), 1153.1, 1303	10/28/2020	KCM	5400-4	\$25,000.00
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Total Hearing Board Settlements: \$25,000.00

MSPAP

148888	H B SHELL	461, H&S 41960.2	10/09/2020	TCF	P69860	\$1,500.00
36491	MILLIE & SEVERSON INC	403	10/09/2020	TCF	P59287	\$3,200.00
121252	REGENT AEROSPACE CORP	1171	10/09/2020	TCF	P65600	\$800.00
189259	STAYBRIDGE SUITES	222	10/09/2020	TCF	P63891	\$500.00
1625	UNION PACIFIC RAILROAD	203(b)	10/09/2020	TCF	P69371	\$800.00
139464	YUSEN TERMINALS LLC	461	10/09/2020	TCF	P50747	\$1,000.00

Total MSPAP Settlements: \$7,800.00

**SOUTH COAST AQMD'S RULES AND REGULATIONS INDEX
FOR OCTOBER 2020 PENALTY REPORT**

REGULATION II - PERMITS

- Rule 201 Permit to Construct
- Rule 202 Temporary Permit to Operate
- Rule 203 Permit to Operate
- Rule 222 Filing Requirements for Specific Emission Sources Not Requiring a Written Permit Pursuant to Regulation II

REGULATION IV - PROHIBITIONS

- Rule 403 Fugitive Dust
- Rule 461 Gasoline Transfer and Dispensing

REGULATION XI - SOURCE SPECIFIC STANDARDS

- Rule 1153.1 Emissions of Oxides of Nitrogen from Commercial Food Ovens
- Rule 1171 Solvent Cleaning Operations

REGULATION XIII - NEW SOURCE REVIEW

- Rule 1303 Requirements

REGULATION XIV - TOXICS

- Rule 1403 Asbestos Emissions from Demolition/Renovation Activities
- Rule 1415.1 Reduction of Refrigerant Emissions from Stationary Refrigeration Systems

REGULATION XX - REGIONAL CLEAN AIR INCENTIVES MARKET (RECLAIM)

- Rule 2012 Requirements for Monitoring, Reporting, and Recordkeeping for Oxides of Nitrogen (NOx) Emissions

REGULATION XXX - TITLE V PERMITS

- Rule 3002 Requirements for Title V Permits

CALIFORNIA HEALTH AND SAFETY CODE

- 41960.2 Gasoline Vapor Recovery

CODE OF FEDERAL REGULATIONS

- 40 CFR 61.145 Standard for demolition and renovation

[↑ Back to Agenda](#)

BOARD MEETING DATE: December 4, 2020

AGENDA NO. 24

REPORT: Technology Committee

SYNOPSIS: The Technology Committee held a meeting remotely on Friday, November 20, 2020. The following is a summary of the meeting.

RECOMMENDED ACTION:
Receive and file.

Joe Buscaino, Chair
Technology Committee

MMM:psc

Committee Members

Present: Council Member Joe Buscaino/Chair
Supervisor Lisa Bartlett
Board Member Gideon Kracov
Mayor Larry McCallon
Council Member Judith Mitchell
Council Member Carlos Rodriguez

Absent: None

Call to Order

Chair Buscaino called the meeting to order at 12:00 p.m.

ACTION ITEMS:

- 1. Execute Contracts for the Volkswagen Environmental Mitigation Trust Program – Combustion Freight and marine Projects Category**
In March 2020, the Program Announcement for the Volkswagen (VW) Environmental Mitigation Trust Program - Combustion Freight and Marine Projects category, with \$30 million in available funding, closed. The solicitation was largely undersubscribed primarily due to the lower incentive amounts, other competing programs in South Coast AQMD, and other programmatic

requirements, as specified in the court-approved Consent Decrees and CARB's Beneficiary Mitigation Plan. Based on review of eligible applications, staff is recommending awards for truck replacement and marine engine repower projects. This action is to execute contracts for the VW Program – Combustion Freight and Marine Projects Category.

Board Member Kracov announced he has a financial interest in Universal Waste Systems, Inc., which is materially affected by Item Number 1, and recused himself from participation in the item.

Council Member Buscaino left the meeting at 12:12 p.m. and Council Member Mitchell chaired the remainder of the meeting.

Council Member Rodriguez asked if the amount of NOx emission reductions is representative for South Coast AQMD relative to the statewide benefits. Staff explained the proportion of NOx reductions for the South Coast AQMD is consistent with historical percentages from other programs, including Moyer at 44 percent and Prop 1B at 55 percent.

Council Member Mitchell asked why the solicitation was undersubscribed and what will happen with the remaining funds. Staff explained the funding parameters in the Consent Decrees', which were finalized without any input from local air districts, are not consistent with other state incentive programs that offer higher amounts and that leveraging other state funds was not allowed. Prop 1B, for example, offers \$100,000 for a low NOx truck and the latest solicitation was recently released. Staff informed the committee of the on-going discussions with CARB staff on using a first-come, first-served approach and considering options for leveraging VW funds with other grants.

Mayor McCallon asked if the marine category was in San Diego or San Francisco. Staff confirmed the marine vessel engine repowering project is in San Diego.

Ranji George, a member of the public, commented that South Coast AQMD should set aside funds for zero emission technologies or divert the funds for near-zero trucks to natural gas school buses and that additional funds should be provided for hydrogen fuel cell vehicles.

Moved by McCallon; seconded by Bartlett; unanimously approved

Ayes: Bartlett, McCallon, Mitchell, Rodriguez

Abstain: Kracov

Noes: None

Absent: Buscaino

2. Recognize Funds, Execute and Amend Agreements for Installation and Maintenance of Air Filtration Systems, and Reimburse General Fund

As part of the Community Air Protection Program (CAPP) incentive funds, \$6,352,650 was approved to implement school air filtration projects in AB 617 communities. CARB has also requested South Coast AQMD administer two Supplemental Environmental Projects (SEPs) to install and maintain air filtration systems at schools and residences in Environmental Justice communities. These actions are to: 1) recognize up to \$17,600 and \$9,250 from CARB for two SEPs to install and maintain air filtration systems at schools and residences, and reimburse administrative costs, into the Air Filtration Fund (75); 2) execute contracts with IQAir North America to install air filtration systems in an amount up to \$6,352,650 from the Community Air Protection SB 856 Fund (77) and up to \$17,600 and \$9,250 from the Air Filtration Fund (75); 3) execute agreements with CARB and local school districts; 4) amend contracts to purchase additional filters using unspent administrative funds; and 5) reimburse the General Fund for administrative costs up to \$1,343 for the CARB SEPs.

Council Member Mitchell noted that she does not have a financial interest or conflict of interest but is required to identify for the record that she is a Board Member of CARB which is involved in this item.

Mayor McCallon inquired about the school selection and prioritization process and wanted to ensure equitable distribution between the three Year 1 AB 617 communities. Staff responded that the selection process was mainly by the Community Steering Committee (CSC) for each community and 10 schools will be funded in each *community*. Mayor McCallon also inquired about funding allocation to community centers. Staff informed the committee that the top 10 schools includes childcare and elementary schools, since the CSC priority was for the youngest children.

Council Member Mitchell asked staff to notify Board members in the AB 617 areas of schools anticipated to receive air filtration systems. Staff committed to providing *this information*.

Council Member Rodriguez asked about the selection process and if the school list can be revised. Staff emphasized that the school lists were prioritized by CSCs and the community ultimately decides on the plans and their implementation. *Only* the CARB Board can approve the plans developed by the CSC.

Council Member Mitchell further emphasized that the CARB Board's focus is on getting community input. The South Coast AQMD Board members can be part of the process by attending CSC meetings, but mostly the community participates in

the development of the plan and CARB and South Coast AQMD only implements the plan once it is developed.

Moved by McCallon; seconded by Rodriguez; unanimously approved.

Ayes: Bartlett, Kracov, McCallon, Mitchell, Rodriguez

Noes: None

Absent: Buscaino

3. Recognize Revenue and Execute Contracts for Electrification of Transport Refrigeration in Southern California Grocery Fleet

South Coast AQMD has been awarded up to \$2,240,721 from U.S. EPA to replace diesel transport refrigeration units (TRUs) with electrified TRUs and install supporting infrastructure with Albertsons Companies. These actions are to: 1) recognize revenue, upon receipt, of up to \$2,240,721 from the U.S. EPA FY20 Clean Diesel Funding Assistance Program into the Clean Fuels Program Fund (31) for electrification of transport refrigeration; 2) execute a contract with Albertsons Companies to replace diesel TRUs with electrified TRUs and install supporting infrastructure in an amount not to exceed \$2,170,975 from the Clean Fuels Program Fund (31); and 3) reimburse the General Fund up to \$69,746 from the Clean Fuels Program Fund (31) for administrative costs.

Mayor McCallon inquired about the NOx and PM emission reductions from the proposed project. Staff responded that annual emission reduction is estimated at 1.5 tons of PM2.5 and 13.5 tons of NOx per year.

Council Member Rodriguez inquired about the possibility of incorporating fuel cell technology and the role of the California Fuel Cell Partnership (CaFCP). Staff responded that the CaFCP is mostly focused on light-duty fuel cell vehicles and limited fuel cell manufacturers are looking at fuel cell powered TRUs since the market is currently small. The battery and hybrid electric powered TRUs are more cost-effective than fuel cells \, but staff will continue to explore potential fuel cells projects.

Ranji George, a member of the public, commented on the importance of fuel cell technology deployment in the trucking industry.

Moved by Bartlett; seconded by Rodriguez; unanimously approved.

Ayes: Bartlett, Kracov, McCallon, Mitchell, Rodriguez

Noes: None

Absent: Buscaino

OTHER MATTERS:

4. Other Business

There was no other business.

5. Public Comment Period

Ranji George, a member of the public, commented about Council Member Mitchell leaving South Coast AQMD and thanked her for her leadership.

6. Next Meeting Date

The next regular Technology Committee meeting is scheduled for Friday, December 18, 2020 at noon.

Adjournment

The meeting adjourned at 12:54 p.m.

Attachment

Attendance Record

ATTACHMENT

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
TECHNOLOGY COMMITTEE MEETING**

Attendance Record – November 20, 2020

Supervisor Lisa Bartlett South Coast AQMD Board Member
Council Member Joe Buscaino South Coast AQMD Board Member
Board Member Gideon Kracov South Coast AQMD Board Member
Mayor Larry McCallon South Coast AQMD Board Member
Council Member Judith Mitchell South Coast AQMD Board Member
Council Member Carlos Rodriguez South Coast AQMD Board Member

James Dinwiddie Board Consultant (Bartlett)
Matt Holder Board Consultant (Rodriguez)
Debra Mendelsohn Board Consultant (Rodriguez)
Fred Minassian Board Consultant (Mitchell)
Ross Zelen Board Consultant (Kracov)

Mark Abramowitz Public Member
Ranji George Public Member
Alex Van Houghton Public Member
Dan McGiveny SoCal Gas

Naveen Berry South Coast AQMD Staff
Penny Shaw Cedillo South Coast AQMD Staff
Philip Crabee South Coast AQMD Staff
Seungbum Ha South Coast AQMD Staff
Maryam Hajbabaei South Coast AQMD Staff
Sheri Hanizavareh South Coast AQMD Staff
Mark Henninger South Coast AQMD Staff
Joseph Impullitti South Coast AQMD Staff
Jason Low South Coast AQMD Staff
Matt Miyasato South Coast AQMD Staff
Ron Moskowitz South Coast AQMD Staff
Wayne Nastro South Coast AQMD Staff
Walter Shen South Coast AQMD Staff
Anthony Tang South Coast AQMD Staff
Veera Tyagi South Coast AQMD Staff
Alejandra Vega South Coast AQMD Staff
Donna Vernon South Coast AQMD Staff
Vicki White South Coast AQMD Staff
Jill Whynot South Coast AQMD Staff
Paul Wright South Coast AQMD Staff

BOARD MEETING DATE: December 4, 2020

AGENDA NO. 25

REPORT: Mobile Source Air Pollution Reduction Review Committee

SYNOPSIS: The Mobile Source Air Pollution Reduction Review Committee held a meeting remotely on Thursday, November 19, 2020. The following is a summary of the meeting.

RECOMMENDED ACTION:
Receive and file.

Ben Benoit
South Coast AQMD Representative
to MSRC

MMM:NB:CR:psc

Meeting Minutes Approved

The MSRC approved the minutes of the August 20 and September 17, 2020 meetings. The approved minutes are attached (*Attachment 1*).

Adoption of 2021 Meeting Schedule

The MSRC adopted its 2021 meeting schedule (*Attachment 2*). The MSRC will continue to meet on the third Thursday of every month at 2:00 p.m. Its Technical Advisory Committee (MSRC-TAC) will continue to meet on the first Thursday of every month at 1:30 p.m., except for the months of January and December which have been moved to the second Thursday because of holiday conflicts. Both the MSRC and the MSRC-TAC will be dark in July.

FYs 2014-16 Work Program

Transportation Control Measure Partnership Program

As part of the FYs 2014-16 Transportation Control Measure Partnership Program, the MSRC awarded the Los Angeles County Metropolitan Transportation Authority (Metro) \$2,500,000 towards the expansion of the Willowbrook/Rosa Parks Transit Station. In September, Metro requested an extension due to delays associated with removal of temporary access measures and unexpected requirements related to

stormwater release. The MSRC approved the extension at their October 15, 2020 meeting, but the contract modification process was not completed prior to the contract termination date. The MSRC considered and approved a twelve-month replacement contract in the amount of \$2,500,000 as part of the FYs 2014-16 Work Programs.

FYs 2016-18 Work Program

Design, Hosting and Maintenance of the MSRC Website

The recommendation to award a contract for long-term maintenance of the MSRC website has been delayed, and it is now anticipated that recommendation will be brought forward for the MSRC's consideration within the next two months. The current Contract #MS18003 with Geographics, which covers maintenance of the site, will terminate on February 20, 2021. In order to assure uninterrupted operation of the site pending successor selection and contract finalization, a four-month extension of Contract #MS18003 was recommended. The MSRC considered and approved a \$2,000 contract value increase and a four-month term extension.

FYs 2018-21 Work Program

Last Mile Program

The Last Mile component of the MSRC's Regional Goods Movement Program focuses on reducing emissions from transportation of goods following departure from distribution centers. SCAG proposed two phases of implementation. Phase I focuses on the procurement and commercial deployment of zero emission or near-zero emission heavy- and/or medium-duty on-road trucks with the potential for supporting infrastructure. Phase 2 would conduct robust outreach to expand Phase I projects and coordinate with both public and private sector stakeholders to deploy broader innovative technologies currently being demonstrated by leading last mile delivery companies, particularly in e-commerce use cases.

SCAG developed Program Guidelines for Phase I that include a geographic funding minimum of \$1,250,000 for each county within South Coast AQMD jurisdiction, a minimum 1:1 investment match for each project proposal, and a \$5,000,000 funding maximum per project. SCAG would next issue a Call for Projects in conformance with the Program Guidelines, review submitted proposals in conjunction with the Last Mile Subcommittee and MSRC-TAC and provide a recommended list of projects for final MSRC approval. SCAG would then oversee project implementation and provide evaluation and reports. The MSRC considered and approved SCAG's draft Program Guidelines & Call-for-Projects.

Contract Modification Requests

The MSRC considered seven contract modification requests and took the following actions:

- For the County of Los Angeles, Internal Services Department, Contract ML14030, which provided \$425,000 for Bicycle Racks, Outreach & Education, a seven-month no-cost term extension;
- For the City of Yucaipa, Contract #ML16057, which provided \$380,000 to implement “Complete Streets” pedestrian access project on county line road, a one-year no-cost term extension;
- For the City of Beaumont, Contract #ML18081, which provided \$31,870 to install EV charging infrastructure, substitution of three Level III charging stations for two Level II charging stations and a two-year term extension;
- For the County of Los Angeles Department of Public Works, Contract #ML14027, which provided \$500,000 to construct new CNG stations in Canyon Country and La Puente, reduce the number of time-fill hoses to be installed at the Canyon Country location from six to four, with a corresponding \$8,000 contract value reduction;
- For the Los Angeles Department of Water and Power (LADWP), Contract #ML16022, which provided \$360,000 to purchase 12 heavy-duty natural gas vehicles, reduce the number of vehicles from 12 to 8, with a corresponding \$120,000 contract value reduction and a two-year term extension;
- For the City of South Gate, Contract #ML18146, which provided \$127,400 to purchase five light-duty ZEVs and install EV charging infrastructure, substitute the installation of a Level III charging station for the installation of a Level II charging station at their corporate yard and a three-year term extension; and
- For the City of Riverside, Contract #ML18063, which provided \$383,610 to expand existing CNG stations, substitute the installation of an additional dual-hose CNG dispenser for the installation of a separate fueling island for Police Department at the Lincoln Avenue location, and substitute the installation of two additional CNG storage spheres for the installation of a dual-hose CNG dispenser at the Acorn Street location.

Received and Approved Final Reports

This month, the MSRC received and unanimously approved two final report summaries:

1. Riverside County Transportation Commission, #MS16124, which provided \$253,239.00 for extended freeway service patrols; and
2. City of San Bernardino, #MS18117, for expansion of existing CNG infrastructure.

Contracts Administrator's Report

The MSRC's AB 2766 Contracts Administrator provides a written status report on all open contracts from FY 2007-08 to the present. The Contracts Administrator's Report for September 24, 2020 through October 28, 2020 is attached (Attachment 3).

Attachments

Attachment 1 – Approved August 20 and September 17, 2020 Meeting Minutes

Attachment 2 – Adopted 2021 Meeting Schedule

Attachment 3 – September 24, 2020 through October 28, 2020 Contracts
Administrator's Report



**MOBILE SOURCE AIR POLLUTION REDUCTION REVIEW COMMITTEE
THURSDAY, AUGUST 20, 2020 MEETING MINUTES**
21865 Copley Drive, Diamond, Bar, CA 91765 - Conference Room CC-8

All participants attended the meeting remotely pursuant to Executive Orders N-25-20 and N-29-20

MEMBERS PRESENT:

(Chair) Larry McCallon, representing San Bernardino County Transportation Authority (SBCTA)
Ben Benoit, representing South Coast AQMD
Michael Carter (Alt.), representing California Air Resources Board (CARB)
John Dutrey, representing Regional Rideshare Agency
Ray Marquez (Alt.), representing Regional Rideshare Agency
Meghan Sahli-Wells (Alt.), representing Southern California Association of Governments (SCAG)
Tim Shaw, representing Orange County Transportation Authority (OCTA)
Steve Veres, representing Los Angeles County Metropolitan Transportation Authority (Metro)
Mark Yamarone (Alt.), representing Metro

MEMBERS ABSENT:

(Vice Chair) Brian Berkson, representing Riverside County Transportation Commission (RCTC)
Jack Kitowski, representing CARB

MSRC-TAC MEMBERS PRESENT:

Steven Lee, representing Metro
Rongsheng Luo, representing SCAG
Kelly Lynn, representing SBCTA
(MSRC-TAC Chair) AJ Marquez, representing Orange County Board of Supervisors
Nicole Soto, representing Regional Rideshare Agency
Scott Strelecki, representing SCAG
Derek Winters, representing CARB

OTHERS PRESENT:

Tricia Almiron
Rubin Aronin, Better World Group Advisors
Debra Ashby, South Coast AQMD
Michael Bolin
Harvey Eder
Lauren Dunlap
Lane Garcia, South Coast AQMD
Doe Girling
Carl Hansen
Frances Keeler
Jack Symington
Angela Thomas

SOUTH COAST AQMD STAFF & CONTRACTORS

Leah Alfaro, MSRC Contracts Assistant
Maria Allen, Secretary
Naveen Berry, Asst. Deputy Executive Officer
Penny Shaw Cedillo, MSRC Administrative Liaison
Ray Gorski, MSRC Technical Advisor-Contractor
Daphne Hsu, Senior Deputy District Counsel
John Kampa, Financial Analyst
Cynthia Ravenstein, MSRC Contracts Administrator
Paul Wright, Information Technology Specialist

CALL TO ORDER

- Call to Order

MSRC Chair Larry McCallon called the meeting to order at 2:02 p.m.

Roll call was taken at the start of the meeting. The following members and alternates were present: MICHAEL CARTER, JOHN DUTREY, LARRY MCCALLON, MEGHAN SAHLI-WELLS, TIM SHAW, STEVE VERES.

- Opening comments

MSRC Chair Larry McCallon introduced John Dutrey, Mayor of the City of Montclair, as a new member of the MSRC representing Regional Rideshare Agency. MSRC Member John Dutrey commented, I was a part of the MSRC back in the mid-90s, when I represented Council Member Leonard Paulitz who was a Governing Board Member and also on the MSRC. The MSRC was about 4 or 5 years old. I learned a lot from the group when I was attending both the Committee Board meetings and the MSRC-TAC meetings and am looking forward to representing Regional Rideshare as part of SBCTA. The MSRC does a lot of great things to assist in the reduction of mobile emissions and obviously we are playing a real big important part these days.

MSRC Alternate Meghan Sahli-Wells stated for the record that for Agenda Item #12, she does not have any financial interest, but is required to identify that she is a Regional Council Member for SCAG, which is involved in that item.

MSRC Member Tim Shaw stated for the record that for Agenda Items #11 and #12, he does not have any financial interest, but is required to identify that he is a City Council Member in the City of La Habra and an Alternate Regional Council Member for SCAG, which are involved in those items.

MSRC Chair Larry McCallon stated for the record that for Agenda Items #12 and #13, he does not have any financial interest, but is required to identify that he is a Governing Board Member for South Coast AQMD and Regional Council Member for SCAG, which are involved in those items.

MSRC Member John Dutrey stated for the record that for Agenda Item #12, he does not have any financial interest, but is required to identify that he is a member of the Transportation Committee for SCAG, which is involved in that item.

[MSRC Member Ben Benoit arrived at 2:08 p.m.]

MSRC Member Ben Benoit stated for the record that for Agenda Item #13, he does not have any financial interest, but is required to identify that he is a Governing Board Member for South Coast AQMD, which is involved in that item and that for Agenda Item #12, he does not have any financial interest, but is required to identify that he is on the SCAG Board, which is involved in that item.

CONSENT CALENDAR (Items 1 through 10)

Receive and Approve Items

Agenda Item #1 – Minutes for the January 16, 2020 MSRC Meeting

The minutes of the January 16, 2020 MSRC meeting were distributed at the meeting.

ON MOTION BY MSRC MEMBER STEVE VERES, AND SECONDED BY MSRC ALTERNATE MEGHAN SAHLI-WELLS, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #10, THE MSRC APPROVED THE JANUARY 16, 2020 MSRC MEETING MINUTES.

AYES: BENOIT, CARTER, DUTREY, MCCALLON, SAHLI-WELLS, SHAW, VERES. MSRC MEMBER JOHN DUTREY ABSTAINED.
NOES: NONE.

ACTION: Staff will include the January 16, 2020 MSRC meeting minutes in the MSRC Committee Report for the September 4, 2020 South Coast AQMD Board meeting and will place a copy on the MSRC's website.

Agenda Item #2 – MSRC Contracts Administrator's Report

The MSRC AB 2766 Contracts Administrator's Report for May 28 through July 29, 2020 was included in the agenda package.

ON MOTION BY MSRC MEMBER STEVE VERES, AND SECONDED BY MSRC ALTERNATE MEGHAN SAHLI-WELLS, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #10, THE MSRC UNANIMOUSLY VOTED TO RECEIVE AND FILE THE CONTRACTS ADMINISTRATOR'S REPORT FOR MAY 28 THROUGH JULY 29, 2020.

AYES: BENOIT, CARTER, DUTREY, MCCALLON, SAHLI-WELLS, SHAW, VERES.
NOES: NONE.

ACTION: Staff will include the MSRC Contracts Administrator's Report in the MSRC Committee Report for the September 4, 2020 South Coast AQMD Board meeting.

Agenda Item #3 – Financial Report on AB 2766 Discretionary Fund

A financial report on the AB 2766 Discretionary Fund for July 2020 was included in the agenda package.

ON MOTION BY MSRC MEMBER STEVE VERES, AND SECONDED BY MSRC ALTERNATE MEGHAN SAHLI-WELLS, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #10, THE MSRC UNANIMOUSLY VOTED TO RECEIVE AND FILE THE FINANCIAL REPORT FOR THE PERIOD ENDING JULY 2020.
AYES: BENOIT, CARTER, DUTREY, MCCALLON, SAHLI-WELLS, SHAW, VERES.
NOES: NONE.

ACTION: No further action is required.

For Approval – As Recommended

Agenda Item #4 – Consider Modified Alignment and Four-Year Term Extension for the Riverside County Regional Park and Open Space District, Contract #ML14021 (\$250,000 – Bicycle Trail Improvements)

The Park and Open Space District requests approval to return the bikeway to its originally proposed alignment because the alignment currently specified in the contract has been determined to have insurmountable conflicts in users and ownership. The County further requests a four-year term extension to allow for completion of Southern California Edison's Riverside Transmission Reliability Project (RTRP). Power lines are planned in the immediate vicinity of the trail, meaning that the trail would be subject to damage/removal should it be constructed prior to completion of the RTRP.

ON MOTION BY MSRC MEMBER STEVE VERES, AND SECONDED BY MSRC ALTERNATE MEGHAN SAHLI-WELLS, MSRC UNANIMOUSLY VOTED TO APPROVE A MODIFIED ALIGNMENT AND FOUR-YEAR TERM EXTENSION FOR THE RIVERSIDE COUNTY REGIONAL PARK AND OPEN SPACE DISTRICT, CONTRACT #ML14021.
AYES: BENOIT, CARTER, DUTREY, MCCALLON, SAHLI-WELLS, SHAW, VERES.
NOES: NONE.

ACTION: MSRC Staff will amend the above contract accordingly.

Agenda Item #5 – Consider Six-Month Term Extension for the County of Los Angeles, Contract #ML14023 (\$230,000 – Maintenance Facility Modifications in Westchester)

The County requests a six-month contract term extension to allow them to carry out their public outreach plan.

ON MOTION BY MSRC MEMBER STEVE VERES, AND SECONDED BY MSRC ALTERNATE MEGHAN SAHLI-WELLS, MSRC UNANIMOUSLY VOTED TO APPROVE A SIX-MONTH TERM EXTENSION FOR THE COUNTY OF LOS ANGELES, CONTRACT #ML14023.

AYES: BENOIT, CARTER, DUTREY, MCCALLON, SAHLI-WELLS, SHAW, VERES.

NOES: NONE.

ACTION: MSRC Staff will amend the above contract accordingly.

Agenda Item #6 – Consider One-Year Term Extension for the County of Los Angeles, Contract #ML14024 (\$230,000 – Maintenance Facility Modifications in Baldwin Park)

The County requests a one-year contract term extension due to delays with the contractor over fee negotiations, acquisition/delivery of materials due to the COVID- 19 situation, and travel restrictions to California that prevented the contractor from conducting the system start-up, testing, and training.

ON MOTION BY MSRC MEMBER STEVE VERES, AND SECONDED BY MSRC ALTERNATE MEGHAN SAHLI-WELLS, MSRC UNANIMOUSLY VOTED TO APPROVE A ONE-YEAR TERM EXTENSION FOR THE COUNTY OF LOS ANGELES, CONTRACT #ML1402.

AYES: BENOIT, CARTER, DUTREY, MCCALLON, SAHLI-WELLS, SHAW, VERES.

NOES: NONE.

ACTION: MSRC Staff will amend the above contract accordingly.

Agenda Item #7 – Consider One-Year Term Extension for the County of Los Angeles, Contract #ML14097 (\$104,400 – Install Electric Vehicle Charging Infrastructure)

The County requests a one-year contract term extension due to delays associated with the COVID-19 situation.

ON MOTION BY MSRC MEMBER STEVE VERES, AND SECONDED BY MSRC ALTERNATE MEGHAN SAHLI-WELLS, MSRC UNANIMOUSLY VOTED TO APPROVE A ONE-YEAR TERM EXTENSION FOR THE COUNTY OF LOS ANGELES, CONTRACT #ML14097.

AYES: BENOIT, CARTER, DUTREY, MCCALLON, SAHLI-WELLS, SHAW, VERES.

NOES: NONE.

ACTION: MSRC Staff will amend the above contract accordingly.

Agenda Item #8 – Consider Six-Month Term Extension for the City of Rancho Cucamonga, Contract #ML16052 (\$315,576 – Install Two Class I Bikeways)

The City requests a six-month contract term extension due to delays associated with limited staff resources.

ON MOTION BY MSRC MEMBER STEVE VERES, AND SECONDED BY MSRC ALTERNATE MEGHAN SAHLI-WELLS, MSRC UNANIMOUSLY VOTED TO APPROVE A SIX-MONTH TERM EXTENSION FOR THE CITY OF RANCHO CUCAMONGA, CONTRACT #ML16052.

AYES: BENOIT, CARTER, DUTREY, MCCALLON, SAHLI-WELLS, SHAW, VERES.

NOES: NONE.

ACTION: MSRC Staff will amend the above contract accordingly.

Agenda Item #9 – Consider Modified Statement of Work and Three-Year Term Extension for the City of Rialto, Contract #ML16077 (\$463,216 – Implement Pedestrian Improvements and Bike Sharing)

The City of Rialto requests to modify some of the terms of the contract to reflect advances in the market and technology now used to provide bike sharing services. The

City also requests a three-year term extension to allow them to pursue additional funding through the Clean Mobility Options Voucher Pilot Program. If successful in securing this funding, they also propose to extend the minimum operational period for the bike sharing element to five years.

ON MOTION BY MSRC MEMBER STEVE VERES, AND SECONDED BY MSRC ALTERNATE MEGHAN SAHLI-WELLS, MSRC UNANIMOUSLY VOTED TO APPROVE A MODIFIED STATEMENT OF WORK AND THREE-YEAR TERM EXTENSION FOR THE CITY OF RIALTO, CONTRACT #ML16077.

AYES: BENOIT, CARTER, DUTREY, MCCALLON, SAHLI-WELLS, SHAW, VERES.

NOES: NONE.

ACTION: MSRC Staff will amend the above contract accordingly.

Agenda Item #10 – Consider Station Relocation and One-Year Term Extension for the Regents of the University of California (UCI), Contract #MS18175 (\$1,000,000 – Expansion of Existing Hydrogen Station)

UCI requests to relocate the hydrogen station because the current location has been selected for a hospital. Their administration has identified a site in the vicinity with enhanced accessibility and visibility. UCI would cover the relocation costs. Due to the time necessary for relocation, UCI requests a one-year term extension.

ON MOTION BY MSRC MEMBER STEVE VERES, AND SECONDED BY MSRC ALTERNATE MEGHAN SAHLI-WELLS, MSRC UNANIMOUSLY VOTED TO APPROVE A STATION RELOCATION AND ONE-YEAR TERM EXTENSION FOR THE REGENTS OF THE UNIVERSITY OF CALIFORNIA (UCI), CONTRACT #MS18175.

AYES: BENOIT, CARTER, DUTREY, MCCALLON, SAHLI-WELLS, SHAW, VERES.

NOES: NONE.

ACTION: The station relocation will be placed on the September 4, 2020 South Coast AQMD Governing Board agenda for approval.

ACTION CALENDAR (Item 11 through 17)**FYs 2018-21 WORK PROGRAM****Agenda Item #11 – Consider Substitution of One Dual-Port Level II and One Level III Charging Station for Two Dual-Port Level II Charging Stations for the City of La Habra, Contract #ML18143 (\$80,700 – Install Two EV Charging Stations)**

Cynthia Ravenstein, MSRC Contracts Administrator, reported this request comes from the City of La Habra. They were awarded funding from the MSRC in the amount of \$80,700 to install two publicly accessible, dual-port, Level II EV charging stations. The City is proposing instead of two Level II charging stations, each of which would have had two ports, to install one Level II station and one Level III charging station. This would actually provide one fewer charging ports, but the Level III charging station charges vehicles a lot more quickly. So, there is a strong argument that it would be equal to or better than the two Level II charging stations. The MSRC-TAC recommends approval of the request. There was some discussion that since the MSRC has seen some other requests recently which involved substituting Level III for Level II that involved proprietary technology that might not be usable by all vehicles, the MSRC-TAC wanted to be sure that there was consistency in what the MSRC was approving. The MSRC-TAC recommended that there be a contingency on this approval that the Level III charging station be of a non-proprietary technology. Basically that would mean that it would be a kind of technology that the vast majority of vehicles would either be able to use, or be able to buy a converter to use, as opposed to something like a Tesla Supercharger, which is only usable by Teslas. That is the MSRC-TAC's recommendation. This contingency was communicated to the City. They did not express any concerns with it.

MSRC Chair Larry McCallon commented, in our City we put in three Level IIIs and I have a Tesla, so I had to go buy the adapter so I could use them. Ms. Ravenstein commented, it is possible for you to get an adapter, whereas the other way around, it is not possible.

ON MOTION BY MSRC MEMBER BEN BENOIT, AND SECONDED BY MSRC MEMBER JOHN DUTREY, MSRC UNANIMOUSLY VOTED TO APPROVE WITH THE CONTINGENCY THAT MSRC FUNDS ONLY BE USED FOR NON-PROPRIETARY EVSE PROJECT COMPONENTS.

AYES: BENOIT, CARTER, DUTREY, MCCALLON, SAHLI-WELLS, SHAW, VERES.

NOES: NONE.

ACTION: MSRC Staff will amend the above contract accordingly.

Agenda Item #12 – Consider Proposed Contract with Southern California Association of Governments (SCAG) to Implement Last Mile Component of MSRC Goods Movement Program

Cynthia Ravenstein, MSRC Contracts Administrator, reported this request is following up from a proposal that came forward back in May. SCAG had proposed that they could implement the Last Mile component of the MSRC's Regional Goods Movement Program and the MSRC authorized SCAG to submit a sole source proposal to do that. But the MSRC wanted to have a more detailed scope of how the SCAG would implement that. An initial response was brought to the MSRC-TAC in June, but they still needed more definition. That went through several iterations with MSRC-TAC's Last Mile Subcommittee. The MSRC-TAC feels that it is now ready to be brought forward to you for your approval. Mr. Scott Stelecki from SCAG will present more detail.

MSRC-TAC Alternate Scott Strelecki reported, just to reiterate, we are proposing to serve as a lead for the Last Mile component. This has established a two-phased approach. Phase One is looking to implement a call for projects focusing on the purchase and commercial deployment of zero and near-zero emission heavy- or medium-duty on-road trucks as well as considering the equipment and / or infrastructure that supports those vehicles. Phase Two is looking to further expand upon this Phase One project commercial deployment and coordinate with public and private sector stakeholders to deploy broader innovative technologies which are currently being demonstrated by leading last mile delivery companies, especially as these things relate to e-commerce.

As part of the Last Mile Subcommittee we thought it would be prudent to get a sense of what we are doing to create a program approach. We focused on three core areas. We have an investment thesis, the investment impacts and investment targets. So, within the thesis we laid it out in a few different areas. One area is: the right problem at the right time. Everyone is aware there has been a rapid increase in expectations for commercial vehicle production. That goes from Class 8 trucks, delivery vans and lower level commercial, all the way down to a construction pickup truck. In the 2022, 2023, and 2024 timeframe companies are going to really look to start ramping up production. We are right at the cusp of the right time for these types of commercial deployments. With respect to the critical barriers, there is a public-private aspect here where we really want to focus on the benefits, the challenges, and the impacts from the return on investment perspective for the private players. But at the same time there are a lot of public impacts and relationships as we look at interrelationships between how you scale near-zero or zero emission vehicles, equipment, and infrastructure in relation to that. Measuring success, we are interested in how we can get further emission reductions. But at the same time, we really want to better understand how these vehicles operate in the transportation environment and all the connections between vehicles, equipment, infrastructure, etc. For investment impacts, we laid out some questions related to what we could expect for long-term potential benefits for air quality, as well as the economy, as both are important to consider. Looking at the Last Mile industry, how could cost reductions for the private

sector be achieved long-term? We are really trying to get at some of those issues for public/private and at the same time from a more transformative perspective. This program could be a leader for our region and even on a state or national level. Could we set the tone for what the future could begin to look like? Lastly, on the investment targets, these were specific things that we felt we needed to have some clear guidance on. The program approach was really meant to set the tone of what we were looking to achieve, how would we achieve that, and how could this directly feed into the statement of work. The structure of the statement of work is broken down into four tasks with the first task being the development of the program guidelines and the issuance of a call for projects, followed by screening and selection process for the projects, then getting to project implementation, and then ultimately evaluation, monitoring and reporting.

We really tried to enhance the details which were requested at the prior MRSC meeting. We have the overarching expectations where the contractor shall work directly with the MSRC's Last Mile Subcommittee, MSRC-TAC and Board, discussed developing the Program Guidelines, and ensuring there is a recommendation from the MSRC-TAC on the Guidelines before they ultimately will be approved by the MSRC Board. That all has to occur before a Call for Projects will be issued. We have laid out how we have organized the information that we have discussed to date through the Last Mile Subcommittee, adding a substantial amount of detail to better inform the decision to approve this item. We had further dialogue on how we begin to frame these program guidelines, what the important things are to consider and that need to be a part of the discussion before a recommendation. That led to the focus of geographic funding minimums within the four-county area of the South Coast Air Quality Management District, an investment match of one-to-one, as well as funding minimums and maximums. The funding minimum for small to medium-sized businesses was primarily focused on the consideration that while we have a high expectation we will receive interest from some of the larger last mile delivery companies that are operating, at the same time we wanted to ensure that there was an opportunity for small to medium-sized businesses as part of that process. At the same time, we recognize that there could be a company that could potentially meet the overall coverage of the four-county area. So, we put in a maximum per project as well. The geographic funding minimum amounts were \$1.25 million per county. The minimum funding for small and midsize business was \$3 million and the maximum per project was set at \$5 million. And again, this is out of a \$10 million total amount.

For the fleet and infrastructure components, we felt it was very important to add specification regarding the number of zero emission or near-zero vehicles that would be procured. The potential to convert additional vehicles, as well as considerations for regional fueling or charging hub depots, grid integration of that technology, etc. were also important. We also need to consider how the load could affect the peak times of the system. Other areas in that section were focused on data considerations, this ranged from the actual vehicles and infrastructure, vehicle miles traveled, emissions information, origin/destination, etc. A couple other items considered were potentially to require

procurement and purchase orders within a set time frame to ensure timeliness once projects were selected. We could move forward in a manner towards implementation and monitoring that would be beneficial for the program, as well as looking at other lead times as things could be impacted by the CEQA process, building permits etc., on the infrastructure side. For project expectations, we discussed different considerations obviously from a holistic perspective of the project, clearly designating what type of technologies would be used, what's being provided as part of the application and for the program funds, which would be supported between vehicles and equipment versus infrastructure. We would want to see any relationships between utility companies that would require letters of intent, as well as looking at further delineating project screening and selection criteria. That is something that we would have further dialogue on and develop as part of the Program Guidelines. Looking at other areas such as anticipated drive cycles of operators, routes, those are examples of more detailed things that would need to be clear as part of the proposals. As part of that development of the Program Guidelines and ultimately putting out a Call for Projects, coordination would be sought with the MSRC Last Mile Subcommittee and MSRC-TAC to review, discuss and screen the project proposals. A recommendation from the MSRC-TAC would be provided for consideration to the MSRC Board and the Board would have final approval of the selection of projects.

For project implementation, this would be where SCAG, as implementer, would enter into memorandum of understanding (MOU) agreements to establish the implementation process including targets and expectations as a direct outcome from the program guidelines. That process would involve the proposed MOU template language being provided and discussed through the Last Mile Subcommittee prior to the issuance of those MOUs to ensure consistency of expectations. Afterward, SCAG would be responsible for ensuring all project elements are implemented in accordance with MOUs, including oversight and coordination with all project stakeholders. For evaluation and reporting, we would have regular progress reports summarizing the results to date including tasks completed, any issues or challenges encountered, resolutions implemented and other progress items. We will perform an evaluation of the project implementation and as part of that both an interim and final report would be provided. As part of the interim and final reports, we would summarize actions taken to implement the plan, identify any obstacles and how solutions were generated and discuss success of each project implementation and the overall plan. We would be focusing on the emission reduction results, any replication potential across the region, opportunities for further refinement, etc. As part of that we feel it would be very valuable to have recommendations of strategies for wide-scale adoption.

Our initial draft schedule is based on the tasks as they have been laid out. We are at the August 20th MSRC Board meeting. We would expect after that for the contract to be awarded; that would occur for the South Coast AQMD in September. We could quickly after action today, continue the process of working with the Last Mile Subcommittee to get to a point of drafting the Program Guidelines and have an opportunity to bring that

back through the MSRC process in October. Then we could have a Call for Projects issued as early as November. We would later in the year look towards the screening and selection of projects with approval occurring early next year. Following on, we would be walking through the MOU process and getting towards project implementation in the spring and having that run through the summer of the following year, with all of the progress updates and interim and final reporting occurring over the course of that time towards the end of next year. I will say that we do recognize that as we get closer to some of the holiday times there could be some impacts. So we do recognize that there could be some adjustments that need to be made and we also feel this is a fairly aggressive approach right now, but we're fully well prepared to deal with any need to make adjustments.

MSRC Chair Larry McCallon commented, is it realistic to project that South Coast AQMD would issue a contract in September? Ms. Ravenstein replied, he might be referring to the award. I do not think that they would actually be able to enter into the contract in September. Mr. McCallon commented, the award of the contract to SCAG? Ms. Ravenstein replied, if the MSRC were to approve it today.

MSRC Alternate Meghan Sahli-Wells commented, as you can see SCAG has worked really closely with the MSRC Last Mile Subcommittee and the MSRC-TAC because there had been some questions and details to fill in. From the presentation you can see how much they have developed over the last couple of months. This is just a great opportunity for us to partner together to leverage our resources to really move on what all of our goals are to reduce the pollutants that are choking us in this region and that we're tasked with addressing. This is really an exciting opportunity for us to be a leader. SCAG is really eager to work with you. We wanted to especially thank the hard work of the Last Mile Subcommittee, the MSRC-TAC and MSRC staff, especially Ray and Cynthia for their feedback and collaboration on this proposal. We want to thank all of you for considering this refined and very detailed proposal and hope to get your approval today.

MSRC Member John Dutrey commented, just to clarify, the MOU with the vendors who submit proposals, that is approved by MSRC not SCAG? Final approval is the MSRC Board? Ms. Ravenstein replied, the MSRC has to approve the contract with SCAG. Then the MSRC is going to approve what the projects are. But the actual MOUs for those projects will be between SCAG and the project proponents. The individual MOUs will not be brought to the MSRC under this proposal.

Ray Gorski, MSRC Technical Advisor commented, this was a very good process. We listen to the initial comments from the MSRC. We brought it back through the committee process. There was a lot of collaborative effort over several meetings to ensure that all the stakeholders had their voices heard, but more importantly bring something to you today, which we feel has been fully vetted and has sufficient detail to hit the ground running upon your consideration and approval. It took a little longer than we had initially thought but it is one of those situations where we wanted it right as opposed to right away.

Mr. McCallon commented, I would like to echo Meghan's comments about thanking everyone involved in this process. I know it has been arduous to put together and I thank SCAG for bringing it forward. It looks to be an exciting program and I am looking forward to it. This is one area where we need a solution. The Last Mile area is something that needs to be worked on very quickly.

ON MOTION BY MSRC MEMBER BEN BENOIT, AND SECONDED BY MSRC MEMBER STEVE VERES, MSRC UNANIMOUSLY VOTED TO APPROVE A PROPOSED CONTRACT WITH SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS IN AN AMOUNT NOT TO EXCEED \$10,000,000 TO IMPLEMENT THE LAST MILE COMPONENT OF MSRC GOODS MOVEMENT PROGRAM.

AYES: BENOIT, CARTER, DUTREY, MCCALLON, SAHLI-WELLS, SHAW, VERES.

NOES: NONE.

ACTION: This item will be considered by the South Coast AQMD Board at its meeting on September 4, 2020.

Agenda Item #13 – Consider Reallocation of \$3,000,000 from Implementation of South Coast AQMD Market Acceleration Program to South Coast AQMD Trade Down Program

Cynthia Ravenstein, MSRC Contracts Administrator, reported back in November the MSRC allocated \$4 million to partner with South Coast AQMD to implement a Market Acceleration Program. The focus of this program is to target trucks, trying to get early deployment of near zero emission natural gas trucks. This program had two kinds of transactions that it was trying to go after: (1) a more simple transaction where you're having somebody that's going to purchase a new near zero truck and they're going to scrap an old truck, and (2) then there is a little bit more complicated approach sometimes called a trade down approach. That would involve two different parties and three trucks. After the MSRC allocated the funding, South Coast AQMD has decided that they want to split the two parts of this program. The simpler incentive part, as coordinated by Clean Energy, would be handled by them. And then South Coast AQMD wants to handle the trade down approach and focus on the two-party transactions. They are asking, of the \$4 million that the MSRC originally allocated, to take \$3 million and reallocate it to this Trade Down Program.

Naveen Berry, Assistant Deputy Executive Officer, commented that the Trade Down Program is really focusing on having a vehicle available to the independent owner operator. What we are trying to do is set up a system similar to what we have been doing under the Voucher Incentive Program (VIP) that is focused on the small independent

owner/operators. A large fleet can afford to get a truck for \$175,000, or actually on average with the sales tax and the excise tax it's about \$180,000 per truck, and they would be incentivized up to \$100,000. We would utilize some of those funds from the South Coast AQMD grant, as well as from the MSRC cost-share, and then buy down for the small independent owner/operator the truck that they can get from the larger fleet. What we have learned is a larger fleet typically has 2014 or newer trucks in their fleet. This way an independent owner/operator can scrap a pre-2010 truck, get a 2014 truck for about \$10,000 out of pocket cost, and continue providing that independent drayage service that they have been doing for a long time. One of the reasons why the South Coast AQMD is very interested in this is that the Truck and Bus regulation is coming in and pre-2010 trucks will be completely phased out by 2023. Our goal is to try to help the independent owner/operator continue to have those trucks be available. The other aspect we are setting up is the dealers that we have been working with under VIP will actually help us coordinate between a larger fleet, that can acquire a new truck, and then have that newer used truck be available to the independent owner/operator. They are going to help us initially set up the system. Our goal is to grow that approach, not just for this trade down pilot concept but also work with CARB possibly to see if that can be incorporated into the Carl Moyer Program or to work with the Ports when their rate program is implemented to see how we can use this to accelerate that truck turnover, especially for independent owner/operators.

MSRC Alternate Michael Carter commented, how was the \$3 million versus \$1 million split determined? Mr. Berry replied, that was based on MSRC staff discussing it with our staff. But what we are doing is a million dollars for the Market Acceleration Program, which was an award that was made to Clean Energy from the South Coast AQMD a couple of years ago. That will be focusing on turning over trucks with larger fleets. But in that approach that larger fleet will actually acquire an older truck from the independent owner/operator. Then the larger fleet would have the brand-new truck, the truck with an engine certified at .02 g/bhp-hr NO_x or below, as well as the 2014 truck for example. They would acquire a pre-2010 truck from an independent owner/operator. South Coast AQMD believes that a million-dollar cost share from the MSRC will help us implement that program fairly rapidly. But we also are requesting that the \$3 million dollars allocation for the Trade Down Program be available so that independent owner/operators can continue to have that benefit. So that is how that split was made.

MSRC Member John Dutrey asked, how many trucks? Mr. Berry replied that it depends on the cumulative funding. Initially we were looking at leveraging funds from the state's HVIP Program as well. Unfortunately, that is oversubscribed. We are looking at about \$135,000 total per truck that will be incentivized as a result of South Coast AQMD funds and MSRC funds.

**ON MOTION BY MSRC MEMBER JOHN DUTREY, AND SECONDED
BY MSRC MEMBER TIM SHAW, MSRC UNANIMOUSLY VOTED
TO REALLOCATE \$3,000,000 FROM IMPLEMENTATION OF SOUTH**

COAST AQMD MARKET ACCELERATION PROGRAM TO SOUTH
COAST AQMD TRADE DOWN PROGRAM.

AYES: BENOIT, CARTER, DUTREY, MCCALLON, SAHLI-WELLS, SHAW,
VERES.

NOES: NONE.

ACTION: This item will be considered by the South Coast AQMD Board at its
September 4, 2020 meeting.

**Agenda Item #14 – Consider RFP for MSRC Website Hosting and Maintenance
Services**

Cynthia Ravenstein, MSRC Contracts Administrator, reported the contract for maintaining and hosting the MSRC website is due to terminate in February. In June, the MSRC authorized the development of a RFP to solicit a firm to continue hosting and maintenance of the MSRC website. This has been prepared and is recommended for approval. It has also been reviewed by South Coast AQMD's Information Management staff. It is seeking somebody to continue hosting and maintenance and do minor modifications to the website, not looking for a major revamp at this time. There is not a set funding amount for the work but the cost that is proposed is one of the major elements of the evaluation.

MSRC Alternate Meghan Sahli-Wells commented regarding keeping the minutes updated on the website, which is kind of a parallel issue, but I wanted to make sure that we were able to do that. Especially when we have new members come on, it is always good to familiarize yourself with the votes. So just another plug for making sure that happens especially as we have this opportunity of updating.

ON MOTION BY MSRC ALTERNATE MEGHAN SAHLI-WELLS,
AND SECONDED BY MSRC MEMBER JOHN DUTREY, MSRC
UNANIMOUSLY VOTED TO APPROVE RFP FOR MSRC WEBSITE
HOSTING AND MAINTENANCE SERVICES.

AYES: BENOIT, CARTER, DUTREY, MCCALLON, SAHLI-WELLS, SHAW,
VERES.

NOES: NONE.

ACTION: This item will be considered by the South Coast AQMD Board at its meeting
on September 4, 2020.

Agenda Item #15 – Consider Proposed Outreach Strategy Developed as Part of Programmatic Outreach Services under Contract #MS21002

[This item was deferred until the September Meeting].

Agenda Item #16 – Consider Reallocation of Dodger Stadium Express Funding to Future Baseball Seasons and Modification of Major Event Center Work Program by Los Angeles County Metropolitan Transportation Authority (Metro), Contract #MS21004 (proposed) (\$2,188,899 – Clean Fuel Bus Service to Dodger Stadium)

Cynthia Ravenstein, MSRC Contracts Administrator, reported that as part of the Major Event Center Work Program the MSRC awarded Metro \$2,188,899 to provide special bus service to Dodger Stadium for the 2020 and 2021 baseball seasons. A proposed contract was prepared to effectuate that award. The contract was being circulated through internal reviews. Then at the beginning of the COVID-19 pandemic, there was a freeze in Major League Baseball games and it finally happened that they decided to have a truncated 2020 season but to not have any fans in attendance. Without having any fans coming to the baseball stadium, it was evident that there was not any need to have bus service provided to the stadium. Preparations were underway to modify the proposed contract and have it cover only the 2021 baseball season. This information was communicated to Metro, but the contract had not yet been sent to them. As the result of receiving this information, Metro requested that any unused funds from modified baseball seasons be reallocated to future baseball seasons. They also requested that the MSRC modify the Major Event Center Program as necessary to allow that to happen. There is a provision in the Major Event Center Transportation Program Announcement that says that all the events that receive funding under that Program Announcement have to be held no later than December 31, 2021. This provision created an issue with being able to reallocate funding beyond 2021. Staff sought guidance from counsel concerning whether it would be possible for the MSRC to authorize a modification which didn't comply with that provision. It was confirmed that would not be possible for the MSRC to do that, without having some kind of a change in the program itself. Metro's request was brought before the MSRC-TAC. The MSRC-TAC is recommending that the Program Announcement be modified to extend the end date by which events could occur to December 31, 2022, to give one more year for those events to happen. This Program Announcement is still open at this time, and still accepting applications through March 30, 2021. It would be a modification of the open Program Announcement. The MSRC-TAC further recommended that the MSRC reallocate the funding for Metro from 2020 and 2021 to 2021 and 2022, in order to address the fact that this 2020 season was not something that required transportation services, and no one could have envisioned it. Those are the recommendations coming forward from the MSRC-TAC. It does not change the date by which people would submit applications, only the date that events could occur. And then specific to Metro, it would reallocate the funding so that they could use it in 2021 and 2022 instead of 2020 and 2021.

MSRC Member Tim Shaw commented, am I correct that the Dodgers were going to do quite a bit of work in the parking lot, the flow of traffic in and around the stadium? What does that possibly portend for the ridership of on this service? MSRC Member Steve Veres replied, the improvements this year were for the stadium, they actually invested quite a bit in the fan experience, including where fans would be dropped off, so they can enter directly into the stadium from the buses that that Metro had set up with MSRC. That experience was supposed to be substantially improved and they do have a proposal that is moving through Metro to do a gondola service from Union Station to the stadium. One of the concerns was that the buses were not moving fast enough through the process and they would close down the street, as the interest has grown, the fan attendance is pretty steady at about 50,000 or so game. So, they are trying all kinds of ideas to move it along. So those are interesting sort of modifications that are coming but we still have a gap from the Union Station pickup point all the way up into the into the Chavez Arena area. There is some movement and there is a future to look beyond just the buses to get folks up to the stadium using clean transportation options.

MSRC Member John Dutrey commented, I heard also the Boring Company is looking at a study to go underground from Union Station to Dodger Stadium. We are doing that at SBCTA at the Ontario Airport. Mr. Veres replied, that one has not been announced too publicly as opposed to the gondola option.

MSRC Alternate Mark Yamarone commented, we wanted to thank the staff and the MSRC-TAC for considering this. Just to clarify, we are not asking for any additional funds and all of the local match continues to be in place. From MSRC's own analysis you know how successful this program is. Both the programs that Mr. Veres mentioned are very far off in the future. This would be to get us through two successful seasons once fans are allowed back in the stadium. This is just an extension, no additional funds, and no change in our commitment to the program.

ON MOTION BY MSRC MEMBER STEVE VERES, AND SECONDED BY MSRC ALTERNATE MEGHAN SAHLI-WELLS, MSRC UNANIMOUSLY VOTED TO APPROVE MODIFICATION OF THE MAJOR EVENT CENTER PROGRAM ANNOUNCEMENT TO EXTEND THE ALLOWABLE DATE FOR EVENTS TO DECEMBER 31, 2022, AND TO APPROVE REALLOCATION OF FUNDS AWARDED TO METRO TO THE 2021 AND 2022 BASEBALL SEASONS.

AYES: BENOIT, CARTER, DUTREY, MCCALLON, SAHLI-WELLS, SHAW, VERES.

NOES: NONE.

ACTION: MSRC Staff will amend the above contract and Program Announcement accordingly.

Agenda Item #17 – Status Update on an Unsolicited Proposal Submitted to the MSRC by the Los Angeles CleanTech Incubator (LACI)

Ray Gorski, MSRC Technical Advisor, reported that this was presented to you at your June meeting. However, it was not presented as an actionable item. MSRC staff received an unsolicited proposal from the Los Angeles CleanTech Incubator (LACI) on June 15th. We were requested, if possible, to have that proposal considered at your June 20th meeting a few days later. Due to the public noticing requirements of the Brown Act, staff was not able to agendaize that item as an action item, but we did have a brief discussion under Other Business. LACI is offering to support the MSRC's goals by providing heavy-duty electric charging infrastructure along strategic routes throughout the region, specifically looking at the critical I-710 route. This helps make feasible the use of zero-emission electric trucks which would come from the maritime Ports of Los Angeles and Long Beach and go out to distribution centers both within Los Angeles County as well as the Inland Empire. The proposal from LACI was a request for \$15 million. That would allow them to implement, on a task order basis, various infrastructure projects to support the deployment of zero emission drayage trucks. The initial task order that was included in their proposal was seeking \$2.65 million out of the total \$15 million funding request to construct 16 DC fast chargers. This would be split amongst two locations of a fleet that they had identified who was willing to partner with LACI and the MSRC in implementing the project. The fleet's name is Total Transportation Services Incorporated (TTSI). Under LACI's proposal, they offer to have these DC fast chargers installed at locations both at the Port of Los Angeles and another TTSI facility in the City of Carson.

The MSRC asked staff to take a couple of actions: (1) work directly with LACI to more fully refine the conceptual paper and proposal that they submitted for MSRC consideration, and (2) work with the technical working group and other regional stakeholders to provide guidance to both LACI and the MSRC relative to further refinement of this conceptual proposal. On July 16th, the MSRC convened a public meeting of a standing group that the MSRC has to look at these types of projects. The meeting had broad-based participation including not only members of your MSRC-TAC but also several regional stakeholders. This included the South Coast AQMD, Los Angeles County Metro because of their interest in electrification along the I-710 Corridor, SCAG because of their regional interest as the Metropolitan Planning Organization, and both maritime Ports -- Long Beach and Los Angeles, and finally we had participation by representatives from the state air regulatory and energy agencies, CARB and the California Energy Commission (CEC). Over 40 individuals participated. There was a very dynamic discussion looking at some of the details that were included in LACI's proposal. From a technical standpoint, there were no showstoppers identified. There were of course issues that based upon the deliberations would need to be addressed, but nothing that would present itself as a technical issue that would prevent those charging stations from being implemented.

During the discussions and subsequent discussions with the members of the South Coast AQMD legal team, there was a process issue identified. The MSRC works under the Procurement Policy of the South Coast AQMD because the South Coast AQMD enters into contracts on behalf of the MSRC. The Procurement Department that regulates unsolicited proposals made a determination that the proposal as submitted did not conform to the sole source justification requirements. Because of that it is recommended to not take action on the LACI proposal as it was presented. This can be contrasted to some other programs which the MSRC has authorized on a sole source basis, including one today with SCAG. Under SCAG's proposal an MSRC-approved solicitation is going to be developed. Projects that are submitted in response to that solicitation will be brought back to the MSRC for your review and subsequent approval. There is a competitive component to the work that the MSRC will be undertaking with SCAG. With the LACI proposal, it was brought to us differently in that LACI had identified at least the first fleet to participate under the \$15 million program. Within the terms of their conceptual proposal, LACI would go off and bring other potential fleets to the MSRC. That is the primary reason that there is a differentiation between the SCAG and the LACI efforts, and why due to the sole source justification requirement it is recommended that action not be taken on the LACI proposal.

That does not mean that pathways do not exist for the MSRC, LACI and other regional stakeholders to work together. There has been an awful lot of interaction, probably an unprecedented amount of interaction going on over the last couple of months between the stakeholders who are looking at electrification within the South Coast region. In September, your MSRC-TAC is going to consider a program related to a competitive opportunity in which LACI would be able to participate. But even beyond that, LACI and the MSRC have been asked to participate in a South Coast AQMD-led Regional Collaborative. Under that Regional Collaborative, money is being sought from state agencies to bolster the resources on a regional basis that can be used to move electrification forward. There are going to be opportunities for the MSRC to work with LACI. Those will conform to the procurement policies that we are subject to, both those which are sponsored by the South Coast AQMD through the Regional Collaborative as well as MSRC-sponsored potential projects that are going to be brought to your attention as soon as September. There is going to be funding available from the state in the very near term. We expect to see solicitations from CARB and CEC as soon as September offering a total of \$40 million which this region will want to go after. The South Coast AQMD-led regional team will have LACI and the MSRC as partners. Because of some of the issues where we have been confronted with given COVID-19 and its impact on the state budget, the MSRC dollars are now more important than ever in achieving these regional objectives. As was just mentioned in the preceding agenda item, some of the other funding is going away, at least in the short term. There is now greater need for the MSRC to participate as a potential funding source should this Committee make the decision to invest in these areas. We will bring those details to you beginning next month. We had a very good working relationship with LACI. As staff in refining the proposal, LACI was very amenable to making suggested modifications. We had a very strong

deliberative discussion with the regional stakeholders in a public meeting. I think a lot of important information came out of that, which further refined the proposal.

MSRC Member Steve Veres asked, you listed the two check boxes that were talking about developing a solicitation and then to be part of a regionally led effort, those are examples of next steps? I may be getting ahead of myself in terms of what you have in mind for the September presentation, but just curious because it seems to me that those could both be developed complementary to each other and along with any of the other things that you're talking about for next steps. Mr. Gorski replied, you are 100% correct. These are going to be worked in parallel. They are independent but not mutually exclusive, in that all these individual efforts--whether it be LACI's proposal to do heavy-duty electric vehicle charging infrastructure, whether it be the effort from the CARB and the CEC to do a large-scale deployment of zero emission drayage trucks, whether it be the MSRC looking to do Last Mile or Inland Ports--they are all related. All these efforts are simply components of the overall larger picture. What we are doing is bringing forth to the MSRC multiple programs that while they are themselves independent, are all interrelated and are all working toward the established regional goal, which is a zero-emission future. We are not ignoring the air quality concerns we have in the present, that is why the MSRC is also working on near-zero truck deployment. But as part of a regional effort, this is focused specifically on the future of zero-emission goods movement within the South Coast region. In September what we hope to see, if they get through the MSRC-TAC, are specific solicitation documents that we would recommend that the MSRC consider, as well as a request to have a more definitized and structured role in the collaborative effort led by the South Coast AQMD. We have to ensure that in doing one project it supports the regional effort and can potentially leverage other projects. That is what the MSRC-TAC has been fully engaged on for the last couple months including stakeholders such as Metro, Port of Los Angeles, SCAG, Port of Long Beach, LACI, and others.

MSRC Chair Larry McCallon commented, the project LACI has put forward is intriguing and obviously I hope something comes forward that we can all benefit from in the region.

PUBLIC COMMENT: Brendan O'Donnell, Charge Point, commented since there were no written materials available, is there any information on the LACI proposal itself specifically with regard to the infrastructure that was selected for the 150-kilowatt chargers? Mr. Gorski replied, the answer is yes, and with the concurrence of the MSRC we can make the written materials that we have received from LACI available to the public. Mr. McCallon commented, there is no reason that they should not be made available to the public.

MSRC Member Ben Benoit commented, the proposal has two locations, are they both publicly accessible? Or would they be accessible to the other fleets that operate in that area, so there is not just one operator that is getting use to this but multiple operators? Mr. Gorski replied, during the deliberations and discussions with LACI, we did address the

potential for future public accessibility. While initially the access would probably be only for the anchor fleet, there was definitely an offer to allow other fleets to utilize that infrastructure in the near future. I think it is one of those situations in which once it was installed, they would want to allow their own fleet to use it for a while and then based upon the results of their charging duty cycle, they would allow other fleets to utilize it when it was available. There is also the potential to have additional chargers installed at those locations, which would further the public accessibility element of the project. So, absolutely in all of our discussions we include the question as to how we can make this publicly accessible.

ACTION: No further action is required.

Agenda Item #18 – Other Business

MSRC Member Tim Shaw commented, this is my first meeting, I have now officially been appointed by Orange County Transportation Authority to MSRC. I was an alternate for many years to Greg Winterbottom, who you all knew very well, who unfortunately passed away. I am excited to join the MSRC. I am very sad it was under this situation. MSRC Chair Larry McCallon commented, we are excited to have you and we do miss Greg.

PUBLIC COMMENT PERIOD

Harvey Eder commented, this whole process sucks. It is an illegal violation of the Brown Act. There is a lot of stuff going on. I wanted to put into Governor's contact on reviewing the Brown Act and all public process removing what is threatening our democracy in a depression. This vector, this virus is climate, and it is hitting us right in the face and you are ignoring it. It is melting of the Arctic a year ago and in National Geographic, your Board will not hear it. It is 19 of the last 20 warmest years on record. And what does Burke say, I was up there 30 years ago it was 98 degrees. It is 100 degrees now plus everything's melting, it is going to natural gas. You are doing what we voted out. We voted out Pickens and his garbage 12 years ago when you bring it up through private deals and this and that. It will not work and it should not work and it is going to be challenged. It is garbage, everything you are doing is garbage. You have to change it. You are not listening Biden. The plans, the Democrat needs to be changed. No methane, that is what is happening with nitrous oxide 300 times. Out of the Arctic, 12 times increase in the last 10 years, that is 144 times in 20 years. This is a crisis. You are not listening. You are depreciating this earth for some fairytale that does not exist. And you are taking away from everybody including me and mine and it will not stand.

ADJOURNMENT

There being no further business, the MSRC meeting adjourned at 3:25 p.m.

NEXT MEETING

Thursday, September 17, 2020, at 2:00 p.m.

[Prepared by Penny Shaw Cedillo]



**MOBILE SOURCE AIR POLLUTION REDUCTION REVIEW COMMITTEE
THURSDAY, SEPTEMBER 17, 2020 MEETING MINUTES**

21865 Copley Drive, Diamond, Bar, CA 91765 - Conference Room CC-8

**All participants attended the meeting remotely pursuant to
Executive Orders N-25-20 and N-29-20**

MEMBERS PRESENT:

(Chair) Larry McCallon, representing San Bernardino County Transportation Authority (SBCTA)
(Vice-Chair) Brian Berkson, representing Riverside County Transportation Commission (RCTC)
Ben Benoit, representing South Coast AQMD
Jack Kitowski, representing California Air Resources Board (CARB)
Ray Marquez (Alt.), representing Regional Rideshare Agency
Meghan Sahli-Wells, representing Southern California Association of Governments (SCAG)
Tim Shaw, representing Orange County Transportation Authority (OCTA)
Mark Yamarone (Alt.), representing Los Angeles County Metropolitan Transportation Authority (Metro)

MEMBERS ABSENT:

John Dutrey, representing Regional Rideshare Agency
Steve Veres, representing Metro

MSRC-TAC MEMBERS PRESENT:

MSRC-TAC Vice Chair Jenny Chan, representing RCTC
Steven Lee, representing Metro
Rongsheng Luo, representing SCAG
Kelly Lynn, representing SBCTA
AJ Marquez, representing Orange County Board of Supervisors
Nicole Soto, representing Regional Rideshare Agency
Derek Winters, representing CARB
Vicki White, representing South Coast AQMD

OTHERS PRESENT:

Mark Abramowitz
Ruben Aronin, Better World Group
Lauren Dunlap
Sam Emmerson, Better World Group
Lex Frazier
Lane Garcia, South Coast AQMD
Alex Houghton

SOUTH COAST AQMD STAFF & CONTRACTORS

Leah Alfaro, MSRC Contracts Assistant
Penny Shaw Cedillo, MSRC Liaison
Ray Gorski, MSRC Technical Advisor-Contractor
Daphne Hsu, Senior Deputy District Counsel
John Kampa, Financial Analyst
Matt Mackenzie, MSRC Contracts Assistant
Cynthia Ravenstein, MSRC Contracts Administrator
Paul Wright, Information Technology Specialist

CALL TO ORDER

- Call to Order

MSRC Chair Larry McCallon called the meeting to order at 2:00 p.m.

Roll call was taken at the start of the meeting. The following members and alternates were present: BENOIT, BERKSON, KITOWSKI, MARQUEZ, MCCALLON, SAHLI-WELLS, SHAW, YAMARONE.

- STATUS REPORT

Cynthia Ravenstein, MSRC Contracts Administrator reported there is Charge Ready 2 Program that has been approved by the CPUC. It includes a lot of funding for putting in infrastructure at multi-unit dwellings. The proper siting of infrastructure at multi-unit dwellings was one of the topics of the MSRC's research that we did with the Luskin Center.

CONSENT CALENDAR (Items 1 through 4)**Informational Only – Receive and Approve Items****Agenda Item #1 – Minutes for the April 16, May 21, and June 18, 2020, MSRC Meetings**

The minutes of the April 16, May 21, and June 18, 2020 MSRC meetings were included in the agenda package.

ON MOTION BY MSRC MEMBER BEN BENOIT, AND SECONDED BY MSRC MEMBER MEGHAN SAHLI-WELLS, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #4, THE MSRC UNANIMOUSLY APPROVED THE APRIL 16, MAY 21, AND JUNE 18, 2020 MSRC MEETING MINUTES.

AYES: BENOIT, BERKSON, KITOWSKI, MARQUEZ, MCCALLON, SAHLI-WELLS, SHAW, YAMARONE.

NOES: NONE.

ACTION: Staff will include the April 16, May 21, and June 18, 2020 MSRC meeting minutes in the MSRC Committee Report for the November 6, 2020 South Coast AQMD Board meeting and will upload them to the MSRC's website.

Agenda Item #2 – Summary of Final Reports by MSRC Contractors

The MSRC received and approved two final report summaries this month, as follows:

- Penske Truck Leasing Co., L.P., Contract #MS14037, which provided \$75,000 for vehicle maintenance facility modifications; and
- City of Redondo Beach, Contract #MS18120, which provided \$275,000 to install new limited-access CNG infrastructure.

ON MOTION BY MSRC MEMBER BEN BENOIT, AND SECONDED BY MSRC MEMBER MEGHAN SAHLI-WELLS, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #4, THE MSRC UNANIMOUSLY APPROVED THE FINAL REPORTS LISTED ABOVE.
AYES: BENOIT, BERKSON, KITOWSKI, MARQUEZ, MCCALLON, SAHLI-WELLS, SHAW, YAMARONE.
NOES: NONE.

ACTION: MSRC staff will file the final reports and release any retention on the contracts.

Informational Only – Receive and File Items**Agenda Item #3 – MSRC Contracts Administrator’s Report**

The MSRC AB 2766 Contracts Administrator’s Report for July 30 through August 26, 2020 was included in the agenda package.

ON MOTION BY MSRC MEMBER BEN BENOIT, AND SECONDED BY MSRC MEMBER MEGHAN SAHLI-WELLS, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #4, THE MSRC UNANIMOUSLY VOTED TO RECEIVE AND FILE THE CONTRACTS ADMINISTRATOR’S REPORT FOR JULY 30 THROUGH AUGUST 26, 2020.
AYES: BENOIT, BERKSON, KITOWSKI, MARQUEZ, MCCALLON, SAHLI-WELLS, SHAW, YAMARONE.
NOES: NONE.

ACTION: Staff will include the MSRC Contracts Administrator’s Report in the MSRC Committee Report for the November 6, 2020 South Coast AQMD Board meeting.

Agenda Item #4 – Financial Report on AB 2766 Discretionary Fund

A financial report on the AB 2766 Discretionary Fund for August 2020 was included in the agenda package.

ON MOTION BY MSRC MEMBER BEN BENOIT, AND SECONDED BY MSRC MEMBER MEGHAN SAHLI-WELLS, UNDER APPROVAL OF CONSENT CALENDAR ITEMS #1 THROUGH #4, THE MSRC UNANIMOUSLY VOTED TO RECEIVE AND FILE THE FINANCIAL REPORT FOR THE PERIOD ENDING AUGUST 2020.

AYES: BENOIT, BERKSON, KITOWSKI, MARQUEZ, MCCALLON, SAHLI-WELLS, SHAW, YAMARONE.

NOES: NONE.

ACTION: No further action is required.

For Approval – As Recommended**Agenda Item #5 – Adopt Proclamation Celebrating California Clean Air Day**

Rubin Aronin, Better World Group Advisors, reported we are excited to have drafted a proclamation for the MSRC to officially celebrate California Clean Air Day, which will be on October 7th. We also took the opportunity to recognize that the MSRC is in its 30th year of investing nearly \$500 million of funding into our region over the past three decades. With your adoption of the proclamation it will be able to help spread the word about Clean Air Day through the website, eNews and social media properties that we help manage for the MSRC. I would urge all of you to independently share the information about cleanairstay.org. in a way that public and private sector entities can help spread the word and help have individual corporate and public efforts that will make our air healthier and safer.

MSRC Member Meghan Sahli-Wells commented, our city just did a resolution celebrating Clean Air Day. I am hoping and encouraging everybody else with either their councils or agencies to do the same, especially right now.

ON MOTION BY MSRC MEMBER MEGHAN SAHLI-WELLS, AND SECONDED BY MSRC MEMBER BEN BENOIT, MSRC UNANIMOUSLY VOTED TO APPROVE THE ADOPTION OF A PROCLAMATION CELEBRATING CALIFORNIA CLEAN AIR DAY

AYES: BENOIT, BERKSON, KITOWSKI, MARQUEZ, MCCALLON, SAHLI-WELLS, SHAW, YAMARONE.

NOES: NONE.

ACTION: No further action is required.

FYs 2018-21 WORK PROGRAM

Agenda Item #6 – Consider Proposed Outreach Strategy Developed as Part of Programmatic Outreach Services under Contract #MS21002

Rubin Aronin, Better World Group Advisors, reported the Better World Group has been pleased to serve as the MSRCs outreach coordinator and policy advisor since 2004. At the beginning of each contract period, we create a strategic document to give us a road map for new activities and to reconsider and re-evaluate the ongoing activities that we do on behalf of the MSRC to spread the message of the good work that the MSRC does to stakeholders and to be a support network to policymakers and stakeholders as well. Our work has involved both stakeholder media outreach as well as some deep dive policy analysis work at the state and regional level. We had the unique challenge of developing a new communication strategy around the goods movement focus. We also have layered and considered the world that we are in, both a health crisis, the continued climate and wildfire crisis that has come to the fore, as well as the prominence of racial justice issues in this year. We presented the outline and initial report to the MSRC-TAC subcommittee who gave some helpful advice and direction.

Top goals that haven't changed too much include increasing the profile of the MSRC and its programs to all of our key stakeholder constituencies throughout the region, as well as with policymakers statewide to strengthen the relationships with other funding partners, so that the MSRC's investments can be leveraged further and new opportunities can be discovered. Other goals are to increase the quality, quantity and diversity of applicants and project investments when there are work programs to be promoting, and to provide communication support capacity to project partners and to ensure that the role that the MSRC and Clean Transportation Funding has played is included prominently in announcements and opportunities. And then as we have been doing since last year, we have the goal to assist with the strategic direction and analysis for the goods movement focus of the current work. Our target audiences are current and prospective project partners. We are broadening and thinking through where goods movement opportunities are and broadening our stakeholders as a result. State, regional, and local policy makers, Clean Transportation stakeholders, as well as impacted frontline communities that are currently or would potentially benefit from MSRC investment or collaborative investment opportunities are also targets. The MSRC-TAC Subcommittee encouraged us to create a more robust group of community-based organizations based on work that we do with many other clients and partners. We have robust and growing relationships with environmental justice and other community organizations, and they encouraged us to ensure that we are reaching out and communicating effectively to those audiences.

We have developed and optimized for any particular message that we're delivering, but some top-line key messaging is that we want to make sure the MSRC is known for playing a critical role in funding investments that move the region towards cleaner air. This includes the information that clean air is important to protecting public health, and of course, that is even more paramount in our current health and climate and fire crisis. We want to really lean into our 30th year and celebrating the track record, history, and leadership the MSRC and all of you have contributed through the investments that the MSRC has been making into our region, highlighting the critical role of the public funding that the MSRC has at a time when other funding sources are seeing diminished investment opportunities. We also want to make sure that we are helping the MSRC explore and pursue bold innovative programs that can have substantial and long-lasting impact on air quality. So, we continue to shine a light on previous investments, as well as future opportunities. In the goods movement frame, we really want to take advantage of the economic and health benefits that those investments will bring about. Lastly, we continue to hear that the MSRC is one of the most effective funders for having a simple and streamlined and accessible approach for all of its funding opportunities. With regards to our outreach and promotion, one of the core day-to-day elements that my colleague Sam Emerson leads, and our new communications strategist Lys Mendez will help with, is providing current project partners with assistance. We can do soup to nuts in helping with a press event, or we can just ensure that they got a solid press release with a quote from someone from the MSRC. And we want to make sure that they fulfill their requirement for promoting Clean Transportation Funding and have an effective outreach strategy for the community and for the media as well. An idea was to update the public outreach requirement flyer to include the idea that we want to look into more digital opportunities to promote the MSRC's role and the funding opportunity. We will continue to promote the MSRC through news, reports, releases, and targeted reporter outreach. In fact, just today we collaborated with SCAG to announce the new \$10 million program that you all approved at your last meeting. This is more for reporter education and outreach, but we wanted to establish the partnership with SCAG. For example, Tony Barboza at the LA Times already got back to me saying thanks so much for the heads up, let me know when the program is ready to roll so that we can seed interest from local reporters to get coverage when that program is ready to solicit partnerships. We will also continue our work of updating the website with news of the month and populating and growing the constituency and of social media followers on Facebook and Twitter.

You all should be receiving the quarterly e-Newsletter, the Clean Air Roadmap. There will be another one coming to your inbox next week. That is where we can share recent successes of project partners, as well as announcements of new members and other critical related issues. In the old pre-COVID days, we were happy to offer additional staff capacity to represent the MSRC at physical events. Now that is done in more of a virtual fashion, but we offer some opportunities both promotionally or to be a representative at appropriate meetings or events that the MSRC should be at. With regards to our targeted outreach, we are looking to expand our community-based organization (CBO) outreach list, and perhaps even consider with staff and the MSRC, whether there is an opportunity

for special briefings with CBOs. Perhaps these could be much as we used to do workshops every other year for new project solicitations. This could be an opportunity to build some connective tissue with CBOs and the MSRC's Goods Movement program as it develops. Then we will continue to develop, review, and assist with all of the necessary tools of creating and distributing information about current and new MSRC-funded projects and helping to prep and do media engagement or prep for speaking engagement opportunities. We are pleased to provide almost every month a good snapshot of the legislative and regulatory advancements relevant to the MSRC world. We appreciate any feedback that you all might have, but we are glad that that's a useful tool in the real-time deliberations that you have to know where other state agencies and activities could impact our space. With regards to new activities, we are excited to begin developing some collateral for the website and other places around the new Work Program and Goods Movement announcements as that comes to pass. We will look at revisiting and refreshing a digital MSRC brochure, if it is of interest to you or the MSRC-TAC members to have background at a glance that is not already on the website. We provide information on conferences, meetings, and other opportunities for the MSRC to have a presence that could be useful with regards to current or future project investments. We are ready to provide additional capacity to staff.

The document that you have is truly a living document and of course no one could know what the next month, let alone the next three years will look like as both your Work Program and the environment in which we operate continue to evolve. We will update the document. We will be providing quarterly updates of activities to the MSRC-TAC around our communications and outreach efforts. We would love your input and feedback on how we can ensure that funding allies, prospective project partners, and your professional networks know about the important role that the MSRC plays in the ecosystem of clean transportation funding here in Southern California.

MSRC Member Jack Kitowski commented, you mentioned increasing the quality, quantity and diversity of applications and investments. That is an area that we at CARB have been focusing on a lot especially over the last couple of years. It takes a lot of effort, a lot of work, especially in these times. We found the best way is to actually go out to communities and talk to people and that is completely out of the question now. It certainly is a worthwhile area and more attention should be paid to that, but I am interested if you could probe just a step deeper of how you do this, how are you trying to get the smallest of fleets in the disadvantaged communities and all of those aware and involved especially in these times? Mr. Aronin replied, we are inventing and learning as we all are in this time and age. Every outreach effort or strategy is developed once there is a Work Program. So, taking the SCAG collaborative project as an example, for the Last Mile piece of it, once there is some more definition on that program, that will help us create the universe of target ideal applicant pools for us to be able to then work with the various inroads to those communities and applicants that we want to reach. I loved the summer workshops that we did years ago because it was outside of the immediacy of you have get a proposal in the pipeline. We could just kind of solicit blue sky ideas and out of

that we got a robust list of both policymakers and some community stakeholders that we stayed in touch with. And every time there was a new RFP out, we were like, hey make sure you see this. Given that we have been in this pause, as the Goods Movement Program has been in process of being developed, we are at the front edge of wanting to begin to engage with the community organizations that we work with. With regards to the fleets' side of it, we have not even gotten into that side of the equation. And we would love to pick your brain, and those of your colleagues at CARB, but we will be working with all of the MSRC's traditional stakeholders. Whether it is constituencies, like GNA that does a lot of work on this through ACT Expo, both nationally but also with a lot of local partners, to look under every relationship that we have. I think that is what it is, it is about leaning on the relationship networks and asking them for five or ten key targets to broaden it. I am especially excited because this is a heavy-duty program that we are looking at now, to have a relevant reason to go to some of the CBOs. Some of them are really wanting to see outcome projects and build partnerships with some of the networks that they have. Mr. Kitowski commented, I know it is a lot of work and it sounds like you recognize it. I certainly feel it is worthwhile and encourage you to keep that up. Mr. Aronin replied, I think there is no more important role that we can play. I appreciate the visibility we can get out of the Dodgers Express or any other opportunity to wave the flag and raise visibility of the MSRC. The real reason the Better World Group can be helpful is making sure that your funding goes to the highest possible outcomes and that folks know that it is available.

MSRC Member Meghan Sahli-Wells commented, not every city is very well resourced, especially now. And so, I just wonder if we have scanned through different cities and agencies and seen which ones have not been able to get grants and have not been served? Culver City has been very proactive and it's very successful frankly and getting a lot of these grants, but I know that a lot of the cities who might need it even more than us, just simply don't have the staff resources and capacity to apply and be competitive in these grants. Through SCAG we do a lot of technical assistance and try to do a lot of handholding, but I am just wondering if we've ever kind of made the comparison and see which cities and agencies are missing from these grants? And which ones maybe that will help us reach out to them and see what is the missing link and how can we make sure that they and their constituents are being served as well, equitably? Mr. Aronin responded, my colleague Sam Emmerson would be able to talk about what we've done with the Local Government Match Program in the past, where we've done a real intentional effort to reach out to cities that hadn't been responding because that was like guaranteed money on the table. I also want to say that past is not necessarily prologue and we would want to especially target cities or other public agencies that would be eligible right for the new pots of dollars that the MSRC is allocating. So, I don't think that it's trying to capture every underrepresented city or community that may or may not have capacity, because we're going to have more targeted investment strategies that we've had in the past. Sam Emmerson, Better World Group, commented, in the last round of the Local Government Partnership Program, MSRC staff did an analysis of those that took advantage of the funding, those that did not take advantage of the funding, and then those who were just

not responsive. We do have some data that is recent. Cynthia Ravenstein, MSRC Contracts Administrator, commented, about 75% of the eligible participants did end up participating in that program and we made exhaustive efforts to reach out. It was not for lack of knowledge certainly. As the Better World Group alluded to, MSRC is typically among the very easiest application processes that are out there. I cannot speak for all of them, but I would say for the majority, if they did not apply, it was that they really just did not feel like what was being funded was something that they were interested in. There may be a few exceptions there, in that case, we just pulled out all the stops and tried to get everybody to come to the table.

ON MOTION BY MSRC MEMBER TIM SHAW, AND SECONDED BY MSRC MEMBER MEGHAN SAHLI-WELLS, MSRC UNANIMOUSLY VOTED TO APPROVE THE PROPOSED OUTREACH STRATEGY DEVELOPED BY THE BETTER WORLD GROUP AS PART OF PROGRAMMATIC OUTREACH SERVICES PERFORMED UNDER CONTRACT #MS21002.

AYES: BENOIT, BERKSON, KITOWSKI, MARQUEZ, MCCALLON, SAHLI-WELLS, SHAW, YAMARONE.

NOES: NONE.

ACTION: No further action is required.

Agenda Item #7 – Receive Update on MSRC’s Regional Goods Movement Program and Consider Recommendations Concerning Pre-Proposals Submitted in Response to Program Opportunity Notice for Warehouse & Distribution Facilities in Riverside & San Bernardino Counties (Inland Ports PON)

Ray Gorski, MSRC Technical Advisor, reported that the South Coast AQMD has provided authorization for me to discuss that we anticipate that within the next month or so that the South Coast District will approach the MSRC and request your participation in a regional partnership to secure substantial funding from the state air regulatory agencies: CARB and the California Energy Commission (CEC).

The MSRC’s Goods Movement Program originally emphasized four subcategories. One was Near-Zero and Zero Emission Trucks, which was really targeting the smaller owner/operators and trying to provide them with incentives to allow them to get rid of their diesel trucks and get into, at a minimum, a near-zero emission truck. Currently to date, the MSRC has approved two programs under this subcategory. These are both partnership programs with the South Coast AQMD and both of these programs leverage additional monies that are made available by local, state and federal agencies including the South Coast AQMD, CARB and money that comes from the federal government under the DERA Program, so the funding is well leveraged. Both programs emphasize the independent owner/operators, per instruction that had been provided to the MSRC-

TAC and staff while this was being formulated. To date the MSRC has invested \$4 million in the Market Acceleration Program, a collaborative effort between the South Coast AQMD and Clean Energy. Then there is the Voucher Incentive Program Plus Up which is a \$5 million MSRC investment. This is particularly targeting the smaller owner/operator, someone who owns one truck, to provide them necessary capital to upgrade to a cleaner truck. These programs have both recently been launched, so at this point in time we do not have a lot of results to report. We are working closely with the South Coast AQMD to monitor progress in both of these programs. It is our intention to bring back to the MSRC, no later than your January 2021 meeting, a report on exactly what the uptake of these two programs has been. If it is going along very well, we will be happy to report that. However, if we believe there needs to be a mid-course correction, we will also work with your MSRC-TAC and provide guidance as to opportunities or options to make the program work even better.

The second subcategory is the Last Mile Goods Movement element. This is being implemented through a partnership with SCAG, and it has two specific allocations. The first allocation of \$10 million was approved by the MSRC last month and that is targeting near-term quantifiable air quality benefits which will be derived through mostly technology advancement--that is, transitioning the Last Mile vehicles into zero and near-zero emission technology. There will also, however, be a Phase II \$5 million allocation which is pending approval. This will look at more innovative strategies. The focus was to ensure that this investment of up to \$15 million was going to yield cost-effective tangible air quality benefits. So that is why there is a phased approach with Phase I to really get the vehicles on the road as soon as possible. Once we have achieved that, Phase II is going to look at the next layer and see what innovative strategies can be implemented that can be applied to the Last Mile component of Goods Movement. We are hopeful that some of the folks that participated in Phase I will be willing to partner with the MSRC in Phase II to attempt some of these more innovative strategies. We are in the contract formation stage with SCAG at this time. SCAG is in the process of completing their program guideline documentation. All of this will be brought back to the MSRC on a regular basis for your review and approval.

The Inland Ports subcategory has a funding allocation of \$20 million. Late last year, the MSRC did release a Program Opportunity Notice (PON) which resulted in 11 excellent responses. However, we are starting to see the potential ramifications of COVID-19. There is going to be a recommendation to take the next step through the issuance of specific Requests for Proposals (RFPs).

The Maritime Ports, the last subcategory of the MSRC's Goods Movement work, is directly tied to the South Coast AQMD-led regional effort.

Coming back to the Inland ports, this is targeting specifically the warehouse distribution, logistics, and intermodal facilities which are out in San Bernardino and Riverside counties. This is where at least half of the containerized goods that come in through the

maritime ports end up. There was a \$20 million funding allocation for the PON. The MSRC-TAC went through a very diligent review of all the projects submitted in response to the PON, however, they noted that the situation had changed substantially over the last couple of months. We still have a lot of enthusiasm for this but there have been some substantive changes which are going to influence the next step in the process.

The MSRC does retain the authorization to act on any of those PON responses should you choose to, however through the MSRC-TAC evaluation process, it was noted that the majority of the proposals that were received seek funding to implement zero and near-zero emission container drayage between the Maritime Ports and the Inland Ports--the warehouse distribution centers. It was felt by the members of the evaluation subcommittee that to differentiate between those multiple programs or projects, which were really asking to do pretty much the same thing, it would be very helpful to allow us to do a better more thorough analysis if we had additional detail, especially as it pertains to costs. The reason is that many of these proposals that were received had offered as their co-funding money through the state air regulatory agencies, which right now has a high degree of uncertainty. The PON responses were provided right around the March timeframe, and we were just going into the COVID situation. Funding which would have been available any other year now has been called into question--specifically money such as the HVIP funding, which would offer a substantial buydown increment for the near-zero and zero emission trucks which would implement these projects. That money we are hopeful will be back, but at this point in time, we cannot rely upon it. For that reason, instead of relying upon the information that was received under the PON, we are recommending that the MSRC move forward with an RFP. This RFP would allow the respondents to the PON either to reaffirm their original commitment to the MSRC, or if necessary and probably likely, they could alter their proposals to reflect today's fiscal environment. The subcommittee doing the evaluation wanted to recognize that the MSRC's original intent for the Inland Ports was to have those emission reductions, to the extent feasible, occur within San Bernardino/Riverside counties. They are therefore recommending a second RFP be developed, which would seek proposals for zero and near-zero emission cargo handling equipment and supporting infrastructure, which would be deployed directly at the warehouses, the logistics centers, and intermodal facilities located in Riverside and San Bernardino counties. There is a desire to ensure that emission reductions occur within the region where the containerized goods end up. Should the MSRC choose to authorize the development of these RFPs, it is the intent of your MSRC-TAC to have these back to you next month for your review and potential approval.

With respect to the last element of your Goods Movement Work Program, the South Coast District is developing and leading a regional partnership to secure funding from CARB and the CEC. CARB and the CEC will soon release an RFP that is going to offer approximately \$40 million to conduct a large-scale demonstration of zero emission drayage trucks. This is probably going to be the largest demonstration which has ever taken place for zero emission trucks anywhere. CARB is going to focus on the trucks,

CEC on the infrastructure. South Coast AQMD is bringing together a team to lead the region to secure this funding. To date the partners which are going to work with the South Coast AQMD and bring resources to the table include the Ports of Long Beach, Los Angeles and Port Hueneme because some of these goods are going to be transferred through Ventura. The team also has Los Angeles Metro, SCAG, the Gateway Cities Council of Governments, LACI, and Caltrans. This team is not only focusing on the \$40 million that will initially come from the CARB and CEC, this team is put together for the long haul to secure funding from whatever source will be made available and to work collaboratively to bring the South Coast AQMD to the extent feasible into zero-emission goods movement as soon as possible. The MSRC is going to be asked formally, probably as soon as October, to join this team and to make a co-funding contribution to leverage the state agency funding as well as the participating stakeholder contributions that will be brought to the table. There is no action required today. This was simply laying the groundwork for an action. The South Coast AQMD did not approach the MSRC at the last minute. The MSRC through staff and the MSRC-TAC has had a seat at the table now for about a half a year, always being invited to strategy meetings discussions.

ON MOTION BY MSRC MEMBER BEN BENOIT, AND SECONDED BY MSRC VICE CHAIR BRIAN BERKSON, MSRC UNANIMOUSLY VOTED TO APPROVE THE DEVELOPMENT OF ONE REQUEST FOR PROPOSALS (RFP) FOR ON-ROAD PROJECTS AND A SECOND RFP FOR OFF-ROAD PROJECTS, CONSISTENT WITH THE PROVISIONS OF THE ORIGINAL PON.

AYES: BENOIT, BERKSON, KITOWSKI, MARQUEZ, MCCALLON, SAHLI-WELLS, SHAW, YAMARONE.

NOES: NONE.

MSRC Chair Larry McCallon asked since LACI is included, does that take care of their thing that they brought forward to us separately? Mr. Gorski replied, right now the work that these stakeholders are doing is to identify roles and responsibilities. It has already been discussed that LACI has an interest and the ability to support the development of infrastructure and we are going to take that to the next step. We will keep the MSRC informed. Right now, the good news is that the MSRC, LACI, the South Coast AQMD and all the other partners are working collaboratively. Once we define the final roles and responsibilities, there will be knowledge as to what LACI's role will be and any potential direct involvement with the MSRC.

ACTION: The MSRC-TAC will develop the draft RFPs and bring them back to the MSRC for consideration.

Agenda Item #8 – Other Business

MSRC Member Meghan Sahli-Wells introduced her alternate, Council Member Jed Leano from the City of Claremont and the alternate for representing SCAG. MSRC Alternate Jed Leano commented, thank you to the committee members for the opportunity to join today. I understand that SCAG is very adequately represented by our principal delegate, but I wanted to, for the first several meetings at least, be in attendance to get a feel for the issues and the flow of these items and I look forward to working with all of you. MSRC Member Meghan Sahli-Wells commented that she is terming out of office in December and will be leaving this position as well.

MSRC Chair Larry McCallon announced the retirement of MSRC Member Jack Kitowski, stated that the MSRC is sorry to lose him, that he will be missed and was a valuable member. MSRC Member Jack Kitowski commented, how great it has been to work with Larry McCallon as the Chair and the MSRC staff. This is a very worthwhile activity that we are engaged in here and lots of exciting things are happening and I sort of regret that just now as the zero emission technologies are really taking off. We have now got more than 100 models on the heavy-duty sector, that I am not going to see the fruition come through this Committee.

MSRC Member Meghan Sahli-Wells commented, another issue that I wanted to raise especially with this Committee in particular given the mobile source pollution reduction mission, is that now during COVID with all of our online meetings we are experiencing a rapid reduction in emissions. Diamond Bar is very far. I in fact never attended meetings there because I did not want to cause the emissions by going there. I would go to the remote location that I could access by Metro. It necessitated a change of the Brown Act in order to allow us to meet remotely. As we are putting our full efforts into ensuring that we are closing the digital divide and making sure that there's ample access including by telephone, which is what we are doing right now under these COVID conditions, I would like to ask staff and the committee to maybe consider drafting a letter to the Governor, to the effect that we might consider an alternative, kind of a more permanent change to the Brown Act that would allow us to have public access and compliance but without creating the emissions from the commutes. MSRC Chair Larry McCallon asked, would such a letter be appropriate going to the Governor or the legislature since they make the law? Ms. Sahli-Wells commented, I would leave that to staff to figure that out. MSRC Member Ben Benoit commented, I would be happy to ask we add that to the agenda for the next meeting and I will second that motion or thought. I believe that South Coast AQMD might make the same opportunity or at least some conscious effort to open up the Brown Act and to take a look at it. Everyone else in the corporate world is doing the same thing with all their boards and policies. I strongly feel just like you do that there's lots of good reasons for those members that want to work from home or can't make it to the meeting or for the members of the public that don't want to create those emissions or physically can't get to the meetings. I think regularly of my sister Sarah, who is in a wheelchair and cannot get down to the City of San Bernardino City Council meetings but

would love to attend and do that remotely. There's opportunity there and I will be pushing for that as well at the South AQMD side.

PUBLIC COMMENT PERIOD

Public comments were allowed during the discussion of each agenda item. No comments were made on non-agenda items.

ADJOURNMENT

There being no further business, the MSRC meeting adjourned at 3:00 p.m.

NEXT MEETING

Thursday, October 15, 2020, at 2:00 p.m.



2021 MEETING SCHEDULE

TAC Meeting Dates

Thursday, January 14
(second Thursday)

Thursday, February 4

Thursday, March 4

Thursday, April 1

Thursday, May 6

Thursday, June 3

Thursday, August 5

Thursday, September 2

Thursday, October 7

Thursday, November 4

Thursday, December 9
(second Thursday)

MSRC Meeting Dates

Thursday, January 21

Thursday, February 18

Thursday, March 18

Thursday, April 15

Thursday, May 20

Thursday, June 17

Thursday, August 19

Thursday, September 16

Thursday, October 21

Thursday, November 18

Thursday, December 16

All regularly scheduled MSRC-TAC meetings are held on the first Thursday of every month at 1:30 p.m. in Conference Room CC8, unless otherwise noted. All regularly scheduled MSRC meetings are held on the third Thursday of every month at 2:00 p.m. in Board Conference Room CC8, unless otherwise noted.

Meeting agendas can be viewed on the MSRC's website at <http://www.cleantransportationfunding.org>.



MSRC Agenda Item No. 4

DATE: November 19, 2020

FROM: Cynthia Ravenstein

SUBJECT: AB 2766 Contracts Administrator's Report

SYNOPSIS: This report covers key issues addressed by MSRC staff, status of open contracts, and administrative scope changes from September 24 to October 28, 2020.

RECOMMENDATION: Receive and file report

WORK PROGRAM IMPACT: None

Contract Execution Status

2016-18 Work Program

On July 8, 2016, the SCAQMD Governing Board approved an award under the Event Center Transportation Program. This contract is executed.

On October 7, 2016, the SCAQMD Governing Board approved three awards under the Event Center Transportation Program and one award for a Regional Active Transportation Partnership Program. These contracts are executed.

On January 6, 2017, the SCAQMD Governing Board approved an award for development, hosting and maintenance of a new MSRC website. This contract is executed.

On April 7, 2017, the SCAQMD Governing Board approved an award under the Event Center Transportation Program. This contract is executed.

On June 2, 2017, the SCAQMD Governing Board approved an award under the Event Center Transportation Program. This contract is executed.

On July 7, 2017, the SCAQMD Governing Board approved an award under the Event Center Transportation Program. This contract is executed.

On September 1, 2017, the SCAQMD Governing Board approved one award under the Event Center Transportation Program and one award under the Natural Gas Infrastructure Program. These contracts are executed.

On October 6, 2017, the SCAQMD Governing Board approved two awards under the Event Center Transportation Program and one award under the Natural Gas Infrastructure Program. These contracts are executed.

On December 1, 2017, the SCAQMD Governing Board approved sole source awards for a Hydrogen Infrastructure Partnership Program, for a Southern California Future Communities Partnership Program, and for electric vehicle charging infrastructure planning analysis. These contracts are executed. The MSRC has replaced the award to the California Energy Commission with a Program Opportunity Notice for the Hydrogen Infrastructure Partnership Program.

On February 2, 2018, the SCAQMD Governing Board approved one award under the Event Center Transportation Program, two awards under the Natural Gas Infrastructure Program, four awards under the Local Government Partnership Program, and two awards under the County Transportation Commission Partnership Program. These contracts are executed.

On March 2, 2018, the SCAQMD Governing Board approved one award under the Major Event Center Transportation Program, two awards under the Natural Gas Infrastructure Program, and one award under the Local Government Partnership Program. These contracts are executed.

On April 6, 2018, the SCAQMD Governing Board approved one award under the Natural Gas Infrastructure Program and eight awards under the Local Government Partnership Program. These contracts are executed.

On May 4, 2018, the SCAQMD Governing Board approved twenty-seven awards under the Local Government Partnership Program and one award under the County Transportation Commission Partnership Program. These contracts are executed.

On June 1, 2018, the SCAQMD Governing Board approved six awards under the Local Government Partnership Program, one award under the Natural Gas Infrastructure Program, and one award under the County Transportation Commission Partnership Program. These contracts are executed.

On July 6, 2018, the SCAQMD Governing Board approved nine awards under the Local Government Partnership Program. These contracts are executed.

On September 7, 2018, the SCAQMD Governing Board approved nineteen awards under the Local Government Partnership Program, three awards under the County Transportation Commission Partnership Program, one award under the Major Event Center Transportation Program, and twenty awards under the Natural Gas Infrastructure Program. These contracts are with the prospective contractor for signature, with the South Coast AQMD Board Chair for signature, or executed.

On October 5, 2018, the SCAQMD Governing Board approved forty-eight awards under the Local Government Partnership Program and one award under the Hydrogen Infrastructure Program. These contracts are with the prospective contractor for signature or executed.

On November 2, 2018, the SCAQMD Governing Board approved two awards under the Local Government Partnership Program. These contracts are executed.

2018-21 Work Program

On April 5, 2019, the SCAQMD Governing Board approved an award under the Major Event Center Transportation Program. This contract is executed.

On September 6, 2019, the SCAQMD Governing Board approved an award under the Major Event Center Transportation Program. This contract is executed.

On December 6, 2019, the SCAQMD Governing Board approved an award under the Major Event Center Transportation Program. This contract is undergoing internal review.

Work Program Status

Contract Status Reports for work program years with open and/or pending contracts are attached.

FY 2010-11 Work Program Contracts

One contract from this work program year is open; and 7 are in “Open/Complete” status.

FY 2010-11 Invoices Paid

No invoices were paid during this period.

FY 2011-12 Work Program Contracts

6 contracts from this work program year are open, and 13 are in “Open/Complete” status.

FY 2011-12 Invoices Paid

No invoices were paid during this period.

FYs 2012-14 Work Program Contracts

16 contracts from this work program year are open, and 31 are in “Open/Complete” status. One contract closed during this period: Arcadia Unified School District, Contract #MS14052 – Expand CNG Station.

FYs 2012-14 Invoices Paid

One invoice in the amount of \$490,000.00 was paid during this period.

FYs 2014-16 Work Program Contracts

39 contracts from this work program year are open, and 31 are in “Open/Complete” status. One contract closed during this period: City of Riverside, Contract #ML16034 – Implement “Complete Streets” Pedestrian Project.

FYs 2014-16 Invoices Paid

One invoice in the amount of \$20,304.52 was paid during this period.

FYs 2016-18 Work Program Contracts

115 contracts from this work program year are open, and 31 are in “Open/Complete” status. One contract moved into “Open/Complete” status during this period: City of Redondo Beach, Contract #MS18120 – Install New Limited Access CNG Infrastructure.

14 invoices totaling \$1,014,260,06 were paid during this period.

FYs 2018-21 Work Program Contracts

3 contracts from this work program year are open.

No invoices were paid during this period.

Administrative Scope Changes

One administrative scope change was initiated during the period from September 24 to October 28, 2020:

- City of South El Monte, Contract #ML18084 (Install EV Charging Stations) – One-year term extension

Attachments

- FY 2007-08 through FYs 2018-21 (except FY 2009-10) Contract Status Reports



AB2766 Discretionary Fund Program Invoices

September 24 to October 28, 2020

Contract Admin.	MSRC Chair	MSRC Liaison	Finance	Contract #	Contractor	Invoice #	Amount
<i>2012-2014 Work Program</i>							
10/14/2020	10/16/2020	10/28/2020	10/30/2020	MS14059	Riverside County Transportation Commission	2406	\$490,000.00
Total: \$490,000.00							
<i>2014-2016 Work Program</i>							
10/9/2020				MS16124	Riverside County Transportation Commission	2314-Final	\$20,304.52
Total: \$20,304.52							
<i>2016-2018 Work Program</i>							
9/24/2020	10/16/2020	10/28/2020	10/30/2020	ML18038	City of Anaheim	4	\$63,520.00
10/2/2020	10/16/2020	10/28/2020	10/30/2020	ML18060	County of Los Angeles Internal Services Depart	21MSRC001	\$271,648.00
10/14/2020				ML18176	City of Coachella	1-FINAL	\$58,020.00
10/14/2020	10/16/2020	10/28/2020	10/30/2020	ML18171	City of El Monte	67-000155	\$49,051.50
10/15/2020	10/16/2020	10/28/2020	10/30/2020	ML18022	City of Desert Hot Springs	020-0000000	\$50,000.00
10/14/2020	10/16/2020	10/28/2020	10/30/2020	MS18003	Geographics	20-22187	\$373.00
10/28/2020				ML18056	City of Chino	009082020-F	\$103,868.00
10/14/2020				MS18117	City of San Bernardino	021-1900000	\$228,000.00
10/27/2020				ML18069	City of Torrance	1	\$100,000.00
10/16/2020	10/16/2020	10/28/2020	10/30/2020	ML18126	City of Lomita	1	\$10,809.87
10/20/2020				ML18156	City of Covina	3-Final	\$20,000.00
10/21/2020				ML18078	County of Riverside	4	\$25,000.00
10/27/2020				ML18173	City of Manhattan Beach	073120ML18	\$31,500.00
10/16/2020	10/16/2020	10/28/2020	10/30/2020	ML18126	City of Lomita	1	\$2,469.69
Total: \$1,014,260.06							

Total This Period: \$1,524,564.58



FYs 2007-08 Through 2018-21 AB2766 Contract Status Report

11/12/2020

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
<i>FY 2007-2008 Contracts</i>									
<i>Declined/Cancelled Contracts</i>									
ML08032	City of Irvine	5/1/2009	8/31/2010		\$9,000.00	\$0.00	36 Vehicles (Diagnostic)	\$9,000.00	No
ML08041	City of Los Angeles, Dept of Transpo	8/6/2010	7/5/2011	12/5/2011	\$8,800.00	\$0.00	73 Vehicles (Diagnostic)	\$8,800.00	No
ML08049	City of Cerritos	3/20/2009	1/19/2015	2/19/2017	\$25,000.00	\$0.00	1 CNG Heavy-Duty Vehicle	\$25,000.00	No
ML08051	City of Colton				\$75,000.00	\$0.00	3 CNG Heavy-Duty Vehicles	\$75,000.00	No
ML08080	City of Irvine	5/1/2009	5/31/2015		\$50,000.00	\$0.00	Two Heavy-Duty Nat. Gas Vehicles	\$50,000.00	No
MS08002	Orange County Transportation Autho				\$1,500,000.00	\$0.00	Big Rig Freeway Service Patrol	\$1,500,000.00	No
MS08008	Diversified Truck Rental & Leasing				\$300,000.00	\$0.00	10 H.D. Nat. Gas Vehicles	\$300,000.00	No
MS08010	Orange County Transportation Autho				\$10,000.00	\$0.00	20 H.D. Nat. Gas Vehicles	\$10,000.00	No
MS08011	Green Fleet Systems, LLC				\$10,000.00	\$0.00	30 H.D. Nat. Gas Vehicles	\$10,000.00	No
MS08052	Burrtec Waste Industries, Inc.	12/24/2008	11/23/2014	11/23/2015	\$100,000.00	\$0.00	New CNG Station - Fontana	\$100,000.00	No
MS08054	Clean Energy Fuels Corp.				\$400,000.00	\$0.00	New LNG Station - Fontana	\$400,000.00	No
MS08055	Clean Energy Fuels Corp.	11/26/2009	3/25/2016	3/25/2017	\$400,000.00	\$0.00	New LNG Station - Long Beach-Pier S	\$400,000.00	No
MS08059	Burrtec Waste Industries, Inc.	12/24/2008	11/23/2014		\$100,000.00	\$0.00	New CNG Station - San Bernardino	\$100,000.00	No
MS08060	Burrtec Waste Industries, Inc.	12/24/2008	11/23/2014		\$100,000.00	\$0.00	New CNG Station - Azusa	\$100,000.00	No
MS08062	Go Natural Gas	9/25/2009	1/24/2016	1/24/2017	\$400,000.00	\$0.00	New CNG Station - Rialto	\$400,000.00	No
MS08074	Fontana Unified School District	11/14/2008	12/13/2014		\$200,000.00	\$0.00	Expansion of Existing CNG station	\$200,000.00	No
MS08077	Hythane Company, LLC				\$144,000.00	\$0.00	Upgrade Station to Hythane	\$144,000.00	No
Total: 17									
<i>Closed Contracts</i>									
ML08023	City of Villa Park	11/7/2008	10/6/2012		\$6,500.00	\$5,102.50	Upgrade of Existing Refueling Facility	\$1,397.50	Yes
ML08024	City of Anaheim	7/9/2010	7/8/2017	1/8/2018	\$425,000.00	\$425,000.00	9 LPG Buses and 8 CNG Buses	\$0.00	Yes
ML08026	Los Angeles County Department of P	7/20/2009	7/19/2016		\$250,000.00	\$250,000.00	10 LPG Heavy-Duty Vehicles	\$0.00	Yes
ML08027	Los Angeles County Department of P	7/20/2009	1/19/2011	1/19/2012	\$6,901.00	\$5,124.00	34 Vehicles (Diagnostic)	\$1,777.00	Yes
ML08028	City of Santa Monica	9/11/2009	9/10/2016	5/10/2019	\$600,000.00	\$200,000.00	24 CNG Heavy-Duty Vehicles	\$400,000.00	Yes
ML08029	City of Gardena	3/19/2009	1/18/2015		\$25,000.00	\$25,000.00	1 Propane Heavy-Duty Vehicle	\$0.00	Yes
ML08030	City of Azusa	5/14/2010	3/13/2016		\$25,000.00	\$25,000.00	1 CNG Heavy-Duty Vehicle	\$0.00	No
ML08031	City of Claremont	3/27/2009	3/26/2013	3/26/2015	\$97,500.00	\$97,500.00	Upgrade of Existing CNG Station, Purchase	\$0.00	Yes
ML08033	County of San Bernardino Public Wo	4/3/2009	2/2/2010		\$14,875.00	\$14,875.00	70 Vehicles (Diagnostic)	\$0.00	Yes
ML08034	County of San Bernardino Public Wo	3/27/2009	7/26/2015		\$150,000.00	\$150,000.00	8 CNG Heavy-Duty Vehicles	\$0.00	Yes
ML08035	City of La Verne	3/6/2009	11/5/2009		\$11,925.00	\$11,925.00	53 Vehicles (Diagnostic)	\$0.00	Yes
ML08036	City of South Pasadena	5/12/2009	7/11/2013		\$169,421.00	\$169,421.00	New CNG Station	\$0.00	Yes

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
ML08037	City of Glendale	5/20/2009	5/19/2015		\$325,000.00	\$325,000.00	13 CNG Heavy-Duty Vehicles	\$0.00	Yes
ML08038	Los Angeles Department of Water an	7/16/2010	7/15/2017		\$1,050,000.00	\$1,050,000.00	42 CNG Heavy-Duty Vehicles	\$0.00	Yes
ML08039	City of Rancho Palos Verdes	6/5/2009	8/4/2015		\$50,000.00	\$50,000.00	2 LPG Transit Buses	\$0.00	Yes
ML08040	City of Riverside	9/11/2009	9/10/2016	3/10/2019	\$455,500.00	\$455,500.00	16 CNG Vehicles, Expand CNG Station & M	\$0.00	Yes
ML08042	City of Ontario, Housing & Municipal	5/1/2009	1/31/2016		\$175,000.00	\$175,000.00	7 CNG Heavy-Duty Vehicles	\$0.00	Yes
ML08044	City of Chino	3/19/2009	3/18/2015		\$25,000.00	\$25,000.00	1 CNG Heavy-Duty Vehicle	\$0.00	Yes
ML08045	City of Santa Clarita	2/20/2009	6/19/2010		\$3,213.00	\$3,150.00	14 Vehicles (Diagnostic)	\$63.00	Yes
ML08046	City of Paramount	2/20/2009	2/19/2015		\$25,000.00	\$25,000.00	1 CNG Heavy-Duty Vehicle	\$0.00	Yes
ML08047	City of Culver City Transportation De	5/12/2009	8/11/2015		\$150,000.00	\$150,000.00	6 CNG Heavy-Duty Vehicles	\$0.00	Yes
ML08048	City of Santa Clarita	2/20/2009	6/19/2015		\$25,000.00	\$25,000.00	1 CNG Heavy-Duty Vehicle	\$0.00	Yes
ML08050	City of Laguna Beach Public Works	8/12/2009	4/11/2016	10/11/2016	\$75,000.00	\$75,000.00	3 LPG Trolleys	\$0.00	Yes
MS08001	Los Angeles County MTA	12/10/2010	6/9/2014		\$1,500,000.00	\$1,499,999.66	Big Rig Freeway Service Patrol	\$0.34	Yes
MS08003	A-Z Bus Sales, Inc.	5/2/2008	12/31/2008	2/28/2009	\$1,480,000.00	\$1,400,000.00	Alternative Fuel School Bus Incentive Progra	\$80,000.00	Yes
MS08004	BusWest	5/2/2008	12/31/2008		\$1,440,000.00	\$1,440,000.00	Alternative Fuel School Bus Incentive Progra	\$0.00	Yes
MS08005	Burrtec Waste Industries, Inc.	10/23/2008	11/22/2014	10/22/2015	\$450,000.00	\$450,000.00	15 H.D. Nat. Gas Vehicles - Azusa	\$0.00	Yes
MS08006	Burrtec Waste Industries, Inc.	10/23/2008	11/22/2014	10/22/2015	\$450,000.00	\$450,000.00	15 H.D. Nat. Gas Vehicles - Saugus	\$0.00	Yes
MS08007	United Parcel Service West Region	12/10/2008	10/9/2014	4/9/2019	\$300,000.00	\$270,000.00	10 H.D. Nat. Gas Vehicles	\$30,000.00	Yes
MS08009	Los Angeles World Airports	12/24/2008	12/23/2014		\$870,000.00	\$870,000.00	29 H.D. Nat. Gas Vehicles	\$0.00	Yes
MS08012	California Cartage Company, LLC	12/21/2009	10/20/2015	4/20/2016	\$480,000.00	\$480,000.00	12 H.D. Nat. Gas Yard Tractors	\$0.00	Yes
MS08013	United Parcel Service West Region	12/10/2008	10/9/2014	3/9/2019	\$480,000.00	\$432,000.00	12 H.D. Nat. Gas Yard Tractors	\$48,000.00	No
MS08014	City of San Bernardino	12/5/2008	6/4/2015		\$390,000.00	\$360,000.00	13 H.D. Nat. Gas Vehicles	\$30,000.00	Yes
MS08015	Yosemite Waters	5/12/2009	5/11/2015		\$180,000.00	\$117,813.60	11 H.D. Propane Vehicles	\$62,186.40	Yes
MS08016	TransVironmental Solutions, Inc.	1/23/2009	12/31/2010	9/30/2011	\$227,198.00	\$80,351.34	Rideshare 2 School Program	\$146,846.66	Yes
MS08017	Omnitrans	12/13/2008	12/12/2015	12/12/2016	\$900,000.00	\$900,000.00	30 CNG Buses	\$0.00	Yes
MS08018	Los Angeles County Department of P	8/7/2009	10/6/2016	4/6/2018	\$60,000.00	\$60,000.00	2 CNG Vehicles	\$0.00	Yes
MS08019	Enterprise Rent-A-Car Company of L	2/12/2010	7/11/2016		\$300,000.00	\$300,000.00	10 CNG Vehicles	\$0.00	Yes
MS08020	Ware Disposal Company, Inc.	11/25/2008	2/24/2016		\$900,000.00	\$900,000.00	30 CNG Vehicles	\$0.00	Yes
MS08021	CalMet Services, Inc.	1/9/2009	1/8/2016	7/8/2016	\$900,000.00	\$900,000.00	30 CNG Vehicles	\$0.00	Yes
MS08022	SunLine Transit Agency	12/18/2008	3/17/2015		\$311,625.00	\$311,625.00	15 CNG Buses	\$0.00	Yes
MS08053	City of Los Angeles, Bureau of Sanit	2/18/2009	12/17/2015		\$400,000.00	\$400,000.00	New LNG/CNG Station	\$0.00	Yes
MS08056	Clean Energy Fuels Corp.	11/26/2009	2/25/2015		\$400,000.00	\$400,000.00	New LNG Station - POLB-Anah. & I	\$0.00	Yes
MS08057	Orange County Transportation Autho	5/14/2009	7/13/2015		\$400,000.00	\$400,000.00	New CNG Station - Garden Grove	\$0.00	Yes
MS08058	Clean Energy Fuels Corp.	11/26/2009	3/25/2016	3/25/2017	\$400,000.00	\$400,000.00	New CNG Station - Ontario Airport	\$0.00	Yes
MS08061	Clean Energy Fuels Corp.	12/4/2009	3/3/2015		\$400,000.00	\$400,000.00	New CNG Station - L.A.-La Cienega	\$0.00	Yes
MS08063	Go Natural Gas	9/25/2009	1/24/2016	1/24/2017	\$400,000.00	\$400,000.00	New CNG Station - Moreno Valley	\$0.00	Yes
MS08064	Hemet Unified School District	1/9/2009	3/8/2015		\$75,000.00	\$75,000.00	Expansion of Existing Infrastructure	\$0.00	Yes
MS08065	Pupil Transportation Cooperative	11/20/2008	7/19/2014		\$10,500.00	\$10,500.00	Existing CNG Station Modifications	\$0.00	Yes

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
MS08066	Clean Energy Fuels Corp.	11/26/2009	2/25/2015		\$400,000.00	\$400,000.00	New CNG Station - Palm Spring Airport	\$0.00	Yes
MS08067	Trillium CNG	3/19/2009	6/18/2015	6/18/2016	\$311,600.00	\$254,330.00	New CNG Station	\$57,270.00	Yes
MS08069	Perris Union High School District	6/5/2009	8/4/2015	8/4/2016	\$225,000.00	\$225,000.00	New CNG Station	\$0.00	Yes
MS08070	Clean Energy Fuels Corp.	11/26/2009	2/25/2015		\$400,000.00	\$400,000.00	New CNG Station - Paramount	\$0.00	Yes
MS08071	ABC Unified School District	1/16/2009	1/15/2015		\$63,000.00	\$63,000.00	New CNG Station	\$0.00	Yes
MS08072	Clean Energy Fuels Corp.	12/4/2009	3/3/2015		\$400,000.00	\$354,243.38	New CNG Station - Burbank	\$45,756.62	Yes
MS08073	Clean Energy Fuels Corp.	11/26/2009	2/25/2015		\$400,000.00	\$400,000.00	New CNG Station - Norwalk	\$0.00	Yes
MS08075	Disneyland Resort	12/10/2008	2/1/2015		\$200,000.00	\$200,000.00	Expansion of Existing CNG Infrastructure	\$0.00	Yes
MS08076	Azusa Unified School District	10/17/2008	11/16/2014	1/31/2017	\$172,500.00	\$172,500.00	New CNG station and maint. Fac. Modificati	\$0.00	Yes
MS08078	SunLine Transit Agency	12/10/2008	6/9/2015	2/9/2016	\$189,000.00	\$189,000.00	CNG Station Upgrade	\$0.00	Yes

Total: 59

Closed/Incomplete Contracts

ML08025	Los Angeles County Department of P	10/30/2009	3/29/2011		\$75,000.00	\$0.00	150 Vehicles (Diagnostic)	\$75,000.00	No
MS08068	Regents of the University of Californi	11/5/2010	11/4/2017	11/4/2019	\$400,000.00	\$0.00	Hydrogen Station	\$400,000.00	No
MS08079	ABC Unified School District	1/16/2009	12/15/2009	12/15/2010	\$50,000.00	\$0.00	Maintenance Facility Modifications	\$50,000.00	No

Total: 3

Open/Complete Contracts

ML08043	City of Desert Hot Springs	9/25/2009	3/24/2016	3/24/2021	\$25,000.00	\$25,000.00	1 CNG Heavy-Duty Vehicle	\$0.00	Yes
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Total: 1

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
FY 2008-2009 Contracts									
Declined/Cancelled Contracts									
ML09017	County of San Bernardino Public Wo	1/28/2010	7/27/2016		\$200,000.00	\$0.00	8 Nat. Gas Heavy-Duty Vehicles	\$200,000.00	No
ML09018	Los Angeles Department of Water an	7/16/2010	9/15/2012		\$850,000.00	\$0.00	Retrofit 85 Off-Road Vehicles w/DECS	\$850,000.00	No
ML09019	City of San Juan Capistrano Public	12/4/2009	11/3/2010		\$10,125.00	\$0.00	Remote Vehicle Diagnostics/45 Vehicles	\$10,125.00	No
ML09022	Los Angeles County Department of P				\$8,250.00	\$0.00	Remote Vehicle Diagnostics/15 Vehicles	\$8,250.00	No
ML09025	Los Angeles County Department of P	10/15/2010	12/14/2012	6/14/2013	\$50,000.00	\$0.00	Remote Vehicle Diagnostics/85 Vehicles	\$50,000.00	No
ML09028	Riverside County Waste Manageme				\$140,000.00	\$0.00	Retrofit 7 Off-Road Vehicles w/DECS	\$140,000.00	No
ML09039	City of Inglewood				\$310,000.00	\$0.00	Purchase 12 H.D. CNG Vehicles and Remot	\$310,000.00	No
ML09040	City of Cathedral City				\$83,125.00	\$0.00	Purchase 3 H.D. CNG Vehicles and Remote	\$83,125.00	No
ML09044	City of San Dimas				\$425,000.00	\$0.00	Install CNG Station and Purchase 1 CNG S	\$425,000.00	No
ML09045	City of Orange				\$125,000.00	\$0.00	Purchase 5 CNG Sweepers	\$125,000.00	No
Total: 10									
Closed Contracts									
ML09007	City of Rancho Cucamonga	2/26/2010	4/25/2012		\$117,500.00	\$62,452.57	Maintenance Facility Modification	\$55,047.43	Yes
ML09008	City of Culver City Transportation De	1/19/2010	7/18/2016	7/18/2017	\$175,000.00	\$175,000.00	8 Nat. Gas Heavy-Duty Vehicles	\$0.00	Yes
ML09009	City of South Pasadena	11/5/2010	12/4/2016	3/4/2019	\$125,930.00	\$125,930.00	CNG Station Expansion	\$0.00	Yes
ML09010	City of Palm Springs	1/8/2010	2/7/2016		\$25,000.00	\$25,000.00	1 Nat. Gas Heavy-Duty Vehicle	\$0.00	Yes
ML09011	City of San Bernardino	2/19/2010	5/18/2016		\$250,000.00	\$250,000.00	10 Nat. Gas Heavy-Duty Vehicles	\$0.00	Yes
ML09012	City of Gardena	3/12/2010	11/11/2015		\$25,000.00	\$25,000.00	1 Nat. Gas Heavy-Duty Vehicle	\$0.00	Yes
ML09013	City of Riverside Public Works	9/10/2010	12/9/2011	7/31/2013	\$144,470.00	\$128,116.75	Traffic Signal Synchr./Moreno Valley	\$16,353.25	Yes
ML09014	City of Riverside Public Works	9/10/2010	12/9/2011	7/31/2013	\$113,030.00	\$108,495.94	Traffic Signal Synchr./Corona	\$4,534.06	Yes
ML09015	City of Riverside Public Works	9/10/2010	12/9/2011	7/31/2013	\$80,060.00	\$79,778.52	Traffic Signal Synchr./Co. of Riverside	\$281.48	Yes
ML09016	County of San Bernardino Public Wo	1/28/2010	3/27/2014		\$50,000.00	\$50,000.00	Install New CNG Station	\$0.00	Yes
ML09020	County of San Bernardino	8/16/2010	2/15/2012		\$49,770.00	\$49,770.00	Remote Vehicle Diagnostics/252 Vehicles	\$0.00	Yes
ML09021	City of Palm Desert	7/9/2010	3/8/2012		\$39,450.00	\$38,248.87	Traffic Signal Synchr./Rancho Mirage	\$1,201.13	Yes
ML09023	Los Angeles County Department of P	12/10/2010	12/9/2017		\$50,000.00	\$50,000.00	2 Heavy-Duty Alternative Fuel Transit Vehicl	\$0.00	Yes
ML09024	Los Angeles County Department of P	10/15/2010	12/14/2012	6/14/2013	\$400,000.00	\$0.00	Maintenance Facility Modifications	\$400,000.00	No
ML09026	Los Angeles County Department of P	10/15/2010	10/14/2017	4/14/2019	\$150,000.00	\$80,411.18	3 Off-Road Vehicles Repowers	\$69,588.82	Yes
ML09027	Los Angeles County Department of P	7/23/2010	3/22/2012	6/22/2012	\$150,000.00	\$150,000.00	Freeway Detector Map Interface	\$0.00	Yes
ML09029	City of Whittier	11/6/2009	4/5/2016		\$25,000.00	\$25,000.00	1 Nat. Gas Heavy-Duty Vehicle	\$0.00	Yes
ML09030	City of Los Angeles GSD/Fleet Servi	6/18/2010	6/17/2011		\$22,310.00	\$22,310.00	Remote Vehicle Diagnostics/107 Vehicles	\$0.00	Yes
ML09031	City of Los Angeles Dept of General	10/29/2010	10/28/2017		\$825,000.00	\$825,000.00	33 Nat. Gas Heavy-Duty Vehicles	\$0.00	Yes
ML09032	Los Angeles World Airports	4/8/2011	4/7/2018		\$175,000.00	\$175,000.00	7 Nat. Gas Heavy-Duty Vehicles	\$0.00	Yes
ML09033	City of Beverly Hills	3/4/2011	5/3/2017	1/3/2019	\$550,000.00	\$550,000.00	10 Nat. Gas Heavy-Duty Vehicles & CNG St	\$0.00	Yes
ML09034	City of La Palma	11/25/2009	6/24/2015		\$25,000.00	\$25,000.00	1 LPG Heavy-Duty Vehicle	\$0.00	Yes

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
ML09035	City of Fullerton	6/17/2010	6/16/2017	6/16/2018	\$450,000.00	\$450,000.00	2 Heavy-Duty CNG Vehicles & Install CNG	\$0.00	Yes
ML09037	City of Redondo Beach	6/18/2010	6/17/2016		\$50,000.00	\$50,000.00	Purchase Two CNG Sweepers	\$0.00	Yes
ML09038	City of Chino	9/27/2010	5/26/2017		\$250,000.00	\$250,000.00	Upgrade Existing CNG Station	\$0.00	Yes
ML09041	City of Los Angeles, Bureau of Sanit	10/1/2010	9/30/2017		\$875,000.00	\$875,000.00	Purchase 35 H.D. Nat. Gas Vehicles	\$0.00	Yes
ML09042	Los Angeles Department of Water an	12/10/2010	12/9/2017		\$1,400,000.00	\$1,400,000.00	Purchase 56 Dump Trucks	\$0.00	Yes
ML09043	City of Covina	10/8/2010	4/7/2017	10/7/2018	\$179,591.00	\$179,591.00	Upgrade Existing CNG Station	\$0.00	Yes
ML09046	City of Newport Beach	5/20/2010	5/19/2016		\$162,500.00	\$162,500.00	Upgrade Existing CNG Station, Maintenance	\$0.00	Yes
ML09047	Los Angeles County Department of P	8/13/2014	8/12/2015	11/12/2015	\$400,000.00	\$272,924.53	Maintenance Facility Modifications	\$127,075.47	No

Total: 30

Open/Complete Contracts

ML09036	City of Long Beach Fleet Services B	5/7/2010	5/6/2017	11/6/2022	\$875,000.00	\$875,000.00	Purchase 35 Natural Gas Refuse Trucks	\$0.00	Yes
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Total: 1

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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FY 2010-2011 Contracts

Open Contracts

ML11029	City of Santa Ana	9/7/2012	3/6/2020	3/6/2023	\$262,500.00	\$75,000.00	Expansion of Existing CNG Station, Install N	\$187,500.00	No
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Total: 1

Declined/Cancelled Contracts

ML11038	City of Santa Monica	5/18/2012	7/17/2018		\$400,000.00	\$0.00	Maintenance Facility Modifications	\$400,000.00	No
MS11013	Go Natural Gas, Inc.				\$150,000.00	\$0.00	New CNG Station - Huntington Beach	\$150,000.00	No
MS11014	Go Natural Gas, Inc.				\$150,000.00	\$0.00	New CNG Station - Santa Ana	\$150,000.00	No
MS11015	Go Natural Gas, Inc.				\$150,000.00	\$0.00	New CNG Station - Inglewood	\$150,000.00	No
MS11046	Luis Castro				\$40,000.00	\$0.00	Repower One Heavy-Duty Vehicle	\$40,000.00	No
MS11047	Ivan Borjas				\$40,000.00	\$0.00	Repower One Heavy-Duty Vehicle	\$40,000.00	No
MS11048	Phase II Transportation				\$1,080,000.00	\$0.00	Repower 27 Heavy-Duty Vehicles	\$1,080,000.00	No
MS11049	Ruben Caceras				\$40,000.00	\$0.00	Repower One Heavy-Duty Vehicle	\$40,000.00	No
MS11050	Carlos Arrue				\$40,000.00	\$0.00	Repower One Heavy-Duty Vehicle	\$40,000.00	No
MS11051	Francisco Vargas				\$40,000.00	\$0.00	Repower One Heavy-Duty Vehicle	\$40,000.00	No
MS11053	Jose Ivan Soltero				\$40,000.00	\$0.00	Repower One Heavy-Duty Vehicle	\$40,000.00	No
MS11054	Albino Meza				\$40,000.00	\$0.00	Repower One Heavy-Duty Vehicle	\$40,000.00	No
MS11059	Go Natural Gas				\$150,000.00	\$0.00	New Public Access CNG Station - Paramou	\$150,000.00	No
MS11063	Standard Concrete Products				\$310,825.00	\$0.00	Retrofit Two Off-Road Vehicles under Showc	\$310,825.00	No
MS11070	American Honda Motor Company				\$100,000.00	\$0.00	Expansion of Existing CNG Station	\$100,000.00	No
MS11072	Trillium USA Company DBA Californi				\$150,000.00	\$0.00	New Public Access CNG Station	\$150,000.00	No
MS11077	DCL America Inc.				\$263,107.00	\$0.00	Retrofit of 13 Off-Road Diesel Vehicles with	\$263,107.00	No
MS11083	Catrac Construction, Inc.				\$500,000.00	\$0.00	Install DECS on Eight Off-Road Vehicles	\$500,000.00	No
MS11084	Ivanhoe Energy Services and Develo				\$66,750.00	\$0.00	Retrofit One H.D. Off-Road Vehicle Under S	\$66,750.00	No
MS11088	Diesel Emission Technologies				\$32,750.00	\$0.00	Retrofit Three H.D. Off-Road Vehicles Under	\$32,750.00	No
MS11089	Diesel Emission Technologies				\$9,750.00	\$0.00	Retrofit One H.D. Off-Road Vehicle Under S	\$9,750.00	No
MS11090	Diesel Emission Technologies				\$14,750.00	\$0.00	Retrofit One H.D. Off-Road Vehicle Under S	\$14,750.00	No

Total: 22

Closed Contracts

ML11007	Coachella Valley Association of Gov	7/29/2011	7/28/2012		\$250,000.00	\$249,999.96	Regional PM10 Street Sweeping Program	\$0.04	Yes
ML11020	City of Indio	2/1/2013	3/31/2019	9/30/2020	\$15,000.00	\$9,749.50	Retrofit one H.D. Vehicles w/DECS, repower	\$5,250.50	Yes
ML11021	City of Whittier	1/27/2012	9/26/2018	6/26/2019	\$210,000.00	\$210,000.00	Purchase 7 Nat. Gas H.D. Vehicles	\$0.00	Yes
ML11022	City of Anaheim	3/16/2012	7/15/2018		\$150,000.00	\$150,000.00	Purchase of 5 H.D. Vehicles	\$0.00	Yes
ML11023	City of Rancho Cucamonga	4/20/2012	12/19/2018	9/19/2020	\$260,000.00	\$260,000.00	Expand Existing CNG Station, 2 H.D. Vehicl	\$0.00	Yes
ML11026	City of Redlands	3/2/2012	10/1/2018		\$90,000.00	\$90,000.00	Purchase 3 Nat. Gas H.D. Vehicles	\$0.00	Yes
ML11027	City of Los Angeles, Dept. of Genera	5/4/2012	7/3/2015	1/3/2016	\$300,000.00	\$300,000.00	Maintenance Facility Modifications	\$0.00	Yes

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
ML11028	City of Glendale	1/13/2012	5/12/2018		\$300,000.00	\$300,000.00	Purchase 10 H.D. CNG Vehicles	\$0.00	Yes
ML11030	City of Fullerton	2/3/2012	3/2/2018		\$109,200.00	\$109,200.00	Purchase 2 Nat. Gas H.D. Vehicles, Retrofit	\$0.00	Yes
ML11031	City of Culver City Transportation De	12/2/2011	12/1/2018		\$300,000.00	\$300,000.00	Purchase 10 H.D. Nat. Gas Vehicles	\$0.00	Yes
ML11032	City of Gardena	3/2/2012	9/1/2018	10/1/2020	\$102,500.00	\$102,500.00	Purchase Heavy-Duty CNG Vehicle, Install	\$0.00	Yes
ML11033	City of Los Angeles, Bureau of Sanit	3/16/2012	1/15/2019		\$1,080,000.00	\$1,080,000.00	Purchase 36 LNG H.D. Vehicles	\$0.00	Yes
ML11034	City of Los Angeles Dept of General	5/4/2012	1/3/2019		\$630,000.00	\$630,000.00	Purchase 21 H.D. CNG Vehicles	\$0.00	Yes
ML11035	City of La Quinta	11/18/2011	11/17/2012		\$25,368.00	\$25,368.00	Retrofit 3 On-Road Vehicles w/DECS	\$0.00	Yes
ML11037	City of Anaheim	12/22/2012	12/21/2019		\$300,000.00	\$300,000.00	Purchase 12 Nat. Gas H.D. Vehicles	\$0.00	Yes
ML11039	City of Ontario, Housing & Municipal	1/27/2012	9/26/2018		\$180,000.00	\$180,000.00	Purchase 6 Nat. Gas H.D. Vehicles	\$0.00	Yes
ML11042	City of Chino	2/17/2012	4/16/2018		\$30,000.00	\$30,000.00	Purchase 1 Nat. Gas H.D. Vehicle, Repower	\$0.00	Yes
ML11043	City of Hemet Public Works	2/3/2012	2/2/2019		\$60,000.00	\$60,000.00	Purchase 2 H.D. Nat. Gas Vehicles	\$0.00	Yes
ML11044	City of Ontario, Housing & Municipal	1/27/2012	6/26/2019		\$400,000.00	\$400,000.00	Expand Existing CNG Station	\$0.00	Yes
MS11001	Mineral LLC	4/22/2011	4/30/2013	4/30/2015	\$111,827.00	\$103,136.83	Design, Develop, Host and Maintain MSRC	\$8,690.17	Yes
MS11002	A-Z Bus Sales, Inc.	7/15/2011	12/31/2011	6/30/2013	\$1,705,000.00	\$1,705,000.00	Alternative Fuel School Bus Incentive Progra	\$0.00	Yes
MS11003	BusWest	7/26/2011	12/31/2011	12/31/2012	\$1,305,000.00	\$1,305,000.00	Alternative Fuel School Bus Incentive Progra	\$0.00	Yes
MS11004	Los Angeles County MTA	9/9/2011	2/29/2012		\$450,000.00	\$299,743.34	Clean Fuel Transit Service to Dodger Stadiu	\$150,256.66	Yes
MS11006	Orange County Transportation Autho	10/7/2011	2/29/2012	8/31/2012	\$268,207.00	\$160,713.00	Metrolink Service to Angel Stadium	\$107,494.00	Yes
MS11008	USA Waste of California, Inc.	10/24/2013	4/23/2020		\$125,000.00	\$125,000.00	Expansion of Existing LCNG Station	\$0.00	Yes
MS11009	USA Waste of California, Inc.	10/24/2013	4/23/2020		\$125,000.00	\$125,000.00	Expansion of Existing LCNG Station	\$0.00	Yes
MS11010	Border Valley Trading	8/26/2011	10/25/2017	4/25/2020	\$150,000.00	\$150,000.00	New LNG Station	\$0.00	Yes
MS11011	EDCO Disposal Corporation	12/30/2011	4/29/2019		\$100,000.00	\$100,000.00	New CNG Station - Signal Hill	\$0.00	Yes
MS11012	EDCO Disposal Corporation	12/30/2011	4/29/2019		\$100,000.00	\$100,000.00	New CNG Station - Buena Park	\$0.00	Yes
MS11016	CR&R Incorporated	4/12/2013	10/11/2019		\$100,000.00	\$100,000.00	New CNG Station - Perris	\$0.00	Yes
MS11017	CR&R, Inc.	3/2/2012	2/1/2018		\$100,000.00	\$100,000.00	Expansion of existing station - Garden Grove	\$0.00	Yes
MS11018	Orange County Transportation Autho	10/14/2011	1/31/2012		\$211,360.00	\$211,360.00	Express Bus Service to Orange County Fair	\$0.00	Yes
MS11019	City of Corona	11/29/2012	4/28/2020		\$225,000.00	\$225,000.00	Expansion of Existing CNG Station	\$0.00	Yes
MS11052	Krisda Inc	9/27/2012	6/26/2013		\$120,000.00	\$120,000.00	Repower Three Heavy-Duty Vehicles	\$0.00	Yes
MS11055	KEC Engineering	2/3/2012	8/2/2018	8/2/2019	\$200,000.00	\$200,000.00	Repower 5 H.D. Off-Road Vehicles	\$0.00	Yes
MS11056	Better World Group Advisors	12/30/2011	12/29/2013	12/29/2015	\$206,836.00	\$186,953.46	Programmatic Outreach Services	\$19,882.54	Yes
MS11057	Riverside County Transportation Co	7/28/2012	3/27/2013		\$100,000.00	\$89,159.40	Develop and Implement 511 "Smart Phone"	\$10,840.60	Yes
MS11058	L A Service Authority for Freeway E	5/31/2013	4/30/2014		\$123,395.00	\$123,395.00	Implement 511 "Smart Phone" Application	\$0.00	Yes
MS11060	Rowland Unified School District	8/17/2012	1/16/2019	1/16/2020	\$175,000.00	\$175,000.00	New Limited Access CNG Station	\$0.00	Yes
MS11061	Eastern Municipal Water District	3/29/2012	5/28/2015		\$11,659.00	\$1,450.00	Retrofit One Off-Road Vehicle under Showc	\$10,209.00	Yes
MS11062	Load Center	9/7/2012	1/6/2016	12/6/2016	\$175,384.00	\$169,883.00	Retrofit Six Off-Road Vehicles under Showc	\$5,501.00	Yes
MS11065	Temecula Valley Unified School Distr	8/11/2012	1/10/2019		\$50,000.00	\$48,539.62	Expansion of Existing CNG Station	\$1,460.38	Yes
MS11066	Torrance Unified School District	11/19/2012	9/18/2018		\$42,296.00	\$42,296.00	Expansion of Existing CNG Station	\$0.00	Yes
MS11067	City of Redlands	5/24/2012	11/23/2018	11/23/2019	\$85,000.00	\$85,000.00	Expansion of Existing CNG Station	\$0.00	Yes

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
MS11068	Ryder System Inc.	7/28/2012	10/27/2018		\$175,000.00	\$175,000.00	New Public Access L/CNG Station (Fontana)	\$0.00	Yes
MS11069	Ryder System Inc.	7/28/2012	8/27/2018		\$175,000.00	\$175,000.00	New Public Access L/CNG Station (Orange)	\$0.00	Yes
MS11071	City of Torrance Transit Department	12/22/2012	1/21/2019	1/21/2020	\$175,000.00	\$175,000.00	New Limited Access CNG Station	\$0.00	Yes
MS11074	SunLine Transit Agency	5/11/2012	7/31/2012		\$41,849.00	\$22,391.00	Transit Service for Coachella Valley Festival	\$19,458.00	Yes
MS11079	Bear Valley Unified School District	2/5/2013	10/4/2019		\$175,000.00	\$175,000.00	New Limited Access CNG Station	\$0.00	Yes
MS11080	Southern California Regional Rail Au	4/6/2012	7/31/2012		\$26,000.00	\$26,000.00	Metrolink Service to Auto Club Speedway	\$0.00	Yes
MS11086	DCL America Inc.	6/7/2013	10/6/2016		\$500,000.00	\$359,076.96	Retrofit Eight H.D. Off-Road Vehicles Under	\$140,923.04	Yes
MS11087	Cemex Construction Material Pacific,	10/16/2012	2/15/2016		\$448,766.00	\$448,760.80	Retrofit 13 H.D. Off-Road Vehicles Under Sh	\$5.20	Yes
MS11091	California Cartage Company, LLC	4/5/2013	8/4/2016	2/4/2018	\$55,000.00	\$0.00	Retrofit Two H.D. Off-Road Vehicles Under	\$55,000.00	No
MS11092	Griffith Company	2/15/2013	6/14/2016	12/14/2017	\$390,521.00	\$78,750.00	Retrofit 17 H.D. Off-Road Vehicles Under Sh	\$311,771.00	No

Total: 54

Closed/Incomplete Contracts

MS11064	City of Hawthorne	7/28/2012	8/27/2018	8/27/2019	\$175,000.00	\$0.00	New Limited Access CNG Station	\$175,000.00	No
MS11076	SA Recycling, LLC	5/24/2012	9/23/2015		\$424,801.00	\$0.00	Retrofit of 13 Off-Road Diesel Vehicles with	\$424,801.00	No
MS11081	Metropolitan Stevedore Company	9/7/2012	1/6/2016		\$45,416.00	\$0.00	Install DECS on Two Off-Road Vehicles	\$45,416.00	No
MS11082	Baumot North America, LLC	8/2/2012	12/1/2015		\$65,958.00	\$4,350.00	Install DECS on Four Off-Road Vehicles	\$61,608.00	Yes
MS11085	City of Long Beach Fleet Services B	8/23/2013	12/22/2016		\$159,012.00	\$0.00	Retrofit Seven H.D. Off-Road Vehicles Unde	\$159,012.00	No

Total: 5

Open/Complete Contracts

ML11024	County of Los Angeles, Dept of Publi	12/5/2014	6/4/2022		\$90,000.00	\$90,000.00	Purchase 3 Nat. Gas H.D. Vehicles	\$0.00	Yes
ML11025	County of Los Angeles Department o	3/14/2014	9/13/2021		\$150,000.00	\$150,000.00	Purchase 5 Nat. Gas H.D. Vehicles	\$0.00	Yes
ML11036	City of Riverside	1/27/2012	1/26/2019	3/26/2021	\$670,000.00	\$670,000.00	Install New CNG Station, Purchase 9 H.D. N	\$0.00	Yes
ML11040	City of South Pasadena	5/4/2012	1/3/2019	1/3/2022	\$30,000.00	\$30,000.00	Purchase 1 Nat. Gas H.D. Vehicle	\$0.00	Yes
ML11041	City of Santa Ana	9/7/2012	11/6/2018	1/6/2021	\$265,000.00	\$244,651.86	Purchase 7 LPG H.D. Vehicles, Retrofit 6 H.	\$20,348.14	Yes
ML11045	City of Newport Beach	2/3/2012	8/2/2018	3/2/2021	\$30,000.00	\$30,000.00	Purchase 1 Nat. Gas H.D. Vehicle	\$0.00	Yes
MS11073	Los Angeles Unified School District	9/11/2015	2/10/2022		\$175,000.00	\$175,000.00	Expansion of Existing CNG Station	\$0.00	Yes

Total: 7

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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FY 2011-2012 Contracts

Open Contracts

ML12014	City of Santa Ana	11/8/2013	8/7/2020	8/7/2021	\$338,000.00	\$4,709.00	9 H.D. Nat. Gas & LPG Trucks, EV Charging	\$333,291.00	No
ML12043	City of Hemet	6/24/2013	9/23/2019	11/23/2021	\$30,000.00	\$30,000.00	One Heavy-Duty Nat. Gas Vehicles	\$0.00	No
ML12045	City of Baldwin Park DPW	2/14/2014	12/13/2020	6/13/2025	\$400,000.00	\$0.00	Install New CNG Station	\$400,000.00	No
ML12057	City of Coachella	8/28/2013	8/27/2019	1/27/2022	\$57,456.00	\$57,456.00	Purchase One Nat. Gas H.D. Vehicle/Street	\$0.00	No
ML12090	City of Palm Springs	10/9/2015	10/8/2021	9/8/2025	\$21,163.00	\$0.00	EV Charging Infrastructure	\$21,163.00	No
ML12091	City of Bellflower	10/5/2018	10/4/2019	12/30/2020	\$100,000.00	\$0.00	EV Charging Infrastructure	\$100,000.00	No

Total: 6

Declined/Cancelled Contracts

ML12016	City of Cathedral City	1/4/2013	10/3/2019		\$60,000.00	\$0.00	CNG Vehicle & Electric Vehicle Infrastructur	\$60,000.00	No
ML12038	City of Long Beach Public Works				\$26,000.00	\$0.00	Electric Vehicle Charging Infrastructure	\$26,000.00	No
ML12040	City of Duarte				\$30,000.00	\$0.00	One Heavy-Duty Nat. Gas Vehicle	\$30,000.00	No
ML12044	County of San Bernardino Public Wo				\$250,000.00	\$0.00	Install New CNG Station	\$250,000.00	No
ML12048	City of La Palma	1/4/2013	11/3/2018		\$20,000.00	\$0.00	Two Medium-Duty LPG Vehicles	\$20,000.00	No
ML12052	City of Whittier	3/14/2013	7/13/2019		\$165,000.00	\$0.00	Expansion of Existing CNG Station	\$165,000.00	No
ML12053	City of Mission Viejo				\$60,000.00	\$0.00	EV Charging Infrastructure	\$60,000.00	No
MS12007	WestAir Gases & Equipment				\$100,000.00	\$0.00	Construct New Limited-Acess CNG Station	\$100,000.00	No
MS12027	C.V. Ice Company, Inc.	5/17/2013	11/16/2019		\$75,000.00	\$0.00	Purchase 3 Medium-Heavy Duty Vehicles	\$75,000.00	No
MS12030	Complete Landscape Care, Inc.				\$150,000.00	\$0.00	Purchase 6 Medium-Heavy Duty Vehicles	\$150,000.00	No
MS12067	Leatherwood Construction, Inc.	11/8/2013	3/7/2017		\$122,719.00	\$0.00	Retrofit Six Vehicles w/DECS - Showcase III	\$122,719.00	No
MS12070	Valley Music Travel/CID Entertainme				\$99,000.00	\$0.00	Implement Shuttle Service to Coachella Mus	\$99,000.00	No

Total: 12

Closed Contracts

ML12013	City of Pasadena	10/19/2012	3/18/2015	9/18/2015	\$200,000.00	\$65,065.00	Electric Vehicle Charging Infrastructure	\$134,935.00	Yes
ML12019	City of Palm Springs	9/6/2013	7/5/2015		\$38,000.00	\$16,837.00	EV Charging Infrastructure	\$21,163.00	Yes
ML12020	City of Los Angeles Dept of General	9/27/2012	3/26/2019	3/26/2020	\$450,000.00	\$450,000.00	15 H.D. Nat. Gas Vehicles	\$0.00	Yes
ML12021	City of Rancho Cucamonga	9/14/2012	1/13/2020		\$40,000.00	\$40,000.00	Four Medium-Duty Nat. Gas Vehicles	\$0.00	Yes
ML12022	City of La Puente	12/6/2013	6/5/2020		\$110,000.00	\$110,000.00	2 Medium-Duty and Three Heavy-Duty CNG	\$0.00	Yes
ML12023	County of Los Angeles Internal Servi	8/1/2013	2/28/2015		\$250,000.00	\$192,333.00	EV Charging Infrastructure	\$57,667.00	Yes
ML12037	Coachella Valley Association of Gov	3/14/2013	3/13/2014		\$250,000.00	\$250,000.00	Street Sweeping Operations	\$0.00	Yes
ML12039	City of Redlands	2/8/2013	10/7/2019		\$90,000.00	\$90,000.00	Three Heavy-Duty Nat. Gas Vehicles	\$0.00	Yes
ML12041	City of Anaheim Public Utilities Depa	4/4/2014	11/3/2015	11/3/2017	\$68,977.00	\$38,742.16	EV Charging Infrastructure	\$30,234.84	Yes
ML12042	City of Chino Hills	1/18/2013	3/17/2017		\$87,500.00	\$87,500.00	Expansion of Existing CNG Station	\$0.00	Yes
ML12047	City of Orange	2/1/2013	1/31/2019		\$30,000.00	\$30,000.00	One Heavy-Duty Nat. Gas Vehicle	\$0.00	Yes
ML12049	City of Rialto Public Works	7/14/2014	9/13/2015		\$30,432.00	\$3,265.29	EV Charging Infrastructure	\$27,166.71	Yes

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
ML12050	City of Baldwin Park	4/25/2013	4/24/2014	10/24/2014	\$402,400.00	\$385,363.00	EV Charging Infrastructure	\$17,037.00	Yes
ML12054	City of Palm Desert	9/30/2013	2/28/2015		\$77,385.00	\$77,385.00	EV Charging Infrastructure	\$0.00	Yes
ML12055	City of Manhattan Beach	3/1/2013	12/31/2018		\$10,000.00	\$10,000.00	One Medium-Duty Nat. Gas Vehicle	\$0.00	Yes
ML12056	City of Cathedral City	3/26/2013	5/25/2014		\$25,000.00	\$25,000.00	Regional Street Sweeping Program	\$0.00	Yes
ML12066	City of Manhattan Beach	1/7/2014	4/6/2015		\$5,900.00	\$5,900.00	Electric Vehicle Charging Infrastructure	\$0.00	Yes
MS12001	Los Angeles County MTA	7/1/2012	4/30/2013		\$300,000.00	\$211,170.00	Clean Fuel Transit Service to Dodger Stadiu	\$88,830.00	Yes
MS12002	Orange County Transportation Autho	9/7/2012	4/30/2013		\$342,340.00	\$333,185.13	Express Bus Service to Orange County Fair	\$9,154.87	Yes
MS12003	Orange County Transportation Autho	7/20/2012	2/28/2013		\$234,669.00	\$167,665.12	Implement Metrolink Service to Angel Stadiu	\$67,003.88	Yes
MS12004	USA Waste of California, Inc.	10/24/2013	11/23/2019		\$175,000.00	\$175,000.00	Construct New Limited-Access CNG Station	\$0.00	Yes
MS12005	USA Waste of California, Inc.	10/19/2012	8/18/2013		\$75,000.00	\$75,000.00	Vehicle Maintenance Facility Modifications	\$0.00	Yes
MS12006	Waste Management Collection & Re	10/19/2012	8/18/2013		\$75,000.00	\$75,000.00	Vehicle Maintenance Facility Modifications	\$0.00	Yes
MS12009	Sysco Food Services of Los Angeles	1/7/2014	4/6/2020		\$150,000.00	\$150,000.00	Construct New Public-Access LNG Station	\$0.00	Yes
MS12010	Murrieta Valley Unified School Distric	4/5/2013	9/4/2019		\$242,786.00	\$242,786.00	Construct New Limited-Access CNG Station	\$0.00	Yes
MS12012	Rim of the World Unified School Dist	12/20/2012	5/19/2014		\$75,000.00	\$75,000.00	Vehicle Maintenance Facility Modifications	\$0.00	Yes
MS12025	Silverado Stages, Inc.	11/2/2012	7/1/2018		\$150,000.00	\$150,000.00	Purchase Six Medium-Heavy Duty Vehicles	\$0.00	Yes
MS12026	U-Haul Company of California	3/14/2013	3/13/2019		\$500,000.00	\$353,048.26	Purchase 23 Medium-Heavy Duty Vehicles	\$146,951.74	Yes
MS12028	Dy-Dee Service of Pasadena, Inc.	12/22/2012	1/21/2019		\$45,000.00	\$40,000.00	Purchase 2 Medium-Duty and 1 Medium-He	\$5,000.00	Yes
MS12029	Community Action Partnership of Or	11/2/2012	11/1/2018		\$25,000.00	\$14,850.00	Purchase 1 Medium-Heavy Duty Vehicle	\$10,150.00	Yes
MS12031	Final Assembly, Inc.	11/2/2012	11/1/2018		\$50,000.00	\$32,446.00	Purchase 2 Medium-Heavy Duty Vehicles	\$17,554.00	Yes
MS12032	Fox Transportation	12/14/2012	12/13/2018		\$500,000.00	\$500,000.00	Purchase 20 Medium-Heavy Duty Vehicles	\$0.00	Yes
MS12035	Disneyland Resort	1/4/2013	7/3/2019		\$25,000.00	\$18,900.00	Purchase 1 Medium-Heavy Duty Vehicle	\$6,100.00	Yes
MS12036	Jim & Doug Carter's Automotive/VS	1/4/2013	11/3/2018		\$50,000.00	\$50,000.00	Purchase 2 Medium-Heavy Duty Vehicles	\$0.00	Yes
MS12058	Krisda Inc	4/24/2013	1/23/2019		\$25,000.00	\$25,000.00	Repower One Heavy-Duty Off-Road Vehicle	\$0.00	Yes
MS12059	Orange County Transportation Autho	2/28/2013	12/27/2014		\$75,000.00	\$75,000.00	Maintenance Facilities Modifications	\$0.00	Yes
MS12060	City of Santa Monica	4/4/2014	8/3/2017	8/3/2019	\$500,000.00	\$434,202.57	Implement Westside Bikeshare Program	\$65,797.43	No
MS12061	Orange County Transportation Autho	3/14/2014	3/13/2017		\$224,000.00	\$114,240.00	Transit-Oriented Bicycle Sharing Program	\$109,760.00	Yes
MS12062	Fraser Communications	12/7/2012	5/31/2014		\$998,669.00	\$989,218.49	Develop & Implement "Rideshare Thursday"	\$9,450.51	Yes
MS12063	Custom Alloy Light Metals, Inc.	8/16/2013	2/15/2020		\$100,000.00	\$100,000.00	Install New Limited Access CNG Station	\$0.00	Yes
MS12064	Anaheim Transportation Network	3/26/2013	12/31/2014		\$127,296.00	\$56,443.92	Implement Anaheim Circulator Service	\$70,852.08	Yes
MS12065	Orange County Transportation Autho	7/27/2013	11/30/2013		\$43,933.00	\$14,832.93	Ducks Express Service to Honda Center	\$29,100.07	Yes
MS12068	Southern California Regional Rail Au	3/1/2013	9/30/2013		\$57,363.00	\$47,587.10	Implement Metrolink Service to Autoclub Sp	\$9,775.90	Yes
MS12069	City of Irvine	8/11/2013	2/28/2014		\$45,000.00	\$26,649.41	Implement Special Transit Service to Solar	\$18,350.59	Yes
MS12071	Transit Systems Unlimited, Inc.	5/17/2013	12/16/2018		\$21,250.00	\$21,250.00	Expansion of Existing CNG Station	\$0.00	Yes
MS12072	99 Cents Only Stores	4/5/2013	9/4/2019		\$100,000.00	\$100,000.00	Construct New CNG Station	\$0.00	Yes
MS12073	FirstCNG, LLC	7/27/2013	12/26/2019		\$150,000.00	\$150,000.00	Construct New CNG Station	\$0.00	Yes
MS12074	Arcadia Unified School District	7/5/2013	9/4/2019		\$175,000.00	\$175,000.00	Expansion of Existing CNG Infrastructure	\$0.00	Yes
MS12076	City of Ontario, Housing & Municipal	3/8/2013	4/7/2015		\$75,000.00	\$75,000.00	Maintenance Facilities Modification	\$0.00	Yes

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
MS12078	Penske Truck Leasing Co., L.P.	1/7/2014	1/6/2016		\$75,000.00	\$73,107.00	Maintenance Facility Modifications - Vernon	\$1,893.00	Yes
MS12081	Penske Truck Leasing Co., L.P.	1/7/2014	1/6/2016		\$75,000.00	\$75,000.00	Maintenance Facility Modifications - Santa A	\$0.00	Yes
MS12085	Bear Valley Unified School District	4/25/2013	6/24/2014		\$75,000.00	\$75,000.00	Maintenance Facility Modifications	\$0.00	Yes
MS12086	SuperShuttle International, Inc.	3/26/2013	3/25/2019		\$225,000.00	\$225,000.00	Purchase 23 Medium-Heavy Duty Vehicles	\$0.00	Yes
MS12087	Los Angeles County MTA	8/29/2013	11/28/2015		\$125,000.00	\$125,000.00	Implement Rideshare Incentives Program	\$0.00	Yes
MS12088	Orange County Transportation Autho	12/6/2013	3/5/2016		\$125,000.00	\$18,496.50	Implement Rideshare Incentives Program	\$106,503.50	Yes
MS12089	Riverside County Transportation Co	10/18/2013	9/17/2015		\$249,136.00	\$105,747.48	Implement Rideshare Incentives Program	\$143,388.52	No
MS12Hom	Mansfield Gas Equipment Systems				\$296,000.00	\$0.00	Home Refueling Apparatus Incentive Progra	\$296,000.00	No

Total: 57

Closed/Incomplete Contracts

ML12051	City of Bellflower	2/7/2014	2/6/2016	5/6/2018	\$100,000.00	\$0.00	EV Charging Infrastructure	\$100,000.00	No
MS12077	City of Coachella	6/14/2013	6/13/2020		\$225,000.00	\$0.00	Construct New CNG Station	\$225,000.00	No
MS12079	Penske Truck Leasing Co., L.P.	1/7/2014	1/6/2016		\$75,000.00	\$0.00	Maintenance Facility Modifications - Boyle H	\$75,000.00	No
MS12084	Airport Mobil Inc.	12/6/2013	5/5/2020		\$150,000.00	\$0.00	Install New CNG Infrastructure	\$150,000.00	No

Total: 4

Open/Complete Contracts

ML12015	City of Fullerton	4/25/2013	11/24/2020	11/24/2021	\$40,000.00	\$40,000.00	HD CNG Vehicle, Expand CNG Station	\$0.00	Yes
ML12017	City of Los Angeles, Bureau of Sanit	6/26/2013	5/25/2020	11/25/2021	\$950,000.00	\$950,000.00	32 H.D. Nat. Gas Vehicles	\$0.00	Yes
ML12018	City of West Covina	10/18/2013	10/17/2020	8/17/2023	\$300,000.00	\$300,000.00	Expansion of Existing CNG Station	\$0.00	Yes
ML12046	City of Irvine	8/11/2013	3/10/2021		\$30,000.00	\$30,000.00	One Heavy-Duty Nat. Gas Vehicle	\$0.00	Yes
MS12008	Bonita Unified School District	7/12/2013	12/11/2019	4/11/2021	\$175,000.00	\$175,000.00	Construct New Limited-Access CNG Station	\$0.00	Yes
MS12011	Southern California Gas Company	6/14/2013	6/13/2019	5/28/2021	\$150,000.00	\$150,000.00	Construct New Public-Access CNG Station -	\$0.00	Yes
MS12024	Southern California Gas Company	6/13/2013	12/12/2019	11/12/2020	\$150,000.00	\$150,000.00	Construct New Public-Access CNG Station -	\$0.00	Yes
MS12033	Mike Diamond/Phace Management	12/22/2012	12/21/2018	6/21/2021	\$148,900.00	\$148,900.00	Purchase 20 Medium-Heavy Duty Vehicles	\$0.00	No
MS12034	Ware Disposal Company, Inc.	11/2/2012	11/1/2018	5/1/2022	\$133,070.00	\$133,070.00	Purchase 8 Medium-Heavy Duty Vehicles	\$0.00	No
MS12075	CR&R Incorporated	7/27/2013	1/26/2021	1/26/2022	\$100,000.00	\$100,000.00	Expansion of Existing CNG Infrastructure	\$0.00	No
MS12080	City of Pasadena	11/8/2013	8/7/2020	2/7/2022	\$225,000.00	\$225,000.00	Expansion of Existing CNG Infrastructure	\$0.00	Yes
MS12082	City of Los Angeles, Bureau of Sanit	11/20/2013	2/19/2021	2/19/2023	\$175,000.00	\$175,000.00	Install New CNG Infrastructure	\$0.00	Yes
MS12083	Brea Olinda Unified School District	7/30/2015	2/29/2024		\$59,454.00	\$59,454.00	Install New CNG Infrastructure	\$0.00	Yes

Total: 13

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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FY 2012-2014 Contracts

Open Contracts

ML14012	City of Santa Ana	2/13/2015	10/12/2021		\$244,000.00	\$0.00	EV Charging and 7 H.D. LPG Vehicles	\$244,000.00	No
ML14018	City of Los Angeles Dept of General	3/6/2015	9/5/2021	5/5/2025	\$810,000.00	\$720,000.00	Purchase 27 H.D. Nat. Gas Vehicles	\$90,000.00	No
ML14021	Riverside County Regional Park and	7/24/2014	12/23/2016	9/30/2024	\$250,000.00	\$0.00	Bicycle Trail Improvements	\$250,000.00	No
ML14023	County of Los Angeles Department o	10/2/2015	9/1/2017	3/1/2021	\$230,000.00	\$0.00	Maintenance Fac. Modifications-Westcheste	\$230,000.00	No
ML14024	County of Los Angeles Department o	10/2/2015	9/1/2017	9/1/2021	\$230,000.00	\$0.00	Maintenance Fac. Modifications-Baldwin Par	\$230,000.00	No
ML14027	County of Los Angeles Dept of Publi	10/2/2015	5/1/2023	12/1/2025	\$500,000.00	\$0.00	Construct New CNG Station in Canyon Coun	\$500,000.00	No
ML14030	County of Los Angeles Internal Servi	1/9/2015	3/8/2018	1/8/2021	\$425,000.00	\$25,000.00	Bicycle Racks, Outreach & Education	\$400,000.00	No
ML14069	City of Beaumont	3/3/2017	3/2/2025		\$200,000.00	\$0.00	Construct New CNG Infrastructure	\$200,000.00	No
ML14072	City of Cathedral City	8/13/2014	1/12/2021	7/12/2022	\$41,000.00	\$35,089.03	Install EV Charging, Bike Racks & Education	\$5,910.97	No
ML14097	County of Los Angeles Internal Servi	9/6/2019	9/5/2020	9/5/2021	\$104,400.00	\$0.00	Electric Vehicle Charging Infrastructure	\$104,400.00	No
MS14037	Penske Truck Leasing Co., L.P.	4/7/2017	6/6/2020		\$75,000.00	\$75,000.00	Vehicle Maint. Fac. Modifications - Carson	\$0.00	No
MS14057	Los Angeles County MTA	11/7/2014	10/6/2019	10/6/2023	\$1,250,000.00	\$0.00	Implement Various Signal Synchronization P	\$1,250,000.00	No
MS14059	Riverside County Transportation Co	9/5/2014	3/4/2018	3/4/2022	\$1,250,000.00	\$490,000.00	Implement Various Signal Synchronization P	\$760,000.00	No
MS14072	San Bernardino County Transportatio	3/27/2015	3/26/2018	3/26/2022	\$1,250,000.00	\$887,566.17	Implement Various Signal Synchronization P	\$362,433.83	No
MS14079	Waste Resources, Inc.	9/14/2016	8/13/2022	2/13/2024	\$100,000.00	\$0.00	New Limited Access CNG Station	\$100,000.00	No
MS14083	Hacienda La Puente Unified School	7/10/2015	3/9/2022		\$175,000.00	\$0.00	New Limited Access CNG Station	\$175,000.00	No

Total: 16

Declined/Cancelled Contracts

ML14063	City of Hawthorne				\$32,000.00	\$0.00	Expansion of Existng CNG Infrastructure	\$32,000.00	No
ML14068	City of South Pasadena	9/12/2014	10/11/2015	1/11/2020	\$10,183.00	\$0.00	Electric Vehicle Charging Infrastructure	\$10,183.00	No
MS14035	Penske Truck Leasing Co., L.P.				\$75,000.00	\$0.00	Vehicle Maint. Fac. Modifications - Sun Valle	\$75,000.00	No
MS14036	Penske Truck Leasing Co., L.P.				\$75,000.00	\$0.00	Vehicle Maint. Fac. Modifications - La Mirad	\$75,000.00	No
MS14038	Penske Truck Leasing Co., L.P.				\$75,000.00	\$0.00	Vehicle Maint. Fac. Modifications - Fontana	\$75,000.00	No
MS14043	City of Anaheim				\$175,000.00	\$0.00	Expansion of Existing CNG Station	\$175,000.00	No
MS14078	American Honda Motor Co., Inc.	9/4/2015	8/3/2022		\$150,000.00	\$0.00	New Public Access CNG Station	\$150,000.00	No
MS14085	Prologis, L.P.				\$100,000.00	\$0.00	New Limited Access CNG Station	\$100,000.00	No
MS14086	San Gabriel Valley Towing l				\$150,000.00	\$0.00	New Public Access CNG Station	\$150,000.00	No
MS14091	Serv-Wel Disposal				\$100,000.00	\$0.00	New Limited-Access CNG Infrastructure	\$100,000.00	No

Total: 10

Closed Contracts

ML14010	City of Cathedral City	8/13/2014	10/12/2015		\$25,000.00	\$25,000.00	Street Sweeping Operations	\$0.00	Yes
ML14011	City of Palm Springs	6/13/2014	1/12/2016		\$79,000.00	\$78,627.00	Bicycle Racks, Bicycle Outreach & Educatio	\$373.00	Yes
ML14014	City of Torrance	9/5/2014	12/4/2019		\$56,000.00	\$56,000.00	EV Charging Infrastructure	\$0.00	Yes
ML14015	Coachella Valley Association of Gov	6/6/2014	9/5/2015		\$250,000.00	\$250,000.00	Street Sweeping Operations	\$0.00	Yes

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
ML14020	County of Los Angeles Dept of Pub	8/13/2014	1/12/2018		\$150,000.00	\$0.00	San Gabriel BikeTrail Underpass Improveme	\$150,000.00	No
ML14029	City of Irvine	7/11/2014	6/10/2017		\$90,500.00	\$71,056.78	Bicycle Trail Improvements	\$19,443.22	Yes
ML14051	City of Brea	9/5/2014	1/4/2017	7/4/2018	\$450,000.00	\$450,000.00	Installation of Bicycle Trail	\$0.00	Yes
ML14054	City of Torrance	11/14/2014	4/13/2017	7/13/2017	\$350,000.00	\$319,908.80	Upgrade Maintenance Facility	\$30,091.20	Yes
ML14055	City of Highland	10/10/2014	3/9/2018	3/9/2019	\$500,000.00	\$489,385.24	Bicycle Lanes and Outreach	\$10,614.76	Yes
ML14056	City of Redlands	9/5/2014	5/4/2016	5/4/2018	\$125,000.00	\$125,000.00	Bicycle Lanes	\$0.00	Yes
ML14065	City of Orange	9/5/2014	8/4/2015		\$10,000.00	\$10,000.00	Electric Vehicle Charging Infrastructure	\$0.00	Yes
ML14070	City of Rancho Cucamonga	9/3/2016	12/2/2018		\$365,245.00	\$326,922.25	Bicycle Trail Improvements	\$38,322.75	Yes
ML14071	City of Manhattan Beach	1/9/2015	11/8/2018		\$22,485.00	\$22,485.00	Electric Vehicle Charging Infrastructure	\$0.00	Yes
ML14094	City of Yucaipa	6/9/2017	6/8/2018		\$84,795.00	\$84,795.00	Installation of Bicycle Lanes	\$0.00	Yes
ML14095	City of South Pasadena	1/10/2019	7/9/2019		\$142,096.00	\$134,182.09	Bicycle Trail Improvements	\$7,913.91	Yes
ML14096	County of Los Angeles Dept of Pub	5/3/2019	12/2/2019	3/2/2020	\$74,186.00	\$74,186.00	San Gabriel BikeTrail Underpass Improveme	\$0.00	Yes
MS14001	Los Angeles County MTA	3/6/2015	4/30/2015		\$1,216,637.00	\$1,199,512.68	Clean Fuel Transit Service to Dodger Stadiu	\$17,124.32	Yes
MS14002	Orange County Transportation Autho	9/6/2013	4/30/2014		\$576,833.00	\$576,833.00	Clean Fuel Transit Service to Orange Count	\$0.00	Yes
MS14003	Orange County Transportation Autho	8/1/2013	4/30/2014	10/30/2014	\$194,235.00	\$184,523.00	Implement Metrolink Service to Angel Stadiu	\$9,712.00	Yes
MS14004	Orange County Transportation Autho	9/24/2013	4/30/2014		\$36,800.00	\$35,485.23	Implement Express Bus Service to Solar De	\$1,314.77	Yes
MS14005	Transit Systems Unlimited, Inc.	4/11/2014	2/28/2016		\$515,200.00	\$511,520.00	Provide Expanded Shuttle Service to Hollyw	\$3,680.00	Yes
MS14007	Orange County Transportation Autho	6/6/2014	4/30/2015		\$208,520.00	\$189,622.94	Implement Special Metrolink Service to Ang	\$18,897.06	Yes
MS14008	Orange County Transportation Autho	8/13/2014	5/31/2015		\$601,187.00	\$601,187.00	Implement Clean Fuel Bus Service to Orang	\$0.00	Yes
MS14009	A-Z Bus Sales, Inc.	1/17/2014	12/31/2014	3/31/2015	\$388,000.00	\$388,000.00	Alternative Fuel School Bus Incentive Progra	\$0.00	Yes
MS14039	Waste Management Collection and	7/10/2015	4/9/2016		\$75,000.00	\$75,000.00	Vehicle Maint. Fac. Modifications - Irvine	\$0.00	Yes
MS14040	Waste Management Collection and	7/10/2015	4/9/2016		\$75,000.00	\$75,000.00	Vehicle Maint. Fac. Modifications - Santa An	\$0.00	Yes
MS14047	Southern California Regional Rail Au	3/7/2014	9/30/2014		\$49,203.00	\$32,067.04	Special Metrolink Service to Autoclub Speed	\$17,135.96	Yes
MS14048	BusWest	3/14/2014	12/31/2014	5/31/2015	\$940,850.00	\$847,850.00	Alternative Fuel School Bus Incentive Progra	\$93,000.00	Yes
MS14052	Arcadia Unified School District	6/13/2014	10/12/2020		\$78,000.00	\$78,000.00	Expansion of an Existing CNG Fueling Statio	\$0.00	Yes
MS14058	Orange County Transportation Autho	11/7/2014	4/6/2016	4/6/2017	\$1,250,000.00	\$1,250,000.00	Implement Various Signal Synchronization P	\$0.00	Yes
MS14073	Anaheim Transportation Network	1/9/2015	4/30/2017		\$221,312.00	\$221,312.00	Anaheim Resort Circulator Service	\$0.00	Yes
MS14087	Orange County Transportation Autho	8/14/2015	4/30/2016		\$239,645.00	\$195,377.88	Implement Special Metrolink Service to Ang	\$44,267.12	Yes
MS14088	Southern California Regional Rail Au	5/7/2015	9/30/2015		\$79,660.00	\$66,351.44	Special Metrolink Service to Autoclub Speed	\$13,308.56	Yes
MS14089	Top Shelf Consulting, LLC	1/18/2017	8/4/2016	3/31/2017	\$200,000.00	\$200,000.00	Enhanced Fleet Modernization Program	\$0.00	Yes

Total: 34

Closed/Incomplete Contracts

ML14050	City of Yucaipa	7/11/2014	9/10/2015	7/1/2016	\$84,795.00	\$0.00	Installation of Bicycle Lanes	\$84,795.00	No
ML14060	County of Los Angeles Internal Servi	10/6/2017	1/5/2019		\$104,400.00	\$0.00	Electric Vehicle Charging Infrastructure	\$104,400.00	No
ML14066	City of South Pasadena	9/12/2014	7/11/2016	2/11/2018	\$142,096.00	\$0.00	Bicycle Trail Improvements	\$142,096.00	No
ML14093	County of Los Angeles Dept of Pub	8/14/2015	1/13/2019		\$150,000.00	\$0.00	San Gabriel BikeTrail Underpass Improveme	\$150,000.00	No
MS14092	West Covina Unified School District	9/3/2016	12/2/2022		\$124,000.00	\$0.00	Expansion of Existing CNG Infrastructure	\$124,000.00	No

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
Total: 5									
Open/Complete Contracts									
ML14013	City of Los Angeles, Bureau of Sanit	10/7/2016	2/6/2025		\$400,000.00	\$400,000.00	Purchase 14 H.D. Nat. Gas Vehicles	\$0.00	Yes
ML14016	City of Anaheim	4/3/2015	9/2/2021		\$380,000.00	\$380,000.00	Purchase 2 H.D. Vehicles, Expansion of Exi	\$0.00	Yes
ML14019	City of Corona Public Works	12/5/2014	6/4/2020	3/6/2023	\$111,518.00	\$111,517.18	EV Charging, Bicycle Racks, Bicycle Locker	\$0.82	Yes
ML14022	County of Los Angeles Department o	10/2/2015	5/1/2022		\$270,000.00	\$270,000.00	Purchase 9 H.D. Nat. Gas Vehicles	\$0.00	Yes
ML14025	County of Los Angeles Dept of Publi	10/2/2015	7/1/2018	7/1/2024	\$300,000.00	\$300,000.00	Construct New CNG Station in Malibu	\$0.00	Yes
ML14026	County of Los Angeles Dept of Publi	10/2/2015	5/1/2023	5/1/2024	\$300,000.00	\$300,000.00	Construct New CNG Station in Castaic	\$0.00	Yes
ML14028	City of Fullerton	9/5/2014	1/4/2022		\$126,950.00	\$126,950.00	Expansion of Existing CNG Infrastructure	\$0.00	Yes
ML14031	Riverside County Waste Manageme	6/13/2014	12/12/2020		\$90,000.00	\$90,000.00	Purchase 3 H.D. CNG Vehicles	\$0.00	Yes
ML14032	City of Rancho Cucamonga	1/9/2015	1/8/2022		\$113,990.00	\$104,350.63	Expansion of Existing CNG Infrast., Bicycle L	\$9,639.37	Yes
ML14033	City of Irvine	7/11/2014	2/10/2021	2/10/2022	\$60,000.00	\$60,000.00	Purchase 2 H.D. CNG Vehicles	\$0.00	Yes
ML14034	City of Lake Elsinore	9/5/2014	5/4/2021		\$56,700.00	\$56,700.00	EV Charging Stations	\$0.00	Yes
ML14049	City of Moreno Valley	7/11/2014	3/10/2021		\$105,000.00	\$101,976.09	One HD Nat Gas Vehicle, EV Charging, Bicy	\$3,023.91	Yes
ML14061	City of La Habra	3/11/2016	3/10/2022		\$41,600.00	\$41,270.49	Purchase Two Heavy-Duty Nat. Gas Vehicle	\$329.51	Yes
ML14062	City of San Fernando	3/27/2015	5/26/2021	10/31/2023	\$325,679.00	\$325,679.00	Expand Existing CNG Fueling Station	\$0.00	Yes
ML14064	City of Claremont	7/11/2014	7/10/2020	1/10/2021	\$60,000.00	\$60,000.00	Purchase Two Heavy-Duty Nat. Gas Vehicle	\$0.00	Yes
ML14067	City of Duarte	12/4/2015	1/3/2023	6/3/2024	\$60,000.00	\$60,000.00	Purchase Two Electric Buses	\$0.00	Yes
MS14041	USA Waste of California, Inc.	9/4/2015	10/3/2021		\$175,000.00	\$175,000.00	Limited-Access CNG Station, Vehicle Maint.	\$0.00	Yes
MS14042	Grand Central Recycling & Transfer	6/6/2014	9/5/2021		\$150,000.00	\$150,000.00	Expansion of Existing CNG Station	\$0.00	Yes
MS14044	TIMCO CNG Fund I, LLC	5/2/2014	11/1/2020		\$150,000.00	\$150,000.00	New Public-Access CNG Station in Santa A	\$0.00	Yes
MS14045	TIMCO CNG Fund I, LLC	6/6/2014	12/5/2020		\$150,000.00	\$150,000.00	New Public-Access CNG Station in Inglewoo	\$0.00	Yes
MS14046	Ontario CNG Station Inc.	5/15/2014	5/14/2020	11/14/2021	\$150,000.00	\$150,000.00	Expansion of Existing CNG Infrastructure	\$0.00	Yes
MS14053	Upland Unified School District	1/9/2015	7/8/2021		\$175,000.00	\$175,000.00	Expansion of Existing CNG Infrastructure	\$0.00	No
MS14074	Midway City Sanitary District	1/9/2015	3/8/2021		\$250,000.00	\$250,000.00	Limited-Access CNG Station & Facility Modif	\$0.00	Yes
MS14075	Fullerton Joint Union High School Di	7/22/2016	11/21/2023		\$300,000.00	\$293,442.00	Expansion of Existing CNG Infrastructure/Ma	\$6,558.00	Yes
MS14076	Rialto Unified School District	6/17/2015	2/16/2022	6/25/2023	\$225,000.00	\$225,000.00	New Public Access CNG Station	\$0.00	Yes
MS14077	County Sanitation Districts of L.A. Co	3/6/2015	5/5/2021		\$175,000.00	\$175,000.00	New Limited Access CNG Station	\$0.00	Yes
MS14080	CR&R Incorporated	6/1/2015	8/31/2021	8/31/2022	\$200,000.00	\$200,000.00	Expansion of Existing CNG Infrastructure/Ma	\$0.00	No
MS14081	CR&R Incorporated	6/1/2015	5/30/2021		\$175,000.00	\$100,000.00	Expansion of Existing CNG Infrastructure/Ma	\$75,000.00	No
MS14082	Grand Central Recycling & Transfer	12/4/2015	3/3/2023	3/3/2024	\$150,000.00	\$150,000.00	Construct New Public Access CNG Station	\$0.00	Yes
MS14084	US Air Conditioning Distributors	5/7/2015	9/6/2021		\$100,000.00	\$100,000.00	Expansion of Existing CNG Infrastructure	\$0.00	Yes
MS14090	City of Monterey Park	5/7/2015	5/6/2021		\$225,000.00	\$225,000.00	Expansion of Existing CNG Infrastructure	\$0.00	Yes
Total: 31									

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
FY 2014-2016 Contracts									
Open Contracts									
ML16006	City of Cathedral City	4/27/2016	4/26/2022		\$25,000.00	\$0.00	Bicycle Outreach	\$25,000.00	No
ML16007	City of Culver City Transportation De	10/6/2015	4/5/2023		\$246,000.00	\$210,000.00	Purchase 7 H.D. Nat. Gas Vehicles, EV Cha	\$36,000.00	No
ML16008	City of Pomona	9/20/2016	11/19/2022	5/19/2025	\$60,000.00	\$0.00	Purchase 3 Medium-Duty and 1 Heavy-Duty	\$60,000.00	No
ML16010	City of Fullerton	10/7/2016	4/6/2023	4/6/2024	\$78,222.00	\$27,896.71	Expand Existing CNG Station, EV Charging I	\$50,325.29	No
ML16017	City of Long Beach	2/5/2016	8/4/2023	1/4/2026	\$1,445,400.00	\$1,375,400.00	Purchase 50 Medium-Duty, 17 H.D. Nat. Ga	\$70,000.00	No
ML16018	City of Hermosa Beach	10/7/2016	1/6/2023		\$29,520.00	\$23,768.44	Purchase 2 M.D. Nat. Gas Vehicles, Bicycle	\$5,751.56	No
ML16022	Los Angeles Department of Water an	5/5/2017	3/4/2024	9/4/2025	\$360,000.00	\$0.00	Purchase 12 H.D. Nat. Gas Vehicles	\$360,000.00	No
ML16025	City of South Pasadena	6/22/2016	4/21/2023	10/21/2024	\$160,000.00	\$0.00	Purchase H.D. Nat. Gas Vehicle, Expand Ex	\$160,000.00	No
ML16032	City of Azusa	9/9/2016	4/8/2019	4/8/2021	\$474,925.00	\$0.00	Implement a "Complete Streets" Pedestrian	\$474,925.00	No
ML16038	City of Palm Springs	4/1/2016	7/31/2022	9/30/2022	\$170,000.00	\$0.00	Install Bicycle Lanes & Purchase 2 Heavy-D	\$170,000.00	No
ML16039	City of Torrance Transit Department	1/6/2017	9/5/2022	9/5/2023	\$32,000.00	\$0.00	Install EV Charging Infrastructure	\$32,000.00	No
ML16040	City of Eastvale	1/6/2017	7/5/2022	7/5/2026	\$110,000.00	\$0.00	Install EV Charging Infrastructure	\$110,000.00	No
ML16041	City of Moreno Valley	9/3/2016	1/2/2021	1/2/2024	\$20,000.00	\$0.00	Install EV Charging Infrastructure	\$20,000.00	No
ML16042	City of San Dimas	4/1/2016	12/31/2019	12/31/2021	\$55,000.00	\$0.00	Install EV Charging Infrastructure	\$55,000.00	No
ML16046	City of El Monte	4/1/2016	5/31/2021	5/31/2023	\$20,160.00	\$0.00	Install EV Charging Infrastructure	\$20,160.00	No
ML16047	City of Fontana	1/6/2017	8/5/2019	8/5/2021	\$500,000.00	\$0.00	Enhance an Existing Class 1 Bikeway	\$500,000.00	No
ML16048	City of Placentia	3/26/2016	5/25/2021	6/25/2022	\$90,000.00	\$18,655.00	Install a Bicycle Locker and EV Charging Infr	\$71,345.00	No
ML16052	City of Rancho Cucamonga	9/3/2016	11/2/2019	3/31/2021	\$315,576.00	\$0.00	Install Two Class 1 Bikeways	\$315,576.00	No
ML16053	City of Claremont	3/11/2016	7/10/2018	12/10/2020	\$498,750.00	\$0.00	Implement a "Complete Streets" Pedestrian	\$498,750.00	No
ML16057	City of Yucaipa	4/27/2016	1/26/2019	1/26/2021	\$380,000.00	\$0.00	Implement a "Complete Streets" Pedestrian	\$380,000.00	No
ML16070	City of Beverly Hills	2/21/2017	6/20/2023		\$90,000.00	\$0.00	Purchase 3 H.D. Nat. Gas Vehicles	\$90,000.00	No
ML16071	City of Highland	5/5/2017	1/4/2020	1/4/2022	\$264,500.00	\$0.00	Implement a "Complete Streets" Pedestrian	\$264,500.00	No
ML16075	City of San Fernando	10/27/2016	2/26/2019	2/26/2021	\$354,000.00	\$0.00	Install a Class 1 Bikeway	\$354,000.00	No
ML16077	City of Rialto	5/3/2018	10/2/2021	2/2/2023	\$463,216.00	\$158,105.51	Pedestrian Access Improvements, Bicycle L	\$305,110.49	No
ML16083	City of El Monte	4/1/2016	4/30/2021	4/30/2023	\$57,210.00	\$25,375.60	Install EV Charging Infrastructure	\$31,834.40	No
MS16086	San Bernardino County Transportatio	9/3/2016	10/2/2021		\$800,625.00	\$530,127.84	Freeway Service Patrols	\$270,497.16	No
MS16090	Los Angeles County MTA	10/27/2016	4/26/2020	10/26/2020	\$2,500,000.00	\$0.00	Expansion of the Willowbrook/Rosa Parks Tr	\$2,500,000.00	No
MS16094	Riverside County Transportation Co	1/25/2017	1/24/2022		\$1,909,241.00	\$0.00	MetroLink First Mile/Last Mile Mobility Strate	\$1,909,241.00	No
MS16096	San Bernardino County Transportatio	10/27/2016	12/26/2019	6/30/2021	\$450,000.00	\$0.00	EV Charging Infrastructure	\$450,000.00	No
MS16110	City of Riverside	10/6/2017	2/5/2025	2/5/2026	\$300,000.00	\$71,250.00	Expansion of Existing CNG Station and Main	\$228,750.00	No
MS16115	City of Santa Monica	4/14/2017	7/13/2025		\$870,000.00	\$427,500.00	Repower 58 Transit Buses	\$442,500.00	No
MS16117	Omnitrans	4/21/2017	6/20/2023		\$175,000.00	\$175,000.00	Expansion of Existing CNG Infrastructure	\$0.00	No
MS16118	Omnitrans	4/21/2017	6/20/2023		\$175,000.00	\$175,000.00	Expansion of Existing CNG Infrastructure	\$0.00	No
MS16119	Omnitrans	4/21/2017	8/20/2022		\$150,000.00	\$0.00	New Public Access CNG Station	\$150,000.00	No

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
MS16120	Omnitrans	4/7/2017	5/6/2025		\$945,000.00	\$0.00	Repower 63 Existing Buses	\$945,000.00	No
MS16121	Long Beach Transit	11/3/2017	4/2/2024	11/30/2026	\$600,000.00	\$14,250.00	Repower 39 and Purchase 1 New Transit Bu	\$585,750.00	No
MS16123	Orange County Transportation Autho	12/7/2018	11/6/2023		\$91,760.00	\$0.00	Install La Habra Union Pacific Bikeway	\$91,760.00	No
MS16124	Riverside County Transportation Co	12/14/2018	12/14/2019	5/14/2020	\$253,239.00	\$246,856.41	Extended Freeway Service Patrols	\$6,382.59	No
MS16125	San Bernardino County Transportatio	9/20/2019	11/19/2020		\$1,000,000.00	\$0.00	Traffic Signal Synchronization Projects	\$1,000,000.00	No

Total: 39

Declined/Cancelled Contracts

ML16014	City of Dana Point				\$153,818.00	\$0.00	Extend an Existing Class 1 Bikeway	\$153,818.00	No
ML16065	City of Temple City				\$500,000.00	\$0.00	Implement a "Complete Streets" Pedestrian	\$500,000.00	No
ML16067	City of South El Monte				\$73,329.00	\$0.00	Implement an "Open Streets" Event	\$73,329.00	No
ML16074	City of La Verne	7/22/2016	1/21/2023		\$365,000.00	\$0.00	Install CNG Fueling Station	\$365,000.00	No
MS16043	LBA Realty Company LLC				\$100,000.00	\$0.00	Install Limited-Access CNG Station	\$100,000.00	No
MS16080	Riverside County Transportation Co				\$1,200,000.00	\$0.00	Passenger Rail Service for Coachella and St	\$1,200,000.00	No
MS16098	Long Beach Transit				\$198,957.00	\$0.00	Provide Special Bus Service to Stub Hub Ce	\$198,957.00	No
MS16104	City of Perris				\$175,000.00	\$0.00	Expansion of Existing CNG Infrastructure	\$175,000.00	No
MS16106	City of Lawndale	3/1/2019	11/30/2025		\$175,000.00	\$0.00	Expansion of Existing CNG Infrastructure	\$175,000.00	No
MS16107	Athens Services				\$100,000.00	\$0.00	Construct a Limited-Access CNG Station	\$100,000.00	No
MS16108	VNG 5703 Gage Avenue, LLC				\$150,000.00	\$0.00	Construct Public-Access CNG Station in Bell	\$150,000.00	No
MS16109	Sanitation Districts of Los Angeles C				\$275,000.00	\$0.00	Expansion of an Existing L/CNG Station	\$275,000.00	No
MS16111	VNG 925 Lakeview Avenue, LLC				\$150,000.00	\$0.00	Construct Public Access CNG Station in Pla	\$150,000.00	No

Total: 13

Closed Contracts

ML16009	City of Fountain Valley	10/6/2015	2/5/2018	5/5/2019	\$46,100.00	\$46,100.00	Install EV Charging Infrastructure	\$0.00	Yes
ML16015	City of Yorba Linda	3/4/2016	11/3/2017		\$85,000.00	\$85,000.00	Install Bicycle Lanes	\$0.00	No
ML16020	City of Pomona	4/1/2016	2/1/2018	8/1/2018	\$440,000.00	\$440,000.00	Install Road Surface Bicycle Detection Syste	\$0.00	Yes
ML16026	City of Downey	5/6/2016	9/5/2017		\$40,000.00	\$40,000.00	Install EV Charging Infrastructure	\$0.00	No
ML16028	City of Azusa	9/9/2016	4/8/2018		\$25,000.00	\$25,000.00	Enhance Existing Class 1 Bikeway	\$0.00	Yes
ML16031	City of Cathedral City	12/19/2015	2/18/2017		\$25,000.00	\$25,000.00	Street Sweeping in Coachella Valley	\$0.00	Yes
ML16033	Coachella Valley Association of Gov	4/27/2016	4/26/2018		\$250,000.00	\$250,000.00	Street Sweeping Operations in Coachella Va	\$0.00	Yes
ML16034	City of Riverside	3/11/2016	10/10/2018	7/10/2020	\$500,000.00	\$500,000.00	Implement a "Complete Streets" Pedestrian	\$0.00	Yes
ML16035	City of Wildomar	4/1/2016	11/1/2017		\$500,000.00	\$0.00	Install Bicycle Lanes	\$500,000.00	No
ML16036	City of Brea	3/4/2016	12/3/2018		\$500,000.00	\$500,000.00	Install a Class 1 Bikeway	\$0.00	Yes
ML16045	City of Anaheim	6/22/2016	8/21/2019		\$275,000.00	\$255,595.08	Maintenance Facility Modifications	\$19,404.92	Yes
ML16049	City of Buena Park	4/1/2016	11/30/2018		\$429,262.00	\$429,262.00	Installation of a Class 1 Bikeway	\$0.00	Yes
ML16051	City of South Pasadena	2/12/2016	1/11/2017	12/11/2017	\$320,000.00	\$258,691.25	Implement "Open Streets" Event with Variou	\$61,308.75	Yes
ML16054	City of Yucaipa	3/26/2016	7/26/2018	10/25/2019	\$120,000.00	\$120,000.00	Implement a "Complete Streets" Pedestrian	\$0.00	Yes
ML16060	City of Cudahy	2/5/2016	10/4/2017		\$73,910.00	\$62,480.00	Implement an "Open Streets" Event	\$11,430.00	Yes

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
ML16061	City of Murrieta	4/27/2016	1/26/2020		\$11,642.00	\$9,398.36	Installation of EV Charging Infrastructure	\$2,243.64	Yes
ML16062	City of Colton	6/3/2016	7/2/2020		\$21,003.82	\$21,003.82	Installation of EV Charging Infrastructure	\$0.00	Yes
ML16064	County of Orange, OC Parks	2/21/2017	10/20/2018		\$204,073.00	\$157,632.73	Implement "Open Streets" Events with Vario	\$46,440.27	Yes
ML16066	City of Long Beach Public Works	1/13/2017	9/12/2018		\$75,050.00	\$63,763.62	Implement an "Open Streets" Event	\$11,286.38	Yes
ML16068	Riverside County Dept of Public Heal	12/2/2016	8/1/2018		\$171,648.00	\$171,648.00	Implement "Open Streets" Events with Vario	\$0.00	Yes
ML16073	City of Long Beach Public Works	1/13/2017	7/12/2017		\$50,000.00	\$50,000.00	Implement an "Open Streets" Event	\$0.00	Yes
ML16078	City of Moreno Valley	5/6/2016	11/5/2017	5/5/2018	\$32,800.00	\$31,604.72	Install Bicycle Infrastructure & Implement Bi	\$1,195.28	Yes
ML16079	City of Yucaipa	4/1/2016	3/31/2020		\$5,000.00	\$5,000.00	Purchase Electric Lawnmower	\$0.00	Yes
ML16122	City of Wildomar	6/8/2018	6/7/2019		\$500,000.00	\$500,000.00	Install Bicycle Lanes	\$0.00	Yes
ML16126	City of Palm Springs	7/31/2019	7/30/2020	10/30/2020	\$22,000.00	\$19,279.82	Install Bicycle Racks, and Implement Bicycle	\$2,720.18	Yes
MS16001	Los Angeles County MTA	4/1/2016	4/30/2017		\$1,350,000.00	\$1,332,039.84	Clean Fuel Transit Service to Dodger Stadiu	\$17,960.16	Yes
MS16002	Orange County Transportation Autho	10/6/2015	5/31/2016		\$722,266.00	\$703,860.99	Clean Fuel Transit Service to Orange Count	\$18,405.01	Yes
MS16003	Special Olympics World Games Los	10/9/2015	12/30/2015		\$380,304.00	\$380,304.00	Low-Emission Transportation Service for Sp	\$0.00	Yes
MS16004	Mineral LLC	9/4/2015	7/3/2017	1/3/2018	\$27,690.00	\$9,300.00	Design, Develop, Host and Maintain MSRC	\$18,390.00	Yes
MS16029	Orange County Transportation Autho	1/12/2018	6/11/2020		\$836,413.00	\$567,501.06	TCM Partnership Program - OC Bikeways	\$268,911.94	Yes
MS16030	Better World Group Advisors	12/19/2015	12/31/2017	12/31/2019	\$271,619.00	\$245,355.43	Programmic Outreach Services to the MSR	\$26,263.57	Yes
MS16084	Transit Systems Unlimited, Inc.	5/6/2016	2/28/2018		\$565,600.00	\$396,930.00	Implement Special Shuttle Service from Uni	\$168,670.00	No
MS16085	Southern California Regional Rail Au	3/11/2016	9/30/2016		\$78,033.00	\$64,285.44	Special MetroLink Service to Autoclub Spee	\$13,747.56	No
MS16089	Orange County Transportation Autho	7/8/2016	4/30/2017		\$128,500.00	\$128,500.00	Implement Special Bus Service to Angel Sta	\$0.00	Yes
MS16092	San Bernardino County Transportatio	2/3/2017	1/2/2019		\$242,937.00	\$242,016.53	Implement a Series of "Open Streets" Event	\$920.47	Yes
MS16093	Orange County Transportation Autho	9/3/2016	3/2/2018	9/2/2018	\$1,553,657.00	\$1,499,575.85	Implement a Mobile Ticketing System	\$54,081.15	Yes
MS16095	Orange County Transportation Autho	7/22/2016	5/31/2017		\$694,645.00	\$672,864.35	Implement Special Bus Service to Orange C	\$21,780.65	Yes
MS16099	Foothill Transit	3/3/2017	3/31/2017		\$50,000.00	\$50,000.00	Provide Special Bus Service to the Los Ange	\$0.00	Yes
MS16100	Southern California Regional Rail Au	5/5/2017	9/30/2017		\$80,455.00	\$66,169.43	Provide Metrolink Service to Autoclub Speed	\$14,285.57	Yes

Total: 39

Closed/Incomplete Contracts

ML16005	City of Palm Springs	3/4/2016	10/3/2017		\$40,000.00	\$0.00	Install Bicycle Racks, and Implement Bicycle	\$40,000.00	No
MS16082	Riverside County Transportation Co	9/3/2016	8/2/2018		\$590,759.00	\$337,519.71	Extended Freeway Service Patrols	\$253,239.29	No
MS16091	San Bernardino County Transportatio	10/7/2016	11/6/2018		\$1,000,000.00	\$0.00	Traffic Signal Synchronization Projects	\$1,000,000.00	No

Total: 3

Open/Complete Contracts

ML16011	City of Claremont	10/6/2015	6/5/2022		\$90,000.00	\$90,000.00	Purchase 3 Heavy-Duty Nat. Gas Vehicles	\$0.00	Yes
ML16012	City of Carson	1/15/2016	10/14/2022		\$60,000.00	\$60,000.00	Purchase 2 Heavy-Duty Nat. Gas Vehicles	\$0.00	Yes
ML16013	City of Monterey Park	12/4/2015	7/3/2022	7/3/2024	\$90,000.00	\$90,000.00	Purchase 3 Heavy-Duty Nat. Gas Vehicles	\$0.00	Yes
ML16016	City of Los Angeles Dept of General	2/5/2016	12/4/2022		\$630,000.00	\$630,000.00	Purchase 21 Heavy-Duty Nat. Gas Vehicles	\$0.00	Yes
ML16019	City of Los Angeles, Dept of General	1/25/2017	3/24/2023		\$102,955.00	\$102,955.00	Install EV Charging Infrastructure	\$0.00	Yes
ML16021	City of Santa Clarita	10/7/2016	6/6/2024		\$49,400.00	\$49,399.00	Install EV Charging Infrastructure	\$1.00	Yes

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
ML16023	City of Banning	12/11/2015	12/10/2021		\$30,000.00	\$30,000.00	Purchase 1 H.D. Nat. Gas Vehicle	\$0.00	Yes
ML16024	City of Azusa	4/27/2016	2/26/2022		\$30,000.00	\$30,000.00	Purchase 1 H.D. Nat. Gas Vehicle	\$0.00	Yes
ML16027	City of Whittier	1/8/2016	11/7/2022		\$30,000.00	\$30,000.00	Purchase 1 H.D. Nat. Gas Vehicle	\$0.00	Yes
ML16037	City of Rancho Cucamonga	2/5/2016	11/4/2022		\$30,000.00	\$30,000.00	Purchase One Heavy-Duty Natural Gas Vehi	\$0.00	Yes
ML16050	City of Westminster	5/6/2016	7/5/2020	5/5/2022	\$115,000.00	\$93,925.19	Installation of EV Charging Infrastructure	\$21,074.81	No
ML16055	City of Ontario	5/6/2016	5/5/2022		\$270,000.00	\$270,000.00	Purchase Nine Heavy-Duty Natural-Gas Veh	\$0.00	Yes
ML16056	City of Ontario	3/23/2016	9/22/2020	9/22/2021	\$106,565.00	\$106,565.00	Expansion of an Existing CNG Station	\$0.00	Yes
ML16058	Los Angeles County Department of P	10/7/2016	4/6/2024		\$371,898.00	\$371,898.00	Purchase 11 H.D. Nat. Gas Vehicles and Ins	\$0.00	No
ML16059	City of Burbank	4/1/2016	2/28/2022		\$180,000.00	\$180,000.00	Purchase 6 H.D. Nat. Gas Vehicles	\$0.00	No
ML16063	City of Glendora	3/4/2016	4/3/2022		\$30,000.00	\$30,000.00	Purchase One H.D. Nat. Gas Vehicle	\$0.00	Yes
ML16069	City of West Covina	3/10/2017	6/9/2021		\$54,199.00	\$54,199.00	Installation of EV Charging Infrastructure	\$0.00	Yes
ML16072	City of Palm Desert	3/4/2016	1/4/2020	1/3/2022	\$56,000.00	\$56,000.00	Installation of EV Charging Infrastructure	\$0.00	Yes
ML16076	City of San Fernando	2/21/2017	8/20/2021		\$43,993.88	\$43,993.88	Install EV Charging Infrastructure	\$0.00	Yes
MS16081	EDCO Disposal Corporation	3/4/2016	10/3/2022		\$150,000.00	\$150,000.00	Expansion of Existing Public Access CNG St	\$0.00	Yes
MS16087	Burrtec Waste & Recycling Services,	7/8/2016	3/7/2023		\$100,000.00	\$100,000.00	Construct New Limited-Access CNG Station	\$0.00	Yes
MS16088	Transit Systems Unlimited, Inc.	5/12/2017	1/11/2023		\$17,000.00	\$17,000.00	Expansion of Existing CNG Station	\$0.00	Yes
MS16097	Walnut Valley Unified School District	10/7/2016	11/6/2022		\$250,000.00	\$250,000.00	Expand CNG Station & Modify Maintenance	\$0.00	Yes
MS16102	Nasa Services, Inc.	2/21/2017	4/20/2023		\$100,000.00	\$100,000.00	Construct a Limited-Access CNG Station	\$0.00	No
MS16103	Arrow Services, Inc.	2/3/2017	4/2/2023		\$100,000.00	\$100,000.00	Construct a Limited-Access CNG Station	\$0.00	Yes
MS16105	Huntington Beach Union High School	3/3/2017	7/2/2024		\$175,000.00	\$175,000.00	Expansion of Existing CNG Infrastructure	\$0.00	Yes
MS16112	Orange County Transportation Autho	4/14/2017	3/13/2024		\$1,470,000.00	\$1,470,000.00	Repower Up to 98 Transit Buses	\$0.00	No
MS16113	Los Angeles County MTA	5/12/2017	4/11/2024		\$1,875,000.00	\$1,875,000.00	Repower Up to 125 Transit Buses	\$0.00	Yes
MS16114	City of Norwalk	3/3/2017	6/2/2024		\$45,000.00	\$32,170.00	Purchase 3 Transit Buses	\$12,830.00	Yes
MS16116	Riverside Transit Agency	3/3/2017	1/2/2023		\$10,000.00	\$9,793.00	Purchase One Transit Bus	\$207.00	No

Total: 30

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
FY 2016-2018 Contracts									
Open Contracts									
ML18020	City of Colton	5/3/2018	4/2/2024		\$67,881.00	\$35,667.00	Purchase One Medium-Duty and One Heavy	\$32,214.00	No
ML18030	City of Grand Terrace	6/28/2018	3/27/2022	3/27/2025	\$45,000.00	\$0.00	Install EVSE	\$45,000.00	No
ML18031	City of Diamond Bar	9/7/2018	11/6/2025		\$73,930.00	\$0.00	Install EVSE, Purchase up to 2-LD Vehicles	\$73,930.00	No
ML18034	City of Calabasas	6/8/2018	3/7/2022	3/7/2023	\$50,000.00	\$0.00	Install EVSE	\$50,000.00	No
ML18036	City of Indian Wells	8/8/2018	5/7/2023		\$50,000.00	\$0.00	Install EV Charging Station	\$50,000.00	No
ML18038	City of Anaheim	10/5/2018	5/4/2025	5/4/2026	\$221,500.00	\$147,883.27	Purchase 5 Light-Duty ZEVs and Install EVS	\$73,616.73	No
ML18039	City of Redlands	6/28/2018	7/27/2024	1/27/2025	\$87,000.00	\$0.00	Purchase 1 Medium/Heavy-Duty ZEV and In	\$87,000.00	No
ML18041	City of West Hollywood	8/8/2018	12/7/2023		\$50,000.00	\$0.00	Install EV Charging Infrastructure	\$50,000.00	No
ML18043	City of Yorba Linda	9/7/2018	12/6/2023		\$87,990.00	\$0.00	Install EV Charging Infrastructure	\$87,990.00	No
ML18044	City of Malibu	8/8/2018	10/7/2022	10/7/2023	\$50,000.00	\$0.00	Install EV Charging Infrastructure	\$50,000.00	No
ML18046	City of Santa Ana	11/9/2018	7/8/2026		\$385,000.00	\$0.00	Purchase 6 Light-Duty ZEVs, 9 Heavy-Duty	\$385,000.00	No
ML18047	City of Whittier	8/8/2018	4/7/2026		\$113,910.00	\$45,564.00	Purchase 5 Heavy-Duty Near-Zero Emission	\$68,346.00	No
ML18050	City of Irvine	9/7/2018	8/6/2028		\$330,490.00	\$0.00	Purchase 1 Medium/Heavy-Duty ZEV and In	\$330,490.00	No
ML18051	City of Rancho Cucamonga	3/1/2019	10/31/2025		\$227,040.00	\$0.00	Purchase 9 Light-Duty ZEVs, 2 Med-Duty Z	\$227,040.00	No
ML18053	City of Paramount	9/7/2018	3/6/2023		\$64,675.00	\$0.00	Install EV Charging Infrastructure	\$64,675.00	No
ML18055	City of Long Beach Fleet Services B	11/29/2018	11/28/2026		\$622,220.00	\$103,465.30	Install EV Charging Stations	\$518,754.70	No
ML18056	City of Chino	3/29/2019	9/28/2023		\$103,868.00	\$103,868.00	Install EV Charging Infrastructure	\$0.00	No
ML18057	City of Carson	10/5/2018	7/4/2023		\$106,250.00	\$50,000.00	Purchase 5 Zero-Emission Vehicles and Infr	\$56,250.00	No
ML18058	City of Perris	10/12/2018	11/11/2024		\$94,624.00	\$0.00	Purchase 1 Med. H.D. ZEV and EV Chargin	\$94,624.00	No
ML18059	City of Glendale Water & Power	2/1/2019	7/31/2026		\$260,500.00	\$0.00	Install Electric Vehicle Charging Infrastructur	\$260,500.00	No
ML18060	County of Los Angeles Internal Servi	10/5/2018	8/4/2026		\$1,367,610.00	\$271,648.00	Purchase 29 Light-Duty Zero Emission Vehi	\$1,095,962.00	No
ML18063	City of Riverside	6/7/2019	1/6/2027		\$383,610.00	\$0.00	Expand Existing CNG Stations	\$383,610.00	No
ML18064	City of Eastvale	11/29/2018	4/28/2026		\$80,400.00	\$28,457.43	Purchase 2 Light-Duty, One Medium-Duty. Z	\$51,942.57	No
ML18067	City of Pico Rivera	9/7/2018	11/6/2022		\$83,500.00	\$0.00	Instal EVSE	\$83,500.00	No
ML18068	City of Mission Viejo	7/31/2019	6/30/2027		\$125,690.00	\$10,000.00	Purchase 2 Light-Duty ZEVs, Install EVSE &	\$115,690.00	No
ML18069	City of Torrance	3/1/2019	7/31/2027		\$187,400.00	\$100,000.00	Purchase 4 Heavy-Duty Near-Zero Emission	\$87,400.00	No
ML18078	County of Riverside	10/5/2018	10/4/2028		\$425,000.00	\$200,000.00	Purchase 17 Heavy-Duty Vehicles	\$225,000.00	No
ML18080	City of Santa Monica	1/10/2019	12/9/2023		\$121,500.00	\$14,748.62	Install EV Charging Stations	\$106,751.38	No
ML18081	City of Beaumont	10/5/2018	10/4/2022	10/4/2023	\$31,870.00	\$31,870.00	EV Charging Infrastructure	\$0.00	No
ML18082	City of Los Angeles Bureau of Sanita	8/30/2019	8/29/2028		\$900,000.00	\$0.00	Purchase Medium-Duty Vehicles and EV Ch	\$900,000.00	No
ML18083	City of San Fernando	11/2/2018	11/1/2022		\$20,000.00	\$0.00	Implement Traffic Signal Synchronization	\$20,000.00	No
ML18084	City of South El Monte	10/18/2019	9/17/2023	9/17/2024	\$30,000.00	\$0.00	EV Charging Infrastructure	\$30,000.00	No
ML18087	City of Murrieta	3/29/2019	3/28/2025		\$143,520.00	\$143,520.00	Install Four EV Charging Stations	\$0.00	No
ML18088	City of Big Bear Lake	11/29/2018	8/28/2020	8/28/2021	\$50,000.00	\$0.00	Install Bicycle Trail	\$50,000.00	No

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
ML18089	City of Glendora	7/19/2019	4/18/2025	4/18/2026	\$50,760.00	\$0.00	Purchase a medium-duty ZEV	\$50,760.00	No
ML18090	City of Santa Clarita	5/9/2019	2/8/2023		\$122,000.00	\$0.00	Install Nine EV Charging Stations	\$122,000.00	No
ML18091	City of Temecula	1/19/2019	7/18/2023		\$141,000.00	\$0.00	Install Sixteen EV Charging Stations	\$141,000.00	No
ML18092	City of South Pasadena	2/1/2019	1/31/2025		\$50,000.00	\$0.00	Procure Two Light-Duty ZEVs and Install EV	\$50,000.00	No
ML18093	City of Monterey Park	2/1/2019	2/28/2026		\$25,000.00	\$0.00	Purchase Heavy-Duty Near-ZEV	\$25,000.00	No
ML18094	City of Laguna Woods	7/12/2019	12/11/2024		\$50,000.00	\$0.00	Install Two EV Charging Stations	\$50,000.00	No
ML18095	City of Gardena	11/9/2018	12/8/2024		\$25,000.00	\$0.00	Purchase Heavy-Duty Near-ZEV	\$25,000.00	No
ML18096	City of Highland	12/13/2019	8/12/2024		\$70,210.00	\$9,918.84	Purchase Light-Duty ZEV and Install Three	\$60,291.16	No
ML18098	City of Redondo Beach	2/1/2019	3/31/2023	3/31/2024	\$89,400.00	\$0.00	Install Six EV Charging Stations	\$89,400.00	No
ML18099	City of Laguna Hills	3/1/2019	5/31/2023		\$32,250.00	\$0.00	Install Six EV Charging Stations	\$32,250.00	No
ML18100	City of Brea	10/29/2020	12/28/2024		\$56,500.00	\$0.00	Install Thirteen EV Charging Stations	\$56,500.00	No
ML18101	City of Burbank	2/1/2019	4/30/2024		\$137,310.00	\$0.00	Install Twenty EV Charging Stations	\$137,310.00	No
ML18126	City of Lomita	12/7/2018	1/6/2020		\$26,500.00	\$13,279.56	Install bicycle racks and lanes	\$13,220.44	No
ML18128	City of Aliso Viejo	8/30/2019	11/29/2023		\$65,460.00	\$0.00	Purchase Two Light-Duty ZEVs and Install S	\$65,460.00	No
ML18129	City of Yucaipa	12/14/2018	3/13/2023		\$63,097.00	\$0.00	Install Six EV Charging Stations	\$63,097.00	No
ML18130	City of Lake Forest	3/1/2019	9/30/2022		\$106,480.00	\$0.00	Install Twenty-One EVSEs	\$106,480.00	No
ML18132	City of Montclair	4/5/2019	9/4/2023		\$50,000.00	\$0.00	Install Eight EVSEs	\$50,000.00	No
ML18133	City of Rancho Mirage	12/7/2018	11/6/2020		\$50,000.00	\$0.00	Traffic Signal Synchronization	\$50,000.00	No
ML18134	City of Los Angeles Dept of General	5/3/2019	5/2/2028		\$290,000.00	\$0.00	Purchase Five Medium-Duty ZEVs	\$290,000.00	No
ML18135	City of Azusa	12/6/2019	12/5/2029		\$55,000.00	\$0.00	Purchase Three Light-Duty ZEVs and One H	\$55,000.00	No
ML18136	City of Orange	4/12/2019	8/11/2024		\$42,500.00	\$30,000.00	Purchase Four Light-Duty ZEVs and Install	\$12,500.00	No
ML18137	City of Wildomar	3/1/2019	5/31/2021	12/1/2021	\$50,000.00	\$0.00	Install Bicycle Trail	\$50,000.00	No
ML18138	City of La Canada Flintridge	2/8/2019	5/7/2023		\$50,000.00	\$32,588.07	Install Four EVSEs and Install Bicycle Racks	\$17,411.93	No
ML18139	City of Calimesa	8/30/2019	7/29/2020	11/29/2021	\$50,000.00	\$0.00	Install Bicycle Lane	\$50,000.00	No
ML18140	City of Bell Gardens	12/14/2018	12/13/2028		\$50,000.00	\$0.00	Purchase Two Heavy-Duty Near-ZEVs	\$50,000.00	No
ML18141	City of Rolling Hills Estates	2/14/2020	1/13/2024		\$40,000.00	\$0.00	Purchase One Light-Duty ZEV and Install T	\$40,000.00	No
ML18142	City of La Quinta	4/24/2019	2/23/2023	8/23/2023	\$51,780.00	\$0.00	Install Two EV Charging Stations	\$51,780.00	No
ML18143	City of La Habra	10/18/2019	9/17/2025	9/17/2027	\$80,700.00	\$73,669.08	Install Two EV Charging Stations	\$7,030.92	No
ML18144	City of Fontana Public Works	10/4/2019	12/3/2023		\$269,090.00	\$0.00	Install Twelve EVSEs	\$269,090.00	No
ML18145	City of Los Angeles Dept of Transpor	1/10/2020	4/9/2027		\$1,400,000.00	\$0.00	Provide One Hundred Rebates to Purchaser	\$1,400,000.00	No
ML18146	City of South Gate	3/1/2019	11/30/2023		\$127,400.00	\$50,000.00	Purchase Five Light-Duty ZEVs and Install T	\$77,400.00	No
ML18147	City of Palm Springs	1/10/2019	1/9/2024		\$60,000.00	\$0.00	Install Eighteen EV Charging Stations	\$60,000.00	No
ML18151	County of San Bernardino Departme	8/25/2020	10/24/2029		\$200,000.00	\$0.00	Purchase Eight Heavy-Duty Near Zero Emis	\$200,000.00	No
ML18152	County of San Bernardino Flood Con	8/11/2020	10/10/2029		\$108,990.00	\$0.00	Purchase Five Heavy-Duty Near Zero Emis	\$108,990.00	No
ML18154	City of Hemet	11/22/2019	9/21/2023		\$30,000.00	\$0.00	Purchase Two Light-Duty ZEV and EV Char	\$30,000.00	No
ML18156	City of Covina	2/1/2019	3/31/2023	12/31/2023	\$63,800.00	\$62,713.00	Purchase Four Light-Duty ZEVs and EV Cha	\$1,087.00	No
ML18157	City of Los Angeles Bureau of Street	6/21/2019	5/20/2027		\$85,000.00	\$0.00	Purchase One Medium-Duty ZEV	\$85,000.00	No

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
ML18159	City of Rialto	12/13/2019	5/12/2024		\$135,980.00	\$0.00	Purchase Nine Light-Duty ZEVs and EV Cha	\$135,980.00	No
ML18161	City of Indio	5/3/2019	10/2/2025		\$50,000.00	\$10,000.00	Purchase 1 Light-Duty Zero Emission, 1 Hea	\$40,000.00	No
ML18162	City of Costa Mesa	1/10/2020	7/9/2026		\$148,210.00	\$0.00	Purchase Four Light-Duty ZEVs and EV Cha	\$148,210.00	No
ML18163	City of San Clemente	3/8/2019	12/7/2024	12/7/2025	\$85,000.00	\$70,533.75	Purchase Four Light-Duty ZEVs and EV Cha	\$14,466.25	No
ML18165	City of Baldwin Park	2/1/2019	1/30/2024		\$49,030.00	\$0.00	Expand CNG Station	\$49,030.00	No
ML18167	City of Beverly Hills	3/29/2019	6/28/2025		\$50,000.00	\$0.00	Purchase Two Heavy-Duty Near-Zero Emiss	\$50,000.00	No
ML18168	City of Maywood	3/29/2019	11/28/2022		\$7,059.00	\$0.00	Purchase EV Charging Infrastructure	\$7,059.00	No
ML18169	City of Alhambra	6/14/2019	8/13/2024		\$111,980.00	\$0.00	Install EV Charging Infrastructure	\$111,980.00	No
ML18170	City of Laguna Niguel	1/10/2020	8/9/2028		\$85,100.00	\$0.00	Purchase Two Light-Duty ZEVs and EV Cha	\$85,100.00	No
ML18171	City of El Monte	3/1/2019	4/30/2025		\$119,757.00	\$49,051.50	Purchase One Heavy-Duty ZEVs and EV Ch	\$70,705.50	No
ML18172	City of Huntington Park	3/1/2019	2/28/2025		\$65,450.00	\$0.00	Purchase One Heavy-Duty ZEV	\$65,450.00	No
ML18173	City of Manhattan Beach	3/29/2019	2/28/2023		\$49,000.00	\$49,000.00	Purchase Two Light-Duty ZEVs and EV Cha	\$0.00	No
ML18174	City of Bell	11/22/2019	7/21/2026		\$25,000.00	\$0.00	Purchase One Heavy-Duty ZEV	\$25,000.00	No
ML18176	City of Coachella	3/1/2019	11/30/2024		\$58,020.00	\$58,020.00	Install EV Charging Stations	\$0.00	Yes
ML18177	City of San Bernardino	6/7/2019	12/6/2026		\$279,088.00	\$0.00	Purchase Medium- and Heavy-Duty Evs and	\$279,088.00	No
ML18178	City of La Puente	11/1/2019	11/30/2025		\$25,000.00	\$25,000.00	Purchase One Heavy-Duty Near-Zero Emiss	\$0.00	No
MS18002	Southern California Association of G	6/9/2017	11/30/2018	4/30/2021	\$2,500,000.00	\$886,787.98	Regional Active Transportation Partnership	\$1,613,212.02	No
MS18003	Geographics	2/21/2017	2/20/2021		\$70,453.00	\$61,496.96	Design, Host and Maintain MSRC Website	\$8,956.04	No
MS18009	Penske Truck Leasing Co., L.P.	8/8/2018	12/7/2020		\$82,500.00	\$0.00	Modify Maintenance Facility & Train Technici	\$82,500.00	No
MS18015	Southern California Association of G	7/13/2018	2/28/2021	8/31/2021	\$2,000,000.00	\$0.00	Southern California Future Communities Par	\$2,000,000.00	No
MS18023	Riverside County Transportation Co	6/28/2018	6/27/2021		\$500,000.00	\$219,962.43	Weekend Freeway Service Patrols	\$280,037.57	No
MS18024	Riverside County Transportation Co	6/28/2018	8/27/2021		\$1,500,000.00	\$659,640.00	Vanpool Incentive Program	\$840,360.00	No
MS18025	Los Angeles County MTA	11/29/2018	5/31/2019		\$1,324,560.00	\$961,246.86	Special Bus and Train Service to Dodger Sta	\$363,313.14	Yes
MS18026	Omnitrans	10/5/2018	1/4/2020		\$83,000.00	\$0.00	Modify Vehicles Maintenance Facility and Tr	\$83,000.00	No
MS18027	City of Gardena	11/2/2018	9/1/2026		\$365,000.00	\$0.00	Install New Limited Access CNG, Modify Mai	\$365,000.00	No
MS18029	Irvine Ranch Water District	8/8/2018	10/7/2024		\$185,000.00	\$0.00	Install New Limited Access CNG Station & T	\$185,000.00	No
MS18065	San Bernardino County Transportatio	3/29/2019	8/28/2023		\$2,000,000.00	\$1,664,525.31	Implement Metrolink Line Fare Discount Pro	\$335,474.69	No
MS18066	El Dorado National	12/6/2019	2/5/2026		\$100,000.00	\$0.00	Install New Limited-Access CNG Station	\$100,000.00	No
MS18073	Los Angeles County MTA	1/10/2019	2/9/2026		\$2,000,000.00	\$0.00	Purchase 40 Zero-Emission Transit Buses	\$2,000,000.00	No
MS18104	Orange County Transportation Autho	2/21/2020	3/31/2021		\$212,000.00	\$165,235.92	Implement College Pass Transit Fare Subsi	\$46,764.08	No
MS18106	R.F. Dickson Co., Inc.	7/19/2019	1/18/2026		\$265,000.00	\$250,000.00	Expansion of Existing Infrastructure/Mechani	\$15,000.00	No
MS18108	Capistrano Unified School District	2/1/2019	5/30/2025		\$116,000.00	\$0.00	Expansion of Existing Infrastructure & Train	\$116,000.00	No
MS18110	Mountain View Unified School Distric	2/1/2019	3/31/2025		\$275,000.00	\$0.00	Install New Limited-Access CNG Infrastructu	\$275,000.00	No
MS18112	Banning Unified School District	11/29/2018	11/28/2024	11/28/2025	\$275,000.00	\$0.00	Install New CNG Infrastructure	\$275,000.00	No
MS18114	Los Angeles County Department of P	11/15/2019	11/14/2026		\$175,000.00	\$0.00	Install New Limited-Access CNG Infrastructu	\$175,000.00	No
MS18115	City of Commerce	6/7/2019	12/6/2025		\$275,000.00	\$0.00	Expansion of Existing L/CNG Infrastructure	\$275,000.00	No
MS18116	Los Angeles County Department of P	11/15/2019	11/14/2026		\$175,000.00	\$0.00	Install New Limited-Access CNG Infrastructu	\$175,000.00	No

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
MS18117	City of San Bernardino	6/7/2019	11/6/2025		\$240,000.00	\$228,000.00	Expansion of Existing CNG Infrastructure/Me	\$12,000.00	No
MS18118	City of Beverly Hills	3/29/2019	7/28/2025		\$85,272.00	\$0.00	Expansion of Existing CNG Infrastructure	\$85,272.00	No
MS18122	Universal Waste Systems, Inc.	2/1/2019	3/31/2025	3/31/2026	\$200,000.00	\$0.00	Install New Limited Access CNG Infrastructur	\$200,000.00	No
MS18124	County Sanitation Districts of Los An	7/31/2019	2/28/2027		\$275,000.00	\$0.00	Install New Limited-Access CNG Infrastructu	\$275,000.00	No
MS18125	U.S. Venture	5/9/2019	8/8/2025		\$200,000.00	\$180,000.00	Install New Limited-Access CNG Infrastructu	\$20,000.00	No
MS18175	Regents of the University of Californi	6/7/2019	8/6/2025		\$1,000,000.00	\$0.00	Expansion of Existing Hydrogen Station	\$1,000,000.00	No

Total: 114

Pending Execution Contracts

ML18148	City of San Dimas				\$50,000.00	\$0.00	Implement Bike Share Program	\$50,000.00	No
ML18149	City of Sierra Madre				\$50,000.00	\$0.00	Implement Bike Share Program	\$50,000.00	No
ML18150	City of South El Monte				\$20,000.00	\$0.00	Implement Bike Share Program	\$20,000.00	No
ML18158	City of Inglewood				\$146,000.00	\$0.00	Purchase 4 Light-Duty Zero Emission, 4 Hea	\$146,000.00	No
ML18166	City of Placentia				\$25,000.00	\$0.00	Purchase One Heavy-Duty Near-Zero Emiss	\$25,000.00	No
MS18121	City of Montebello				\$70,408.00	\$0.00	Expansion of Existing CNG Infrastructure	\$70,408.00	No

Total: 6

Declined/Cancelled Contracts

ML18075	City of Orange				\$25,000.00	\$0.00	One Heavy-Duty Vehicle	\$25,000.00	No
ML18153	City of Cathedral City	5/3/2019	4/2/2025		\$52,215.00	\$0.00	Install EV Charging Infrastructure	\$52,215.00	No
ML18164	City of Pomona				\$200,140.00	\$0.00	Purchase Three Heavy-Duty ZEVs	\$200,140.00	No
MS18013	California Energy Commission				\$3,000,000.00	\$0.00	Advise MSRC and Administer Hydrogen Infr	\$3,000,000.00	No
MS18017	City of Banning				\$225,000.00	\$0.00	Expansion of Existing CNG Infrastructure	\$225,000.00	No
MS18018	City of Norwalk	6/8/2018	9/7/2019		\$75,000.00	\$0.00	Vehicle Maintenance Facility Modifications	\$75,000.00	No
MS18107	Huntington Beach Union High School				\$225,000.00	\$0.00	Expansion of Existing Infrastructure	\$225,000.00	No
MS18109	City of South Gate				\$175,000.00	\$0.00	Install New Limited-Access CNG Infrastructu	\$175,000.00	No
MS18111	Newport-Mesa Unified School Distric				\$175,000.00	\$0.00	Expansion of Existing CNG Infrastructure	\$175,000.00	No
MS18113	City of Torrance				\$100,000.00	\$0.00	Expansion of Existing CNG Infrastructure	\$100,000.00	No
MS18119	LBA Realty Company XI LP				\$100,000.00	\$0.00	Install New Limited-Access CNG Infrastructu	\$100,000.00	No

Total: 11

Closed Contracts

MS18001	Los Angeles County MTA	6/29/2017	4/30/2018		\$807,945.00	\$652,737.07	Provide Clean Fuel Transit Service to Dodge	\$155,207.93	No
MS18004	Orange County Transportation Autho	8/3/2017	4/30/2019		\$503,272.00	\$456,145.29	Provide Special Rail Service to Angel Stadiu	\$47,126.71	Yes
MS18005	Orange County Transportation Autho	1/5/2018	4/30/2019		\$834,222.00	\$834,222.00	Clean Fuel Bus Service to OC Fair	\$0.00	Yes
MS18006	Anaheim Transportation Network	10/6/2017	2/28/2020		\$219,564.00	\$9,488.22	Implement Anaheim Circulator Service	\$210,075.78	No
MS18008	Foothill Transit	1/12/2018	3/31/2019		\$100,000.00	\$99,406.61	Special Transit Service to LA County Fair	\$593.39	Yes
MS18010	Southern California Regional Rail Au	12/28/2017	7/31/2019		\$351,186.00	\$275,490.61	Implement Special Metrolink Service to Unio	\$75,695.39	Yes
MS18011	Southern California Regional Rail Au	2/9/2018	6/30/2018		\$239,565.00	\$221,725.12	Special Train Service to Festival of Lights	\$17,839.88	Yes
MS18014	Regents of the University of Californi	10/5/2018	12/4/2019	3/4/2020	\$254,795.00	\$251,455.59	Planning for EV Charging Infrastructure Inve	\$3,339.41	Yes

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
MS18016	Southern California Regional Rail Au	1/10/2019	3/31/2019		\$87,764.00	\$73,140.89	Special Train Service to Auto Club Speedwa	\$14,623.11	Yes
MS18102	Orange County Transportation Autho	10/4/2019	5/31/2020		\$1,146,000.00	\$1,146,000.00	Implement OC Flex Micro-Transit Pilot Proje	\$0.00	Yes
MS18103	Orange County Transportation Autho	2/8/2019	9/7/2020		\$642,000.00	\$613,303.83	Install Hydrogen Detection System	\$28,696.17	Yes
MS18105	Southern California Regional Rail Au	1/10/2019	6/30/2019		\$252,696.00	\$186,830.04	Special Train Service to the Festival of Light	\$65,865.96	Yes

Total: 12

Open/Complete Contracts

ML18019	City of Hidden Hills	5/3/2018	5/2/2022	5/2/2023	\$49,999.00	\$49,999.00	Purchase Two Light-Duty ZEVs and EVSE	\$0.00	Yes
ML18021	City of Signal Hill	4/6/2018	1/5/2022		\$49,661.00	\$46,079.31	Install EV Charging Station	\$3,581.69	Yes
ML18022	City of Desert Hot Springs	5/3/2018	1/2/2020	1/2/2021	\$50,000.00	\$50,000.00	Traffic Signal and Synchronization Project	\$0.00	Yes
ML18028	City of Artesia	6/28/2018	3/27/2025		\$50,000.00	\$50,000.00	Install EVSE	\$0.00	Yes
ML18032	City of Arcadia	2/1/2019	4/30/2025		\$24,650.00	\$24,650.00	Purchase 1 Heavy-Duty Near-ZEV	\$0.00	No
ML18033	City of Duarte	8/8/2018	2/7/2025		\$50,000.00	\$50,000.00	Purchase 1-HD ZEV	\$0.00	Yes
ML18035	City of Westlake Village	8/8/2018	11/7/2022		\$50,000.00	\$50,000.00	Install EVSE	\$0.00	Yes
ML18037	City of Westminster	6/28/2018	6/27/2024	12/27/2026	\$120,900.00	\$120,900.00	Install EVSE, Purchase up to 3-LD ZEV & 1-	\$0.00	Yes
ML18040	City of Agoura Hills	7/13/2018	6/12/2022		\$17,914.00	\$17,914.00	Install EV Charging Infrastructure	\$0.00	Yes
ML18042	City of San Fernando	6/28/2018	2/27/2024		\$10,000.00	\$10,000.00	Purchase 1 Light-Duty ZEV	\$0.00	Yes
ML18045	City of Culver City Transportation De	6/28/2018	6/27/2025		\$51,000.00	\$51,000.00	Purchase Eight Near-Zero Vehicles	\$0.00	Yes
ML18048	City of Lynwood	6/28/2018	10/27/2024		\$93,500.00	\$44,505.53	Purchase Up to 3 Medium-Duty Zero-Emissi	\$48,994.47	No
ML18049	City of Downey	7/6/2018	5/5/2023		\$148,260.00	\$148,116.32	Install EV Charging Stations	\$143.68	Yes
ML18052	City of Garden Grove	8/8/2018	10/7/2022		\$53,593.00	\$46,164.28	Purchase 4 L.D. ZEVs and Infrastructure	\$7,428.72	No
ML18054	City of La Habra Heights	8/8/2018	4/7/2022		\$9,200.00	\$9,200.00	Purchase 1 L.D. ZEV	\$0.00	Yes
ML18061	City of Moreno Valley	4/9/2019	2/8/2025		\$25,000.00	\$25,000.00	Purchase 1 Heavy-Duty Near-ZEV	\$0.00	Yes
ML18062	City of Beaumont	8/8/2018	9/7/2024		\$25,000.00	\$25,000.00	Purchase 1 Heavy-Duty Near-ZEV	\$0.00	Yes
ML18070	City of Lomita	11/29/2018	6/28/2022		\$6,250.00	\$6,250.00	Purchase 1 Light-Duty ZEV	\$0.00	No
ML18071	City of Chino Hills	9/7/2018	10/6/2022		\$20,000.00	\$20,000.00	Purchase 2 Light-Duty ZEVs	\$0.00	Yes
ML18072	City of Anaheim	12/18/2018	11/17/2026		\$239,560.00	\$239,560.00	Purchase 9 Light-Duty ZEVs & 2 Med/Hvy-D	\$0.00	Yes
ML18074	City of Buena Park	12/14/2018	6/13/2026		\$107,960.00	\$107,960.00	EV Charging Infrastructure	\$0.00	No
ML18076	City of Culver City Transportation De	10/5/2018	10/4/2023		\$1,130.00	\$1,130.00	Purchase Light-Duty ZEV	\$0.00	Yes
ML18077	City of Orange	11/2/2018	10/1/2022		\$59,776.00	\$59,776.00	Four Light-Duty ZEV and EV Charging Infr	\$0.00	Yes
ML18079	City of Pasadena	12/7/2018	11/6/2023		\$183,670.00	\$183,670.00	EV Charging Infrastructure	\$0.00	Yes
ML18085	City of Orange	4/12/2019	10/11/2026		\$50,000.00	\$50,000.00	Purchase Two Heavy-Duty Near-Zero Emiss	\$0.00	Yes
ML18086	City of Los Angeles Bureau of Street	2/8/2019	4/7/2023		\$300,000.00	\$300,000.00	Install Sixty EV Charging Stations	\$0.00	Yes
ML18097	City of Temple City	11/29/2018	7/28/2022		\$16,000.00	\$12,000.00	Purchase Two Light-Duty ZEVs	\$4,000.00	No
ML18127	City of La Puente	2/1/2019	2/28/2023		\$10,000.00	\$7,113.70	Purchase Light-Duty Zero Emission Vehicle	\$2,886.30	Yes
ML18131	City of Los Angeles, Police Departm	5/3/2019	12/2/2022		\$19,294.00	\$19,294.00	Purchase Three Light-Duty ZEVs	\$0.00	Yes
ML18155	City of Claremont	7/31/2019	9/30/2023		\$50,000.00	\$35,608.86	Install EV Charging Infrastructure	\$14,391.14	No
ML18160	City of Irwindale	3/29/2019	12/28/2022		\$14,263.00	\$14,263.00	Purchase Two Light-Duty ZEVs	\$0.00	Yes

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
MS18012	City of Hermosa Beach	2/2/2018	2/1/2024		\$36,000.00	\$36,000.00	Construct New Limited-Access CNG Station	\$0.00	Yes
MS18120	City of Redondo Beach	2/1/2019	9/30/2025		\$275,000.00	\$275,000.00	Install New Limited-Access CNG Infrastructu	\$0.00	Yes
MS18123	City Rent A Bin DBA Serv-Wel Dispo	12/14/2018	2/13/2025		\$200,000.00	\$200,000.00	Install New Limited-Access CNG Infrastructu	\$0.00	Yes

Total: 34

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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FY 2018-2021 Contracts

Open Contracts

MS21001	Los Angeles County MTA	8/30/2019	7/29/2020		\$1,148,742.00	\$249,664.87	Implement Special Transit Service to Dodge	\$899,077.13	No
MS21002	Better World Group Advisors	11/1/2019	12/31/2022		\$265,079.00	\$61,221.15	Programmatic Outreach Services	\$203,857.85	No
MS21003	Orange County Transportation Autho	7/8/2020	5/31/2021		\$468,298.00	\$0.00	Provide Express Bus Service to the Orange	\$468,298.00	No

Total: 3

Pending Execution Contracts

MS21004	Los Angeles County MTA				\$2,188,899.00	\$0.00	Clean Fuel Bus Service to Dodger Stadium	\$2,188,899.00	No
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Total: 1

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BOARD MEETING DATE: December 4, 2020

AGENDA NO. 26

REPORT: California Air Resources Board Monthly Meeting

SYNOPSIS: The California Air Resources Board held a meeting on November 19, 2020. The following is a summary of the meeting.

RECOMMENDED ACTION:
Receive and file.

Judith Mitchell, Member
South Coast AQMD Governing Board

FT

The California Air Resources Board (CARB or Board) held a meeting remotely on November 19, 2020 via a web-based videoconferencing service. Key items presented are summarized below.

DISCUSSION ITEMS

20-12-7: Public Meeting to Consider a Proposed Portola PM2.5 Plan Contingency Measure State Implementation Plan Submittal

The Board adopted the Portola PM2.5 Plan Contingency Measure State Implementation Plan (Contingency SIP). The Contingency SIP was developed in response to U.S. EPA's deferment of action on the contingency measure element of the Portola PM2.5 Attainment Plan submitted to U.S. EPA on February 28, 2017. To address U.S. EPA's concerns leading to the deferment, this Contingency SIP includes a contingency measure specifying new actions the District and City of Portola will take to reduce particulate matter pollution from residential wood heating if contingency measures are triggered. The Contingency SIP will be submitted to U.S. EPA for inclusion in the California SIP.

20-12-1: Public Meeting to Consider Proposed San Diego 8-Hour Ozone Plan State Implementation Plan Submittal

The Board adopted the *2020 Plan for Attaining the National Ambient Air Quality Standards for Ozone in San Diego County* (Plan) developed by the San Diego County Air Pollution Control District (District). The Plan addresses two federal 8-hour ozone standards, the 75 parts per billion (ppb) and the 70 ppb standards, and represents the next building block in planning efforts to meet increasingly health-protective air quality standards. CARB staff has reviewed the Plan and has concluded that the Plan demonstrates attainment of the ozone standards and meets the applicable Clean Air Act requirements. The Plan will be submitted to U.S. EPA as a revision to the California SIP.

20-12-2/ 20-12-3: Public Hearing to Consider Amendments to the Emission Inventory Criteria and Guidelines Report for the Air Toxics “Hot Spots” Program and the Regulation for the Reporting of Criteria Air Pollutants and Toxic Air Contaminants

The Board adopted amendments to the Emission Inventory Criteria and Guidelines Report for the Air Toxics “Hot Spots” Program (EICG) and the Regulation for the Reporting of Criteria Air Pollutants and Toxic Air Contaminants (CTR). The EICG and CTR are two related regulations that strengthen emission inventory reporting requirements for facilities in California. The EICG amendments reflect significant advances in the understanding of the toxic health risk posed by many chemicals, for example, the latest scientific evidence showing that early-life exposures to air toxics contribute to increased risk in developing cancer or other adverse health effects. These amendments expand the list of chemicals that must be reported, extend applicability to additional industrial and commercial sectors, require additional source testing, modify reporting requirements for diesel engines, and strengthen provisions recognizing health and risk assessment methods.

The CTR requires the owners or operators of specified facilities to report emissions of criteria air pollutants and toxic air contaminants on an annual basis. The CTR amendments would expand the applicability requirements to increase the number and types of facilities subject to annual emissions data reporting. The Board approved 15-day changes to the amendments to streamline reporting and ensure a successful launch of the comprehensive reporting requirements. The amendments to EICG and CTR will provide a better understanding of community toxic exposures, enhanced public access to information on toxic pollutant emissions, and reduced impacts on public health by ensuring that many new and emerging chemicals of concern are reported.

20-12-4: Public Meeting to Hear an Update on Indoor Air Quality: Successes, Continuing Concerns, and Challenges

The Board heard an update on indoor air quality (IAQ) and CARB programs to reduce indoor air pollution and passed a resolution supporting the CARB IAQ Program and directing CARB staff to update the IAQ guidelines to align with the latest scientific evidence on exposure to indoor pollutants. CARB staff discussed health concerns from indoor pollution and ongoing CARB programs to reduce emissions from specific indoor sources such as composite wood furniture. In addition, CARB staff discussed future areas of research including indoor emissions from gas appliances, the benefits of building electrification, and inequity for people living in disadvantaged communities that are disproportionately exposed to elevated levels of indoor air pollution.

20-12-5: Public Meeting to Hear an Informational Update on California's Greenhouse Gas Goals and Deep Decarbonization

The Board heard an information update with key findings for achieving statewide carbon neutrality by 2045 based on modeling, public engagement, and ongoing interagency collaboration. California achieved the Assembly Bill 32 goal of reaching 1990 levels of greenhouse gas emissions (GHG) by 2020, four years ahead of schedule, and is following the path established through the 2017 Scoping Plan update to achieve a reduction of 40 percent below 1990 levels by 2030, pursuant to Senate Bill 32. In early 2019, in response to Board direction, CARB staff began a two-year public process on exploring potential paths to carbon neutrality, commissioned economy-wide modeling to explore technological options to achieve deep decarbonization, and engaged with other State agencies on complimentary efforts to reduce emissions in the energy and transportation sectors by 2045. These efforts show that achieving carbon neutrality will require rapid transformation in the supply and use of energy and increased reliance on our natural and working lands as carbon sinks, in addition to other carbon dioxide removal technologies. During this public process, it became clear that the next decade is critical for the rapid transformation in clean fuels and technology to achieve the 2045 goal and avoid the worst impacts of climate change. These findings will serve as a starting point for developing the 2022 Scoping Plan, which will begin in early 2021.

20-12-6: Public Meeting to Hear the 2020 Legislative Update

The Board heard an update on California air quality legislation from the CARB Office of Legislative Affairs. CARB staff discussed air quality and climate change legislation for the second year of the 2019-2020 Legislative Session. Staff analyzed 96 bills that addressed an array of topics, including carbon neutrality, impacts of wildfire smoke, public safety power shutoffs, and the “Jobs and Economic Improvement through the Environmental Leadership Act.” The legislative update also highlighted the effects of COVID-19 on the 2020 legislative year. The legislative priorities during the COVID-19

pandemic have included COVID-19 Pandemic Relief, Wildfires/Wildfire Prevention, Homelessness, Affordable Housing and the effects on the California Budget.

Attachment

CARB November 19, 2020 Meeting Agenda



PUBLIC MEETING AGENDA

**Thursday,
November 19, 2020**

In accordance with Governor Newsom's Executive Orders [N-29-20](#) and [N-33-20](#) as well as recommendations from the California Department of Public Health, the November 19, 2020, Board Meeting will not have a physical location to attend in person. This will be a remote-only meeting.

The Board Meeting will be conducted remotely via a web-based videoconferencing service called Zoom. Members of the public who wish to comment verbally can register for the webinar.

[Register for the Webinar](#) – for those who wish to comment verbally at the hearing.

Alternatively, during the Board Meeting, members of the public can offer verbal comments by calling in via telephone. Members of the public do not have to register beforehand if they call in using the number below.

Phone Number: (669) 900-6833
Webinar ID: 857 4740 2272

To only watch the Board Meeting and not provide verbal comments, please view the webcast. The webcast is the same video stream offered by CARB during normal Board Meetings. If you do not wish to provide verbal comments, we strongly recommend watching the webcast as this will free up space on the webinar for those who are providing verbal comments.

[Webcast](#) – for those who only plan to observe the hearing.

[How to Participate in the Remote Board Meeting](#)

**Thursday
November 19, 2020
9:00 a.m.**

DISCUSSION ITEMS:

Note: The following agenda items may be heard in a different order at the Board meeting.

Agenda Item #

20-12-7: Public Meeting to Consider a Proposed Portola PM2.5 Plan Contingency Measure State Implementation Plan Submittal

The California Air Resources Board (CARB or Board) will consider staff's written report of a revision to the Portola PM2.5 Attainment Plan to include contingency measures for attaining air quality standards for fine particulate matters (PM2.5) required under the Clean Air Act. This revision to the State Implementation Plan (SIP) specifies requirements the Northern Sierra Air Quality Management District and City of Portola must implement as a contingency if the area fails to attain or meet reasonable further progress towards attaining the PM2.5 standards. These requirements will reduce PM2.5 emissions while the District develops additional requirements to attain the standards.

[More Information](#)

[Board Item Materials](#)

[Written Comments](#)

20-12-1: Public Meeting to Consider Proposed San Diego 8-Hour Ozone Plan State Implementation Plan Submittal

The Board will consider approval of staff's written report reviewing the 2020 Plan for Attaining the National Ambient Air Quality Standards for Ozone in San Diego County (Plan). The Plan addresses both the 70 ppb and 75 ppb 8-hour ozone standards. If approved, the California Air Resources Board will submit the Plan to the United States Environmental Protection Agency as a revision to California's State Implementation Plan.

[More Information](#) [Board Item Materials](#) [Written Comments](#)

20-12-2: Public Hearing to Consider Amendments to the Emission Inventory Criteria and Guidelines Report for the Air Toxics "Hot Spots" Program

The Board will consider proposed amendments to the Emission Inventory Criteria and Guidelines Report for the Air Toxics "Hot Spots" Program. The program aims to protect public health by collecting emission data, identifying facilities having the potential for localized impacts, ascertaining the health risks, and requiring that owners of significant-risk facilities reduce their risks below the level of significance. The proposed amendments outlined in staff's written report will support multiple CARB and air district program needs and provide a supporting framework for a comprehensive and uniform statewide system for reporting toxic air contaminants. This proposal will provide a better understanding of stationary source toxic emissions, an enhancement of public access to information on toxic pollutant emissions, and a reduction of impacts on public health by ensuring that many new and emerging chemicals of concern are reported.

[More Information](#) [Presentation](#) [Board Item Materials](#) [Written Comments](#)

20-12-3: Public Hearing to Consider Amendments to the Regulation for the Reporting of Criteria Air Pollutants and Toxic Air Contaminants

The Board will consider proposed amendments to the Regulation for the Reporting of Criteria Air Pollutants and Toxic Air Contaminants. The regulation requires the owners or operators of specified facilities to report emissions of criteria air pollutants and toxic air contaminants on an annual basis. The proposed amendments outlined in staff's written report will increase the number and types of facilities that are subject to the reporting requirements and will harmonize reporting requirements with other emissions reporting programs. The additional emissions data that will be collected under the proposed amendments is needed to evaluate the impacts of stationary source emissions, and to implement the directives of multiple legislative directives, including AB 197, AB 617, and AB 2588.

[More Information](#) [Presentation](#) [Board Item Materials](#) [Written Comments](#)

20-12-4: Public Meeting to Hear an Update on Indoor Air Quality: Successes, Continuing Concerns, and Challenges

The Board will hear a verbal update on indoor air quality concerns, current CARB indoor air programs and emerging challenges. The update will include discussion of health concerns from gas appliances and benefits of building electrification. Staff will present how current and proposed strategies can improve public health and help the state achieve its climate change and air quality goals.

[More Information](#) [Presentation](#) [Board Item Materials](#) [Written Comments](#)

20-12-5: Public Meeting to Hear an Informational Update on California's Greenhouse Gas Goals and Deep Decarbonization

Staff has been holding carbon neutrality and deep decarbonization workshops for two years. The Board will hear a verbal update on the key lessons learned for how to achieve deep decarbonization in California with an eye towards carbon neutrality mid-century.

[More Information](#) [Presentation](#) [Board Item Materials](#) [Written Comments](#)

20-12-6: Public Meeting to Hear the 2020 Legislative Update

The Board will hear a verbal update on California air quality legislation from the Office of Legislative Affairs.

[More Information](#) [Presentation](#) [Board Item Materials](#) [Written Comments](#)

CLOSED SESSION

The Board may hold a closed session, as authorized by Government Code section 11126(e), to confer with, and receive advice from, its legal counsel regarding the following pending or potential litigation:

Alliance for California Business v. California State Transportation Agency, et al., Sacramento County Superior Court, Case No. 34-2016-80002491.

American Coatings Association, Inc. v. State of California and California Air Resources Board, Sacramento County Superior Court, Case No. 04CS01707.

American Lung Association, et al. v. United States Environmental Protection Agency, et al., United States Court of Appeals, District of Columbia Circuit, Case No. 19-1140.

California v. Stout, et al., United States District Court, Central District of California, Case No. 2:20-cv-00371.

California v. Wheeler, et al., United States Court of Appeals, District of Columbia Circuit, Case No. 19-1239.

California v. Wheeler, et al., United States Court of Appeals, District of Columbia Circuit, Case No. 20-1167.

California Air Resources Board v. United States Environmental Protection Agency, U.S. Court of Appeals, District of Columbia Circuit, Case No. 18-1085.

California Natural Gas Vehicle Coalition v. California Air Resources Board, et al., Fresno County Superior Court, Case No. 20CECG02250.

Clean Energy Renewable Fuels, LLC v. California Air Resources Board, Orange County Superior Court Case No. 30-2020-011679039-CU-WM-CJC.

Dalton Trucking, Inc. v. United States Environmental Protection Agency, U.S. Court of Appeals, District of Columbia Circuit, Case No. 13-1283 (dismissed), U.S. Court of Appeals, Ninth Circuit, Case No. 13-74019.

Environmental Defense Fund, et al., v. Andrew Wheeler, et al., United States Court of Appeals, District of Columbia Circuit, Case No. 20-1360.

Friends of Oceano Dunes, Inc. v. California Coastal Commission, et al., San Luis Obispo County Superior Court, Case No. 17CV-0576; U.S. District Court for the Central District of California, Case No. 2:17-cv-8733.

In re Pacific Gas and Electric Company, U.S. Bankruptcy Court, Northern District of California, Case No. 19-30089.

John R. Lawson Rock & Oil, Inc. et al. v. California Air Resources Board et al., Fresno County Superior Court, Case No. 14-CECG01494; ARB's appeal, Court of Appeal, Fifth District, Case No. F074003.

State of California v. United States Environmental Protection Agency, United States Court of Appeals, District of Columbia Circuit, Case No. 18-1096.

State of California, et al., v. Andrew Wheeler, et al., United States Court of Appeals, District of Columbia Circuit, Case No. 20-1357.

State of California, et al., v. Chao, et al., United States District Court, District of Columbia, Case No. 1:19-cv-02826.

State of California, et al. v. David Bernhardt, et al., United States District Court, Northern District of California, Case No. 3:18-cv-5712-DMR.

State of California, et al. v. United States Environmental Protection Agency, United States Court of Appeals, District Court of Columbia Circuit, Case No. 19-1227.

State of California, et al., v. United States Environmental Protection Agency, United States District Court, Northern District of California, Case No. 4:18-cv-03237.

State of New York, et al. v. Andrew Wheeler and the United States Environmental Protection Agency, U.S. District Court, District of Columbia, Case No. 1:18-cv-00773.

State of North Dakota v. United States Environmental Protection Agency, U.S. Court of Appeals, District of Columbia Circuit, Case No. 15-1381.

State of North Dakota, et al. v. United States Environmental Protection Agency, U.S. Court of Appeals, District of Columbia Circuit, Case No. 16-1242.

State of Wyoming, et al. v. United States Department of the Interior, et al., U.S. District Court, District of Wyoming, Case No. 16-CV-285-SWS.

Truck Trailer Manufacturers Association, Inc. v. United States Environmental Protection Agency, et al., U.S. Court of Appeals, District of Columbia Circuit, Case No. 16-1430.

People v. Southern California Gas Company, Los Angeles Superior Court, Case No. BC 602973.

The Two Hundred, et al. v. California Air Resources Board, et al., Fresno County Superior Court, Case No. 18CECG01494.

United States v. California, United States District Court, Eastern District of California, Case No. 2:19-cv-02142-WBS-EFB.

OPPORTUNITY FOR MEMBERS OF THE BOARD TO COMMENT ON MATTERS OF INTEREST

Board members may identify matters they would like to have noticed for consideration at future meetings and comment on topics of interest; no formal action on these topics will be taken without further notice.

OPEN SESSION TO PROVIDE AN OPPORTUNITY FOR MEMBERS OF THE PUBLIC TO ADDRESS THE BOARD ON SUBJECT MATTERS WITHIN THE JURISDICTION OF THE BOARD

Although no formal Board action may be taken, the Board is allowing an opportunity to interested members of the public to address the Board on items of interest that are within the Board's jurisdiction, but that do not specifically appear on the agenda. Each person will be allowed a maximum of three minutes to ensure that everyone has a chance to speak. The public will also have an opportunity to [submit written comments](#) for open session the morning of the Board Meeting.

[Submit Comments Electronically the Day of the Board Meeting](#)**[View Submitted Comments](#)**

PLEASE NOTE: PowerPoint presentations to be displayed during public comment at the Board meeting must be electronically submitted via email to the Clerks' Office at cotb@arb.ca.gov no later than noon on the business day prior to the scheduled Board meeting.

IF YOU HAVE ANY QUESTIONS, PLEASE CONTACT THE CLERKS' OFFICE:

1001 I Street, 23rd Floor, Sacramento, California 95814

cotb@arb.ca.gov or (916) 322-5594

CARB Homepage: www.arb.ca.gov

SPECIAL ACCOMMODATION REQUEST

Consistent with California Government Code section 7296.2, special accommodation or language needs may be provided for any of the following:

- An interpreter to be available at the hearing;
- Documents made available in an alternate format or another language;
- A disability-related reasonable accommodation.

To request these special accommodations or language needs, please contact the Clerks' Office at cotb@arb.ca.gov or at (916) 322-5594 as soon as possible, but no later than 7 business days before the scheduled Board hearing. TTY/TDD/Speech to Speech users may dial 711 for the California Relay Service.

Consecuente con la sección 7296.2 del Código de Gobierno de California, una acomodación especial o necesidades lingüísticas pueden ser suministradas para cualquiera de los siguientes:

- Un intérprete que esté disponible en la audiencia
- Documentos disponibles en un formato alternativo u otro idioma
- Una acomodación razonable relacionados con una incapacidad

Para solicitar estas comodidades especiales o necesidades de otro idioma, por favor contacte la oficina del Consejo al (916) 322-5594 o por correo electrónico al cotb@arb.ca.gov lo más pronto posible, pero no menos de 7 días de trabajo antes del día programado para la audiencia del Consejo. TTY/TDD/Personas que necesiten este servicio pueden marcar el 711 para el Servicio de Retransmisión de Mensajes de California.

Budget and Economic Outlook Update

Board Meeting

December 4, 2020



Presentation Topics |

- Economic Indicators
- South Coast AQMD Metrics and Economic Implications
- Summary Charts

Summary of Metrics – Monthly

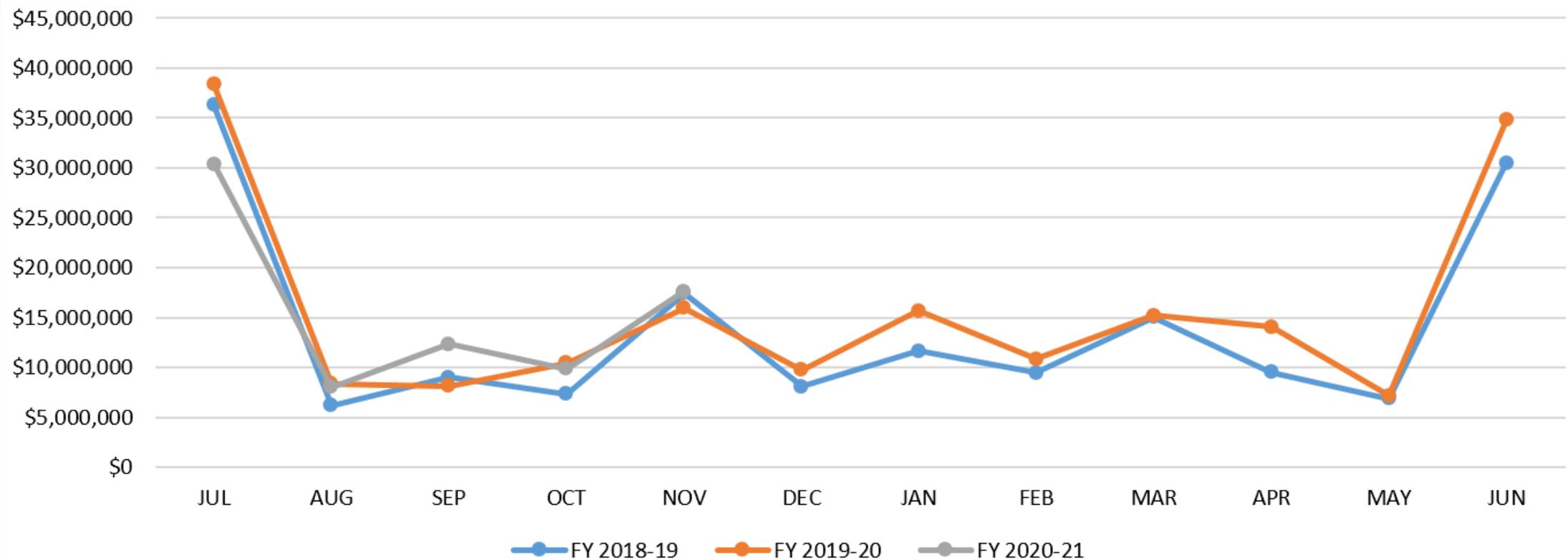
Metric			
State Economic Indicators	October 2019	October 2020	Notes
<i>Statewide Refinery Activity (Million Barrels Crude Oil Input)</i>	45.5	35.9	
<i>Port TEU Throughput (Million TEUs)</i>	1.5	1.8	Busiest month ever
<i>Statewide Unemployment %</i>	3.9%	9.3%	
South Coast AQMD	November 2019	November 2020	
<i>Revenue</i>	\$15.9 million	\$17.6 million	
<i>Expenditures</i>	\$12.7 million	\$12.1 million	
<i>Vacancy Rate</i>	14.2	16.8	
<i>Permit Applications Received</i>	539	350	Nov. 2020 preliminary data
<i>Expired Permits</i>	81	315	1 year to reinstate
<i>Fee Review Requests</i>	3	3	
<i>CEQA Activity</i>	68	54	

Summary of Metrics – Year to Date

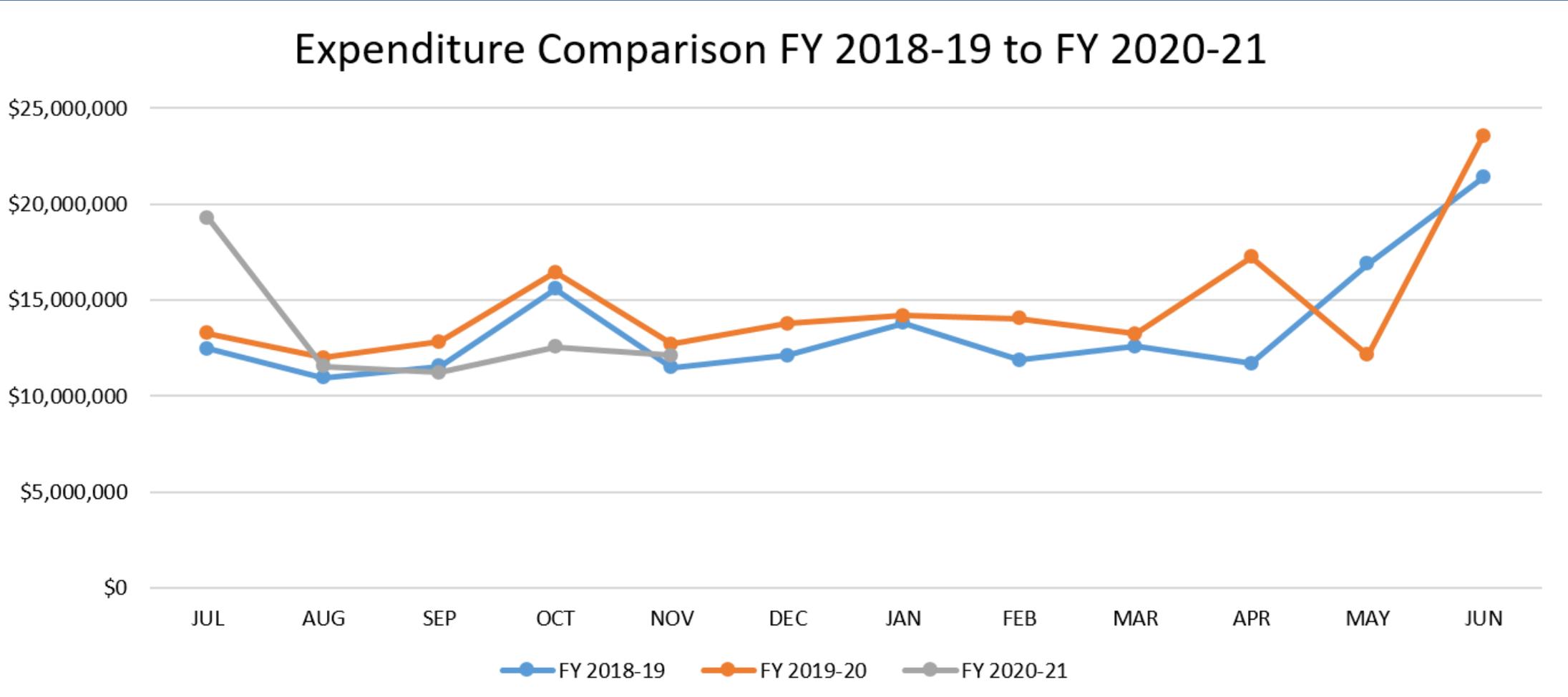
Metric	Jan. – Oct. 2019	Jan. – Oct. 2020	Notes
U.S. GDP (3rd Quarter, \$ trillions)	21.5	21.2	
State Economic Indicators			
<i>Refinery Activity</i> (Million Barrels Crude Oil Input)	495	404	
<i>Port TEU Throughput</i> (Million TEUs)	14.2	14.0	
South Coast AQMD	Jan. – Nov. 2019	Jan. – Nov. 2020	
<i>Revenue</i>	\$164.3 million	\$176.1 million	
<i>Expenditures</i>	\$155.5 million	\$161.1 million	
<i>Vacancy Rate, end of November</i>	14.2	16.8	
<i>Permit Applications Received</i>	7,815	6,201	
<i>Expired Permits</i>	714	1,603	1 year to reinstate
<i>Fee Review Requests</i>	48	123	
<i>CEQA Activity</i>	708	562	

Revenue

Revenue Comparison FY 2018-19 to FY 2020-21



Expenditures

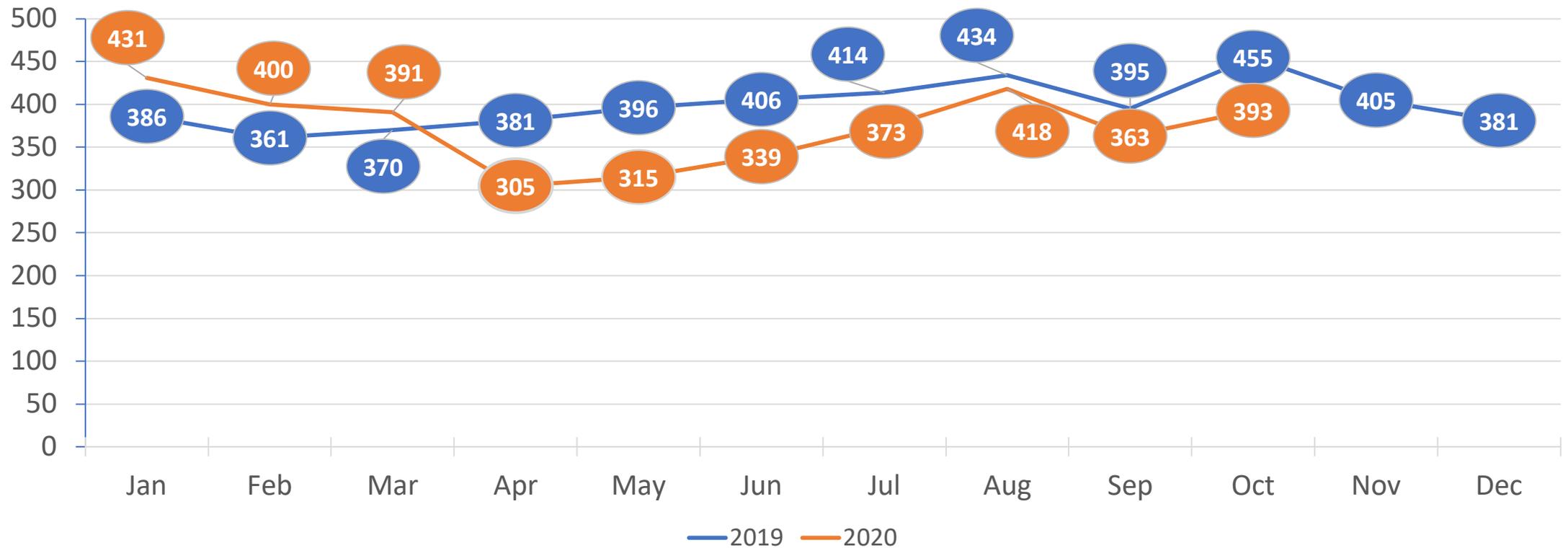


Staffing Levels as of 11/30/20

- 946 budgeted FTEs
- 157 vacant positions
- 789 filled positions
- 16.6 % vacancy rate

Emission Trends

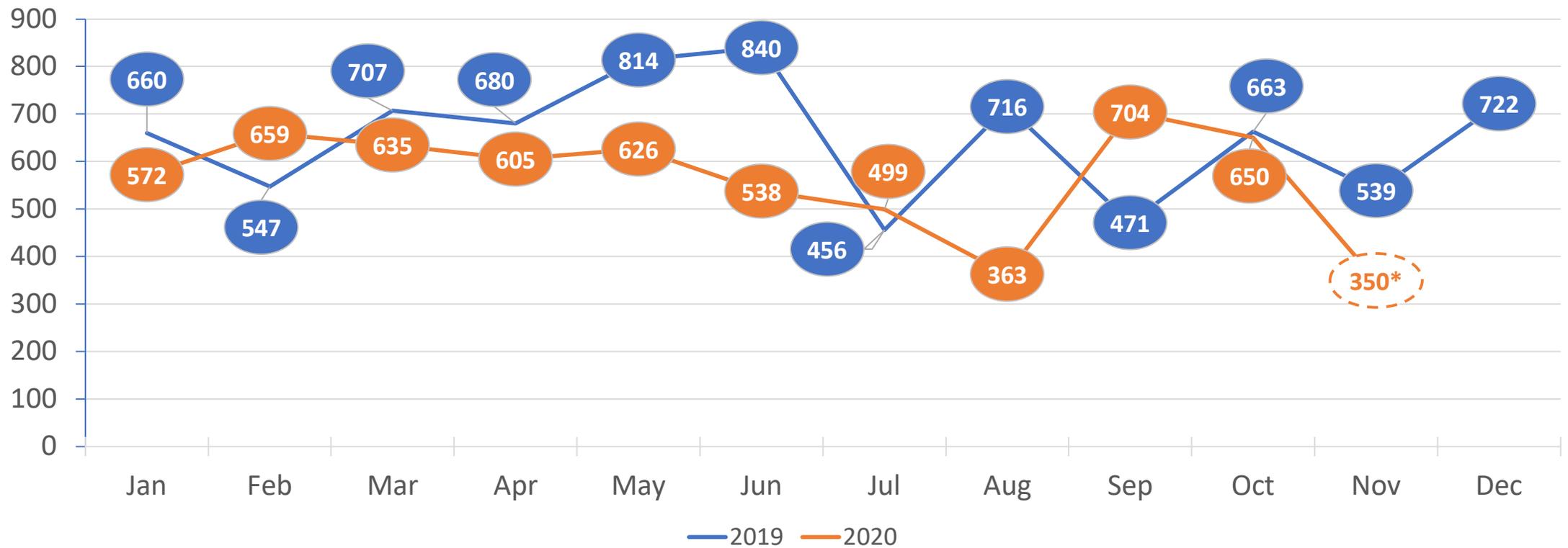
NOx Emissions, RECLAIM Major Sources (tons)



As of October 30, 2020

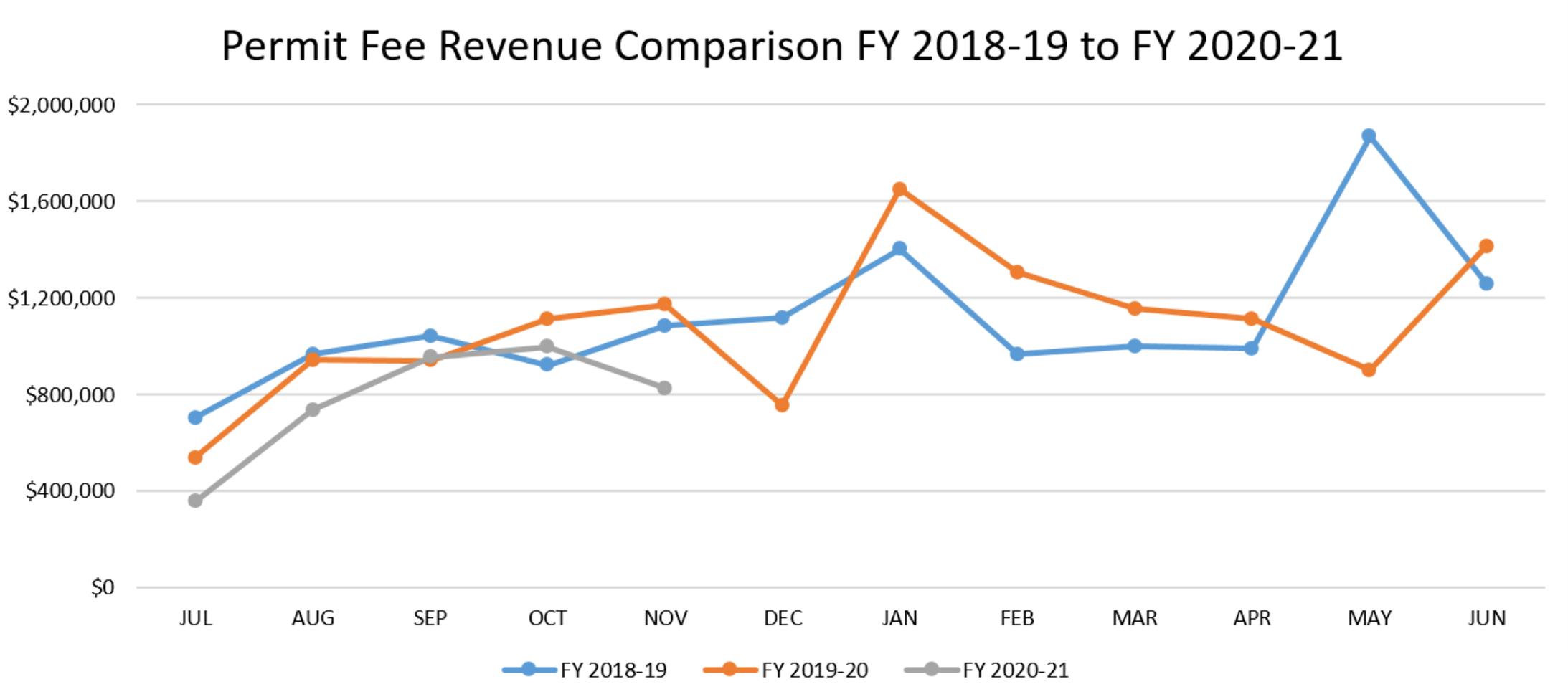
Permit Activity

Number of Applications Received per Month



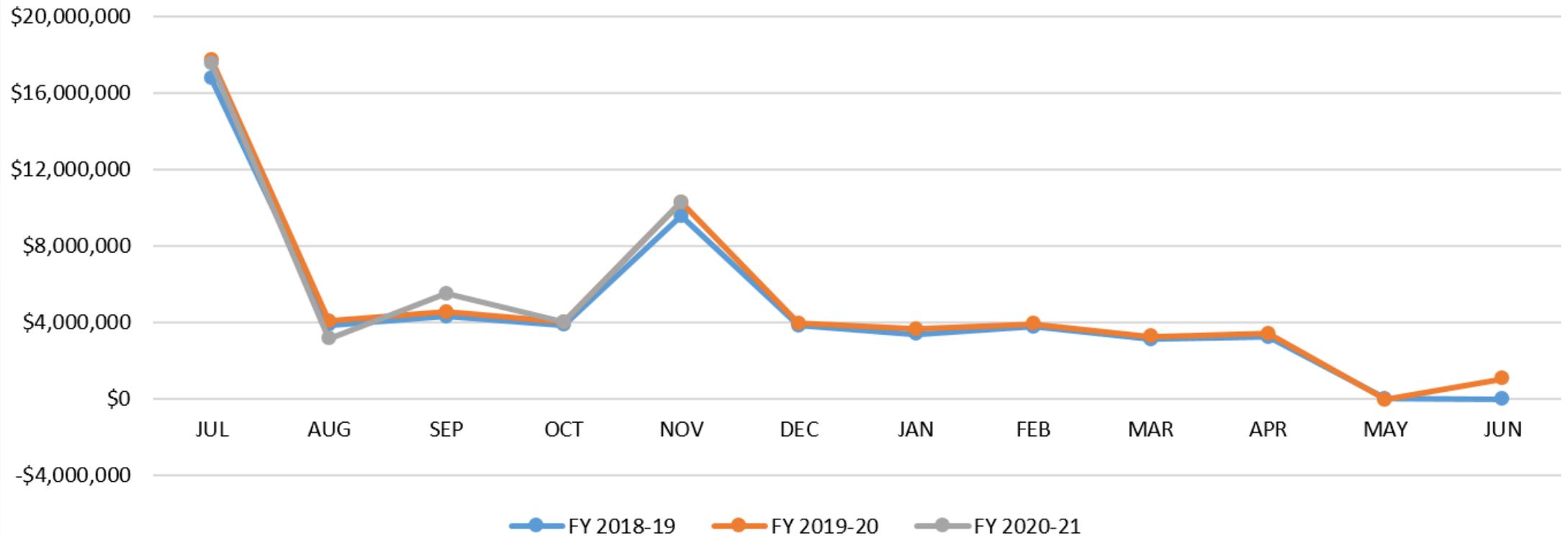
*Preliminary data as of November 30, 2020

Permit Revenue

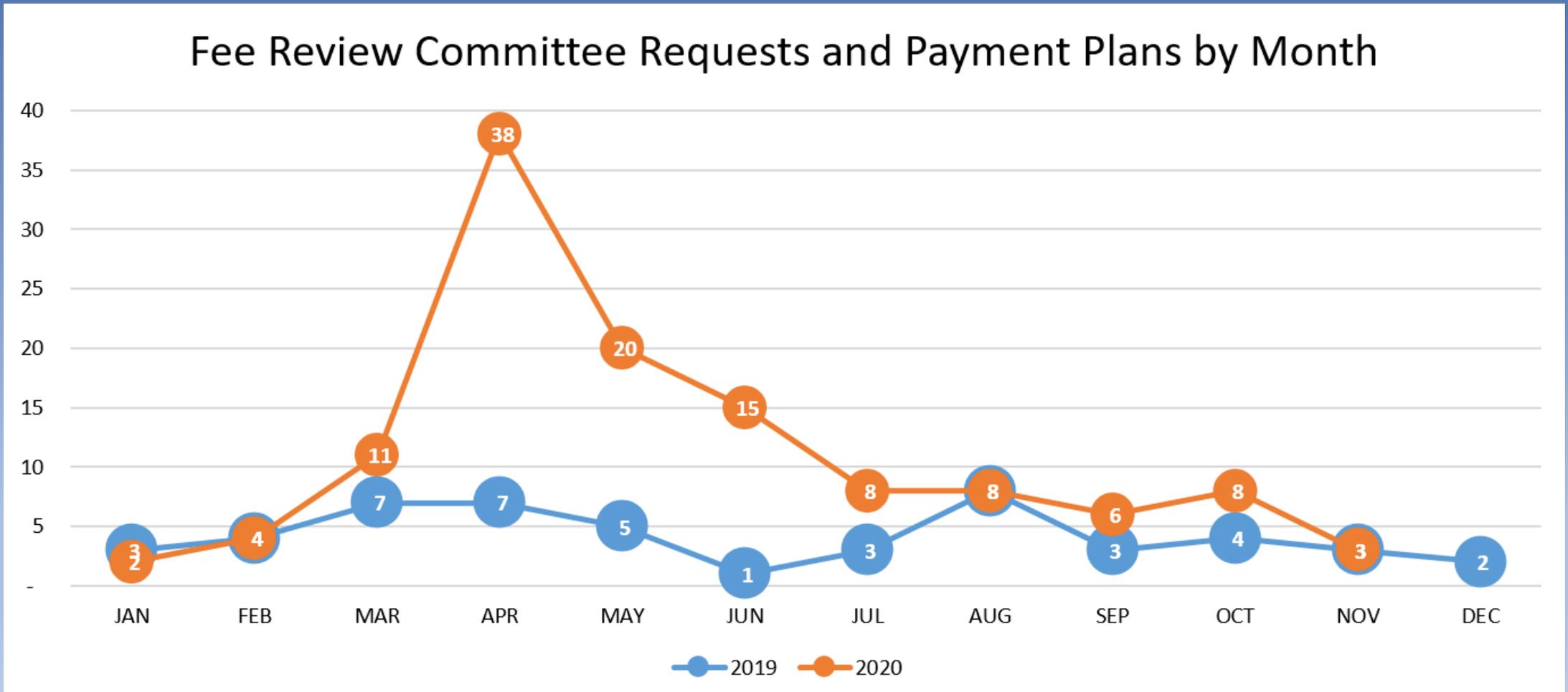


Annual Operating Fee Revenue

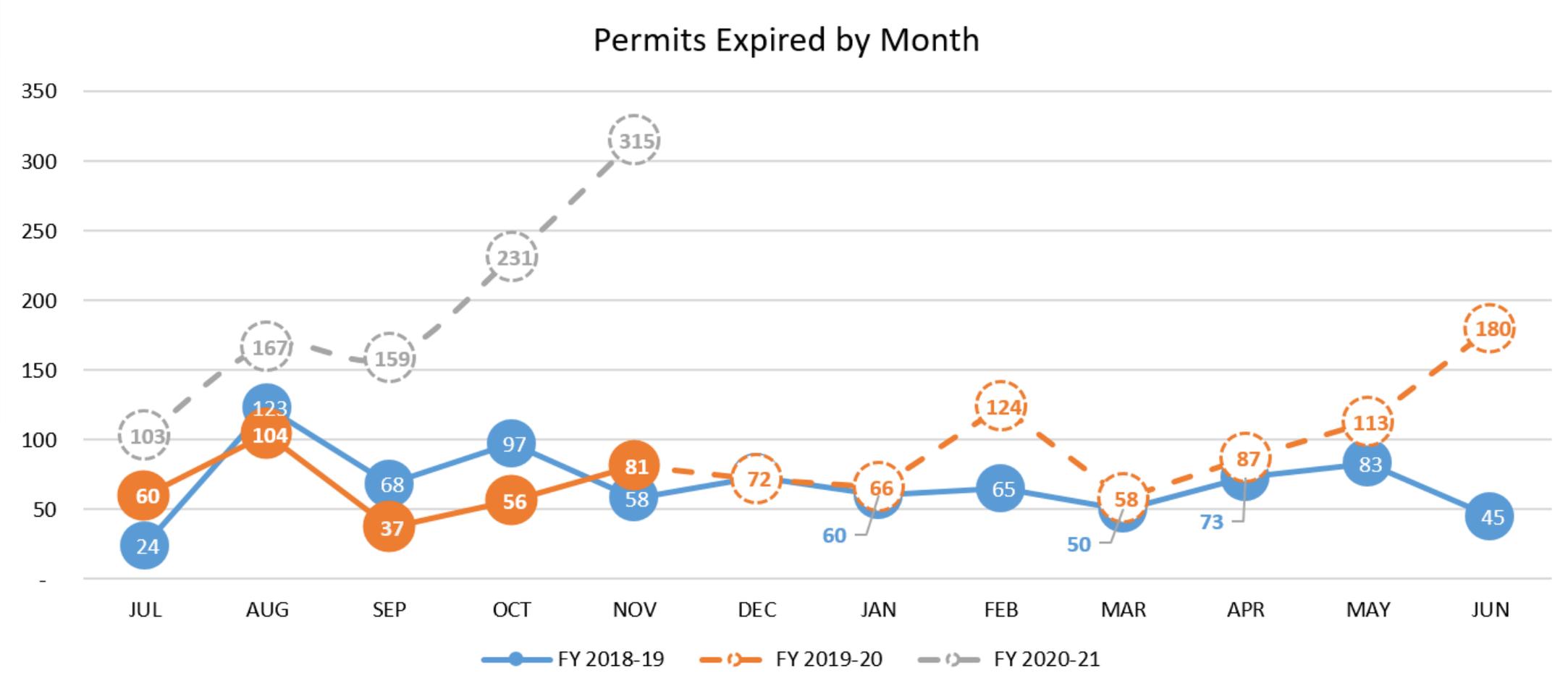
Annual Operating Fee Revenue Comparison FY 2018-19 to FY 2020-21



Fee Review Committee Requests



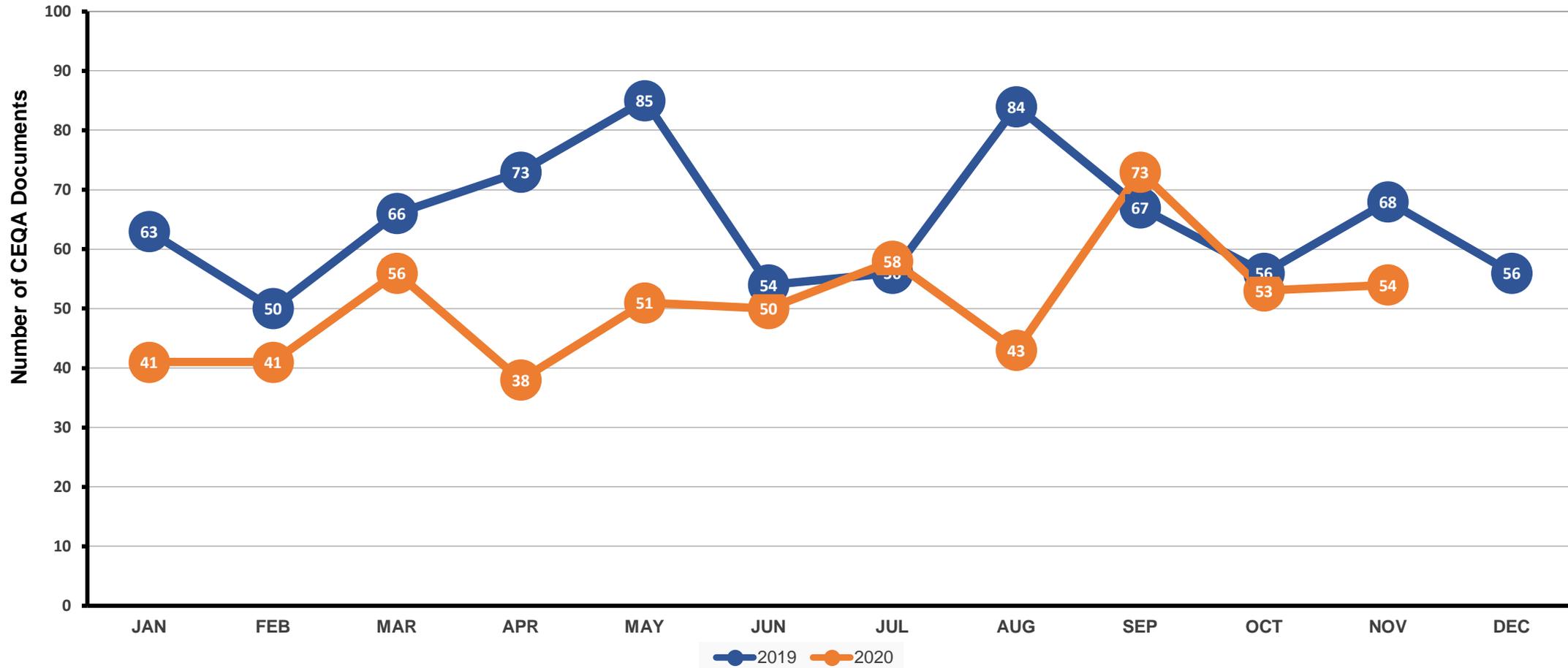
Expired Permits



Dotted lines represent permits that have time to be reinstated

CEQA Activity

Number of CEQA Documents Received by Month



Summary of Metrics – Monthly

Metric			
State Economic Indicators	October 2019	October 2020	Notes
<i>Statewide Refinery Activity (Million Barrels Crude Oil Input)</i>	45.5	35.9	
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BOARD MEETING DATE: December 4, 2020

AGENDA NO. 28

PROPOSAL: Determine that the Southeast Los Angeles Community Emissions Reduction Plan is Exempt from CEQA and Adopt the Community Emissions Reduction Plan

SYNOPSIS: Assembly Bill 617 requires CARB to select communities for the preparation of Community Emissions Reduction Plans (CERPs) and air districts with a selected community to adopt the CERP within one year of selection. CARB selected the Southeast Los Angeles Community in December 2019. The Southeast Los Angeles CERP provides a blueprint for air pollution emission and exposure reductions to address air quality concerns prioritized by the Community Steering Committee. The CERP describes the process to develop the plan, actions to reduce emissions and exposures, an implementation schedule, and an enforcement plan. This action is to: 1) Determine that the AB 617 CERP for the Southeast Los Angeles community is exempt from the California Environmental Quality Act; and 2) Adopt the AB 617 CERP for the Southeast Los Angeles community.

COMMITTEE: Stationary Source, November 20, 2020, Reviewed

RECOMMENDED ACTIONS:

1. Determine that the Community Emissions Reduction Plan for the Southeast Los Angeles community is exempt from the requirements of the California Environmental Quality Act; and
2. Adopt the AB 617 Community Emissions Reduction Plan for the Southeast Los Angeles community.

Wayne Nastri
Executive Officer

Background

California law known as Assembly Bill (AB) 617 established new requirements for improving air quality in disadvantaged communities in California. AB 617 requires a statewide strategy with focused actions for communities heavily impacted by air pollution. These actions include developing community air monitoring plans (CAMPs) and community emissions reduction plans (CERPs) to reduce emissions of toxic air contaminants (TACs) and criteria pollutants.

In 2018, the California Air Resources Board (CARB) adopted the Community Air Protection Blueprint (Blueprint) as the statewide strategy to guide the development (e.g., public process), content, and implementation of CAMPs and CERPs. An overview of the process to develop these documents as described in the CARB Blueprint is provided in Figure 1 – Overview of Community Emissions Reduction Program Process.



Figure II: *Overview of Community Emissions Reduction Program Process*

On December 5, 2019, CARB selected two Year 2 communities within the South Coast Air Basin to prepare a CAMP and CERP. The two communities selected by CARB are: 1) Southeast Los Angeles; and 2) Eastern Coachella Valley. The AB 617 statute directs air districts to adopt CERPs within one year of the CARB’s selection.

Public Process

Community Steering Committees, Technical Advisory Group and Public Outreach

Beginning January 2020, staff implemented a community-focused process to develop a draft CERP that addresses the air quality priorities for Southeast Los Angeles (SELA). The cornerstone of this process was the formation of a Community Steering Committee (CSC). The SELA CSC is made up of active residents, community organizations, local business owners or workers, local agencies and elected officials. The CSC provided their input and guidance based on their community knowledge and expertise, and this feedback was instrumental in developing the CERP. CSC members also conducted their own community-level outreach to additional members within the community who may not have been able to attend our meetings. Since January 2020, a total of nine CSC meetings were held virtually or in the community, and approximately 80 – 100 people attended each meeting.

The AB 617 Technical Advisory Group (TAG) was established in 2019 to provide a forum to discuss technical details related to source attribution, air monitoring and other technical analysis needed to develop the CAMPs and CERPs. The TAG met in July and October of 2020 to discuss the methodologies used for developing emissions inventories for the SELA and Eastern Coachella Valley AB 617 communities.

In addition to the CSC and TAG meetings, staff held community workshops, a CSC question and answer session and over 40 individual meetings with residents and other community stakeholders to enhance community participation and input in the development of the CERP. Staff also created a community webpage to post updates and information about the development of the CAMPs and CERPs.

Proposal

Staff recommends adopting the CERP for the SELA community. Through the CSC and public participation in the community meetings (e.g., CSC meetings and workshops), the SELA community identified their air quality priorities based on local sources of air pollution. The CSC worked with staff to develop a set of emissions and exposure reductions goals. Each goal is based on a set of actions, with associated metrics and timelines to be implemented by South Coast AQMD in collaboration with other government agencies and entities. Some actions would be conducted within the timeframes specified in the plan, while other activities such as rules would continue to apply and be enforced beyond the implementation period of the plan (i.e., beyond the first quarter 2026). The estimated SELA CERP emission reductions targets by 2025 and 2030 are 155 tons per year (tpy) and 297 tpy of oxides of nitrogen (NO_x), and 1 tpy and 3.5 tpy diesel particulate matter (DPM), respectively. Furthermore, other emission reduction actions in the CERP will provide additional emission reductions that cannot be quantified at this time.

The SELA CERP is tailored to address the air quality priorities identified by this community. The air quality priorities and actions to address them are summarized below.

Air Quality Priorities

The SELA CSC identified five air quality priorities driven by air pollution from stationary sources and mobile sources and one air quality priority to help reduce exposure to air pollution in the community. The six air quality priorities include trucks and freeways, railyards and locomotives, metal processing facilities, rendering facilities, general industrial facilities and increasing green spaces.

The air quality priorities that focus on trucks and freeways and railyards and locomotives are driven by the community's concerns about local air quality impacts resulting from the movement of goods along the 710 Freeway and Alameda Corridor. Mobile sources are the overwhelming source of diesel particulate matter in SELA,

which is the predominant contributor to air toxics cancer risk. The major diesel sources in these communities are heavy-heavy duty trucks, medium-heavy duty trucks, off-road diesel equipment and trains. Notable actions in the draft CERP for these air quality priorities include: providing incentive funds for independent truck owners and operators and local fleets, prioritizing zero-emission trucks where commercially available (e.g., Class 6 or below); and pursuing the replacement of diesel-fueled equipment at railyards with lowest emissions technology available, and adopting a Rail Indirect Source Rule to address, amongst other things, testing and maintenance emissions near residences.

The SELA community also identified stationary sources as top air quality priorities including metal processing facilities, rendering facilities and general industrial facilities. Notable actions in the draft CERP for these air quality priorities include: initiating the rule development process to address housekeeping and best management practices at metal recycling plants to reduce fugitive emissions; conducting air monitoring for VOCs and odorous compounds near each rendering facility and in the community to better characterize the emissions and to make the data available to the public; and work with CSC to identify industrial facilities of concern in SELA community and identify potential emission and exposure reduction measures, if necessary.

Lastly, the SELA community also identified increasing green space as a priority to help reduce exposure to air pollution and increase quality of life. Notable actions for this exposure reduction action include collaboration with regional and local agencies, and non-profit organizations to support urban greening funding opportunities.

Key Issues

Emission Reduction Targets

Some CSC members commented that the CERP lacks robust emission reductions for the metals processing air quality priority, and strongly emphasized the importance of including emission reductions targets of at least 50 percent by 2025, and at least 75 percent by 2030 in SELA. Establishing emission reduction targets for metal processing is challenging as there are a wide variety of toxic air contaminants that vary for the different metal processing activities. Generally, emission sources from metal toxic air contaminants are categorized into two types of sources, point and fugitive. Point sources are emissions that come from a specific unit or process that can or are directed through a collection device and to a stack. Fugitive emissions are those sources that generally cannot be directed through collection device or stack. In order to estimate fugitive emission reductions, staff would need to establish a baseline of current emissions, which is generally not available and will require substantial additional technical assessments. Additionally, there is no mechanism to specifically measure fugitive emissions. Many of the metal particulate rules are based on using a filtration system that is designed to achieve a specific control efficiency or focusing on an emission rate that will result in a specific health risk estimate. Other metrics such as adoption or amendments to rules that

establish point and fugitive point source control requirements may be a better indicator that these sources are being addressed.

Ambient monitoring has shown that measures, such as housekeeping and best management practices, can minimize the accumulation of metal particulate and minimize fugitive emissions contributing to ambient levels. The CERP includes actions which specifically commits to work with the CSC to assess metal processing facilities in SELA and identify and implement strategies to address the findings. Furthermore, the CERP includes an action for the metals processing air quality priority to initiate rule development process to address housekeeping and best management practices at metal recycling plants to reduce fugitive emissions, which is a top priority for the SELA CSC. This action is expected to result in fugitive dust emission reductions from metal processing facilities, but reductions cannot be quantified at this time. Although staff cannot quantify these point and fugitive emissions, staff has consistently been incorporating key measures into rules to reduce and minimize impacts to neighboring communities. The CSC has expressed the goal of eliminating all exposure to toxic metals in this community, and the CERP includes actions to eliminate such exposures to the maximum extent feasible.

Land-Use Requirements

Some CSC members requested that the Final CERP include land-use requirements and collaboration with land-use agencies. For example, CSC members asked for a health-protective setback (at least 2500 ft or more) for new metals processing facilities, a zero-emissions corridor for the Interstate 710 (I-710) freeway, and identification of sites where local communities have access to land for community gardens.

Land uses and the laws (e.g., local ordinances) that govern them are determined by local municipalities. AB 617 does not expand South Coast AQMD's authority to govern land uses; however, staff recognizes the importance of collaboration with municipalities to address emissions related to specific industrial and commercial uses. Therefore, the Draft CERP includes six actions that focus on collaboration and outreach to local land-use and resource agencies. The actions are listed below.

- Chapter 5b - Truck Traffic and Freeways, Action J states, “encourage the designation of clean truck lanes on the I-710 Freeway.”
- Chapter 5b - Truck Traffic and Freeways, Action K states, “Encourage the deployment of zero-emission trucks in the Southeast Los Angeles community where commercially available (e.g., Class 6 or below).”
- Chapter 5c – Rendering Facilities, Action C includes a commitment to “collaborate with local land-use agencies and L.A. County Green Zones Program to identify proposed new rendering facility projects in the Southeast Los Angeles

Community and identify applicable South Coast AQMD rule that apply to the facilities.”

- Chapter 5d – Green Spaces, Action A, is modified to read “collaborate with land-use, state and local agencies (e.g., Public Works, Parks and Recreation), and non-profit organizations, and the CSC to develop a list a low-VOC and drought tolerant trees.”
- Chapter 5e – Metal Processing Facilities, Action G, “Make referrals to the appropriate agencies when issues are found during inspections that fall outside of South Coast AQMD’s jurisdiction (e.g., Water Board, DTSC, Cal-OSHA, local land-use agencies, and Public Health departments).”
- Chapter 5e – General Industrial, Action H, commits to pursuing “collaborations with local land-use agencies to provide outreach information to metal processing facilities on requirements for South Coast AQMD permits.”

California Environmental Quality Act Pursuant to the California Environmental Quality Act (CEQA) Guidelines Sections 15002(k) and 15061, the proposed project is exempt from CEQA pursuant to CEQA Guidelines Sections 15061(b)(3), 15262, 15301, 15303, 15306, 15308, 15309, and 15321. Further, there is no substantial evidence indicating that any of the exceptions in CEQA Guidelines Section 15300.2 apply to the proposed project. A Notice of Exemption has been prepared pursuant to CEQA Guidelines Section 15062 and is included as Attachment C to this Board letter. If the proposed project is approved, the Notice of Exemption will be electronically filed with the State Clearinghouse of the Governor’s Office of Planning and Research to be posted on their CEQAnet Web Portal which may be accessed via the following weblink: <https://ceqanet.opr.ca.gov/search/recent>. In addition, the Notice of Exemption will be electronically posted on the South Coast AQMD’s webpage which can be accessed by via the following weblink: <http://www.aqmd.gov/nav/about/public-notices/ceqa-notices/notices-of-exemption/noe---year-2020>. The electronic filing and posting of the Notice of Exemption is being implemented in accordance with Governor Newsom’s Executive Orders N-54-20 and N-80-20 issued on April 22, 2020 and September 23, 2020, respectively, for the State of Emergency in California as a result of the threat of COVID-19.

Implementation Plan/Schedule

Implementation of the SELA CERP takes place over approximately five years, beginning in the first quarter of 2021. CARB staff will begin reviewing and evaluating the SELA CERP after adoption by the Governing Board. CARB staff is expected to hold at least one virtual public workshop before CARB's consideration for approval of the CERP. CARB will schedule a public hearing in 2021 to approve the CERP.

Benefits to South Coast AQMD

Implementation of the SELA CERP will help advance the agency's mission to clean the air at a community scale, especially in the most impacted and disadvantaged communities within South Coast AQMD's jurisdiction. The SELA CAMP and CERP will continue to serve as a statewide model for AB 617 Year 3 implementation and beyond. The estimated SELA CERP emission reductions targets by 2025 and 2030 are 155 tpy and 297 tpy NOx, and 1 tpy and 3.5 tpy DPM, respectively. Additionally, emissions reductions achieved through the CERP will provide emission reduction benefits toward achieving state and national ambient air quality standards.

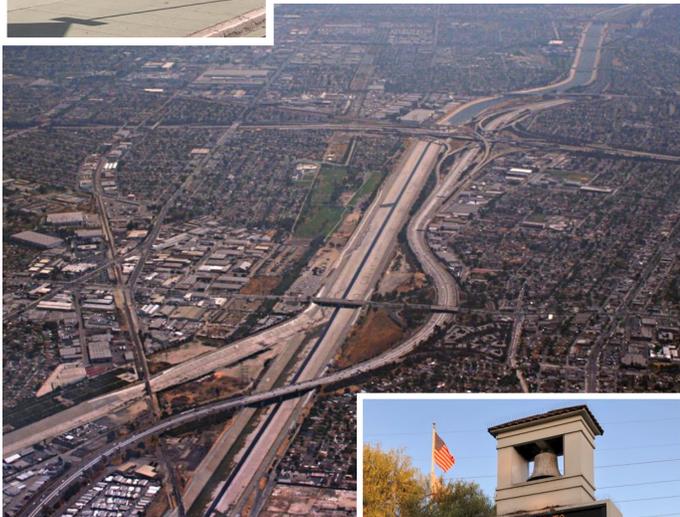
Resource Impacts

South Coast AQMD received \$21.8 million to support implementation of AB 617 for the upcoming year of this program for all AB 617 communities in our jurisdiction. In addition, Community Air Protection incentive funds will be used toward implementing incentive projects that are located in environmental justice communities. In 2020, South Coast AQMD received \$69,824,849 in total grant funding through the Community Air Protection funds, which include up to 6.25% for administrative costs. This funding covers all AB 617 communities in the South Coast. Staff continues to work with the California state legislature to secure sustained funding for AB 617 statewide.

Implementation costs for future years are dependent on the number of communities that are selected, and the amount of funding allocated by the legislature to support AB 617 implementation by the local air districts.

Attachments

- A. Community Emissions Reduction Plan: Southeast Los Angeles
- B. Resolution
- C. Notice of Exemption from CEQA
- D. Board Meeting Presentation



SOUTHEAST LOS ANGELES
**COMMUNITY EMISSIONS
REDUCTION PLAN**

DRAFT

DECEMBER 2020

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**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
GOVERNING BOARD**

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EXECUTIVE OFFICER:

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EXECUTIVE SUMMARY

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Summary of Response to Comments

The CSC, South Coast AQMD staff, and CARB closely collaborated to develop the Southeast Los Angeles CERP. Development of the CERP occurred over a year-long process that included 9 CSC meetings, 2 Technical Advisory meetings, an AB 617 Incentives Strategies meeting, and over 40 individual or small group meetings. South Coast AQMD staff received approximately 80 comments from businesses, government agencies, community residents, environmental organizations and other entities for the CERP. The table below summarizes each comment and identifies if the commenter's request is included (●) or not included (◆) in the CERP. The table also provides a brief staff response that explains where requests that are included in the CERP can be found or why the request was not included.

#	Comment ¹	Commenter(s)	Included = ● <u>Not</u> Included= ◆	Staff Response
General Questions or Concerns on the CERP				
1	CERP should include actions prioritizing small businesses for incentives and assistance with navigating South Coast AQMD rule and permit requirements.	Edith Moreno (SoCalGas)	●	<p>The comment is addressed in the actions for the Trucks and Freeways air quality priority. Table 1, Action D commits South Coast AQMD staff to outreach to small businesses (e.g., independent truck owners and operators) and local fleets for incentive funds, prioritizing zero emission trucks where commercially available.</p> <p>CERP action F for Chapter 5b – Trucks and Freeways also includes outreach to small businesses to provide</p>

¹ Clarifying comments or questions from CSC members not included in table.

#	Comment ¹	Commenter(s)	Included =  <u>Not</u> Included= 	Staff Response
				<p>information about the South Coast AQMD Small Business Assistance Office which helps small business owners to comply with South Coast AQMD rules and regulations, permit conditions, and recordkeeping through a variety of services offered. The small business office can be contacted at 1-800-388-2121 or smallbizassistance@aqmd.gov. Additional details about the Small Business Assistance Office are available at http://www.aqmd.gov/home/programs/business/business-detail?title=small-business-assistance.</p>
2	<p>Page 2 [of Executive Summary] mentions ongoing activities such as regulation and enforcement. Is this further clarified somewhere else in the document on what and how that plays out? What does ongoing regulation look like? Is it regular compliance checks, indefinitely?</p>	<p>Tahirah Farris (Los Angeles County Department of Regional Planning) Comment 1-1</p>	<p></p>	<p>South Coast AQMD conducts regular compliance inspections at facilities and responds to community complaints as part of the overall enforcement program. Chapter 4 includes an overview of South Coast AQMD and CARB enforcement programs, regulatory authority, enforcement history, and an outline of each agency’s complaint process. Appendix 4 provides details on South Coast AQMD and CARB’s legal right to issue violations and penalties, interagency collaboration, and contains summaries of all permitted facilities, complaints received, inspections conducted, enforcement actions taken, and vehicle/engine inspections conducted.</p> <p>The implementation timeline for the SELA CERP is five years beginning January 2021 and ending January 2026. The actions in the SELA CERP are tailored to address the air</p>

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				quality concerns prioritized by the SELA CSC. However, South Coast AQMD staff efforts to enforce South Coast AQMD rules and to develop new or amend existing rules that benefit the SELA and other communities in the South Coast Air Basin will continue after January 2026. For example, Rule 415 (Odors from Rendering Facilities) will continue to be in effect after January 2026 and South Coast AQMD compliance staff will continue to conduct regular inspections at rendering facilities.
3	Page 1 [of Introduction], under “Ongoing Efforts” references the LA County Green Zones Program. There should be a footnote to explain this program and link to more information.	Tahirah Farris (Los Angeles County Department of Regional Planning) Comment 1-2		A footnote with more information about the LA County Green Zones Program has been included to Chapter 5a.
4	Page 1 [of Introduction], the last sentence references “rule development.” I believe rules are discussed in more detail in Chapter 4, but should be clear about what a rule is/means for AQMD (ex, this is the method for establishing regulations and provides a check to ensure compliance). Is rule synonymous with regulation?	Tahirah Farris (Los Angeles County Department of Regional Planning) Comment 1-3		At South Coast AQMD, a regulation is composed of rules, each of which deals with a specific topic within that regulation. For example, Regulation II deals with permits, while Rules 201 through 221 pertain to specific types of permits, how they are granted and administered, and their impact. South Coast AQMD staff develops rules to reduce air pollution from specific sources and to protect public health. Generally, the rule-making process incorporates extensive

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				<p>information gathering and research into available technologies, coordination with industry groups, and analysis of the economic impact of each proposed rule or rule amendment. South Coast AQMD provides an opportunity for public input on every proposed rule. At public workshops and consultations, the public can voice suggestions and concerns about the impact of a proposed rule. A public hearing is held before the South Coast AQMD Governing Board votes on a proposed or amended rule.</p> <p>A footnote will be provided in Chapter 5a to provide this information.</p>
5	<p>The discussion draft CERP addresses many of the significant environmental justice concerns facing the community. SCAQMD must avoid “cookie-cutter” implementation for concerns shared with other AB 617 communities. Similarly, SCAQMD must also acknowledge and address other threats such as contamination from Exide and pollution from aviation operations.</p>	<p>Chris Chavez (Coalition for Clean Air) Comment 3-1</p>		<p>The air quality priorities in the Southeast Los Angeles community and other AB 617 communities are selected by the community steering committees. The SELA Draft CERP actions were developed with the input from the SELA CSC provided during 9 CSC meetings, and over 40 individual and small group phone calls or virtual meetings. The SELA Draft CERP actions are a result of multiple iterations of edits between South Coast AQMD staff and the CSC. Additionally, staff updated Chapter 3a to include information about Exide and the Delta Jet Fuel Release.</p>
6	<p>The next draft of the CERP should include emissions reduction projections. Further, these targets should have a nexus with community</p>	<p>Chris Chavez (Coalition for Clean Air)</p>		<p>Staff updated Chapter 5a of the Draft CERP to include emission reduction targets for 2025 and 2030 for NOx and DPM. DPM is emitted from heavy-duty trucks, trains and</p>

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	health needs. Reductions from future rulemakings should be shared with the CSC as soon as they are available.	Comment 3-2		industrial off-road equipment. DPM emissions continue to be the main driver of air toxics cancer risk in this community. Therefore, a reduction of DPM will provide long-term benefits for public health in the SELA community. Additionally, South Coast AQMD staff will continue to keep the CSC updated on the progress of CERP implementation, including emission reductions from rulemaking efforts that are described in the CERP.
7	To the greatest extent possible, CERP emissions reduction should meet the same criteria as the State Implementation Plan (quantifiable, surplus, enforceable, and permanent.) Projects and efforts that do not meet these criteria (e.g., working with local agencies to rectify bad land use decisions) should be included on their merits	Chris Chavez (Coalition for Clean Air) Comment 3-3	●	South Coast AQMD staff continues to pursue a suite of actions (e.g., regulatory efforts, incentives, and outreach) to achieve emission reductions. Some actions meet SIP creditable criteria, and some do not; however, they are equally important to the emissions and exposure reduction goals of the CERP.
8	Some strategies in the discussion draft are vague and only commit to further study, identification of sources, and developing reduction strategies later. Rather than deferring action and implementation, SCAQMD should strengthen these strategies and yield immediate emissions reduction	Chris Chavez (Coalition for Clean Air) Comment 3-5	●	The CSC has requested that we use available data as a guide and follow a methodical process to develop appropriate and effective actions to reduce emissions in this community. Thus, Chapter 5e – Metal Processing Facilities and Chapter 5g – General Industrial include actions that require a stepwise approach to 1) identify the sources of emissions; and 2) develop strategies to address those specific emissions sources. With a stepwise approach, these actions allow staff to work with the CSC to identify local community concerns

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				and air quality issues related to metal processing and other industrial facilities. This approach enables the CSC to focus on emissions and exposures reduction efforts on air quality issues affecting the community within the CERP implementation timeframe.
9	As with other SCAQMD AB 617 CERPs, the SELA CERP relies heavily on incentives and funding which may not exist. Additionally, it does not adequately assign responsibilities to polluters.	Chris Chavez (Coalition for Clean Air) Comment 3-6		Incentives are among the strategies used in the CERP because they can bring expedited emissions reductions above and beyond current requirements. However, the CERP does not rely on any single strategy, and instead uses a combination of strategies to reduce emissions, including regulation, enforcement, air monitoring, outreach and incentives. The totality of these actions will bring emission reductions to this community, as quantified in Chapter 5a.
10	AQMD needs to assemble a transparent / open-source comprehensive database online, of all the polluting sources in SELA, to identify all possible measures that could reduce emissions or eliminate emissions regardless of the cost, for each of these. This will assist both the community and AQMD in solving specific and overall cumulative impacts. This approach should include the upcoming Industrial Source category (yet to be completed for the CERP), as well as all sources.	Dilia Ortega, Lena Ruvalcaba, Natalie Martinez, Citlalli Gutierrez, Dayana Ortega (Communities for a Better Environment) Comment 4-1		South Coast AQMD developed a web tool that allows the user to search for public information about South Coast AQMD-regulated facilities (that is, facilities that are required to have a permit to operate equipment that releases pollutants into the air). The system is called F.I.N.D. (Facility INformation Detail). The FIND tool provides detailed information for each facility, including equipment lists, facility air pollution emissions information on key enforcement actions (Notices of Violation, Notices to Comply, Hearing Board cases), and other documents. The information in FIND is updated daily. FIND includes an interactive map that users can use to locate facilities and link to information about those facilities.

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				<p>Users can also search for addresses and place names, and the tool will show a list of active facilities close to that address. Users can also click a link to access more detailed information about the facility.</p> <p>Visit this webpage to access the South Coast AQMD FIND tool: https://xappprod.aqmd.gov/find</p> <p>Furthermore, AB 617 legislation requires CARB to establish and maintain a statewide Technology Clearinghouse that identifies the best technologies for reducing emissions, namely Best Available Control Technology (BACT), Best Available Retrofit Control Technology (BARCT), and related technologies for the control of toxic air contaminants (T-BACT). The Community Air Protection Program Blueprint requires the new Technology Clearinghouse to be used to identify rules, regulations, technologies, or practices that could offer emissions or exposure reduction opportunities within impacted communities. South Coast AQMD has been actively collaborating and supporting CARB in this statewide effort.</p> <p>More information on the Technology Clearinghouses is available here: https://ww2.arb.ca.gov/our-work/programs/technology-clearinghouse</p>

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11	<p>Some facilities are likely too close to sensitive receptors including schools, even when best emission reductions measures and practices are put in place. Consequently, there must be a partnership between AQMD, the City, impacted communities and industry for creating land-use solutions, zoning changes, amortization proceedings, and relocation of these facilities.</p>	<p>Dilia Ortega, Lena Ruvalcaba, Natalie Martinez, Citlalli Gutierrez, Dayana Ortega (Communities for a Better Environment) Comment 4-2</p>		<p>South Coast AQMD recognizes the importance of collaboration with local land-use agencies and other relevant agencies to address land-use, zoning, and other issues surrounding facility emissions. Thus, the Draft CERP includes various actions require collaboration and outreach to local land-use and resource agencies.</p> <p>For example, Chapter 5c, Action C includes a commitment to “Collaborate with local land-use agencies and L.A. County Green Zones Program to review and inspect new rendering facilities for compliance with South Coast AQMD rules.”</p> <p>Chapter 5e, Actions G and H, commit to making “referrals to the appropriate agencies when issues are found during inspections that fall outside of South Coast AQMD’s jurisdiction (e.g., Water Board, DTSC, Cal-OSHA, local land-use agencies, and Public Health departments)” and pursuing “collaborations with local land-use agencies to provide outreach information to metal processing facilities on required South Coast AQMD permits”, respectively.</p> <p>Additionally, South Coast AQMD staff will work with the cities in SELA, the impacted community, and industry to address air quality concerns related to facilities.</p>

#	Comment ¹	Commenter(s)	Included = ■ <u>Not</u> Included = ◆	Staff Response
12	<p>AQMD needs to cooperate with CalOSHA (in addition to other agencies) to assist facilities to comply with best practices for creating worker safety standards and programs. Workers are often the most impacted group in polluting facilities, are frequently people of color or low-income people, who may also live in the local community, and worker and community safety overlap in many ways. While AQMD regularly states that worker conditions are outside its purview, that does not mean that AQMD should ignore severe worker hazards it witnesses when doing its own inspections. CBE has directly witnessed such cases when AQMD inspectors ignored such conditions. AQMD has the ability to document and report hazardous conditions to OSHA, and to work to develop strong pollution prevention measures for everyone. Poor working conditions frequently also translate to poor health and safety for the residential community. Conversely,</p>	<p>Dilia Ortega, Lena Ruvalcaba, Natalie Martinez, Citlalli Gutierrez, Dayana Ortega (Communities for a Better Environment) Comment 4-3</p>	<p>●</p>	<p>South Coast AQMD staff recognizes the importance of inter-agency communication and has included an action in the Draft CERP to address concerns at facilities that may be outside this agency’s purview.</p> <p>South Coast AQMD staff have made such referrals to Cal-OSHA in the recent past, and will work closely with our staff who enter facilities to be aware of environmental and occupational health hazards that may warrant a referral to the appropriate agency.</p> <p>Chapter 5e, Action G, states the following: “Make referrals to the appropriate agencies when issues are found during inspections that fall outside of South Coast AQMD’s jurisdiction (e.g., Water Board, DTSC, Cal-OSHA, local land-use agencies, and Public Health departments).”</p>

#	Comment ¹	Commenter(s)	Included = ■ <u>Not</u> Included = ◆	Staff Response
	facilities with strong pollution prevention measures protect both the community and workers. We urge AQMD to incorporate a deeper analysis and implementation of pollution prevention.			
13	Add a measure to begin developing a SELA community-specific Just Transition Plan for inherently safer energy sources, with equity.	Dilia Ortega, Lena Ruvalcaba, Natalie Martinez, Citlalli Gutierrez, Dayana Ortega (Communities for a Better Environment) Comment 4-6	◆	<p>According to the United Nations “Just Transition of the Workforce, and the Creation of Decent Work and Quality Jobs” Technical Paper, the transition towards inclusive and low-carbon economies must be just and fair, maximizing opportunities for economic prosperity, social justice, rights and social protection for all, leaving no one behind. Just Transition Plans have a strong emphasis on combating the effects of climate change, with social equity in mind.</p> <p>CARB is charged with implementing California's comprehensive suite of policies to reduce emissions of greenhouse gases. The 2017 Scoping Plan for Achieving California’s 2030 Greenhouse Gas Target identifies how the State can reach our 2030 climate target to reduce greenhouse gas emissions by 40 percent from 1990 levels, and substantially advance toward CARB’s 2050 climate goal to reduce GHG emissions by 80 percent below 1990 levels. The 2017 Scoping Plan builds on and integrates efforts already underway to reduce the State’s GHG, criteria</p>

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				<p>pollutant, and toxic air contaminant emissions. Programs such as the Low Carbon Fuel Standard and Renewables Portfolio Standard are delivering cleaner fuels and energy, the Advanced Clean Cars Program has put more than a quarter million clean vehicles on the road, and the Sustainable Freight Action Plan will result in efficient and cleaner systems to move goods throughout the State. Enhancing and implementing these ongoing efforts, paired with a more stringent Cap-and-Trade Program, puts California on the path to achieving the 2030 target per SB 32 and to deliver climate, air quality, and other benefits. CARB will consider the CSC’s suggestion to create a community-specific Just Transition Plan.</p> <p>More information about CARB’s 2017 Climate Change Scoping Plan here: https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan</p>
14	Add a measure to support adoption of a robust regional ozone attainment plan for expeditious reductions of criteria pollutants in SELA, consistent with AQMD & CARB regional development of the next plan. This plan must bring SELA into attainment with Clean Air Act health standards.	Dilia Ortega, Lena Ruvalcaba, Natalie Martinez, Citlalli Gutierrez, Dayana Ortega		The Air Quality Management Plan (AQMP or Plan) is a regional blueprint for achieving air quality standards and healthful air. On October 1, 2015, the U.S. Environmental Protection Agency (EPA) strengthened the National Ambient Air Quality Standards (NAAQS) for ground-level ozone, lowering the primary and secondary ozone standard levels to 70 parts per billion (ppb). The South Coast Air Basin is classified as an “extreme” non-attainment area for the 2015

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		(Communities for a Better Environment) Comment 4-7		Ozone NAAQS. The 2022 AQMP is being developed to address the requirements for meeting this standard, and will represent a comprehensive analysis of emissions, meteorology, regional air quality modeling, regional growth projections, and the impact of existing and proposed control measures. Various CERP actions (e.g., incentives prioritizing zero-emission trucks where commercially available) contribute to the reduction of criteria pollutants in SELA and to regional ozone attainment goals.
15	We do not support “bridge fuels” such as Natural Gas for transportation, which have major damaging impacts during extraction, transport, and refining, and are not zero emission options.	Dilia Ortega, Lena Ruvalcaba, Natalie Martinez, Citlalli Gutierrez, Dayana Ortega (Communities for a Better Environment) Comment 4-8		Chapter 5b – Trucks and Freeways, Table 1, Action F of the CERP prioritizes zero-emission technologies where commercially feasible. South Coast AQMD’s incentive programs provide a much larger incentive for zero-emission technologies compared to other technologies. These larger incentives for zero-emission projects recognize that these technologies are currently more expensive, and in many cases, not available, relative to near-zero technologies. It would take larger financial incentives, cause significant delays, and thus less emission reductions, if only the adoption of zero-emission technologies were encouraged.
Trucks and Freeways				
16	CERP should include language regarding air monitoring actions along	Lizette Ruiz (Active		Chapter 5b, Action I, was modified to include focused air monitoring efforts along the Alameda Corridor.

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	the Alameda Corridor to help assess truck emissions.	Residents – South Gate)		
17	Would also like to see CERP language regarding air monitoring actions along the Alameda Corridor to help assess truck emissions.	Laura Cortez (East Yard Communities for Environmental Justice)	●	The Alameda Corridor is one of the high priority areas for mobile surveys, as discussed in Appendix 6, section 7.2 of the CERP: “Measurements will be prioritized in the areas immediately surrounding the three railyards in this community and along major railways (e.g., Alameda Corridor).”
18	CERP should also incorporate language encouraging increasing the accessibility of fuel cell refueling infrastructure in addition to electric charging stations.	Mark Sheldon (Member of the public)	●	Chapter 5b, Action G, was modified to include accessibility to other alternative fueling stations in the community in addition to electric charging stations.
19	Page 2, action A describes establishment of a Community Pollution Enforcement Workgroup. The only metric listed under this action is the number of meetings held. Think about adding additional metrics tied to the goals of the group, such as number of complaints identified through the workgroup and number of complaints addressed by CARB, number of complaint referrals to other agencies, etc.	Tahirah Farris (Los Angeles County Department of Regional Planning) Comment 1-4	●	Chapter 5b, Metric A, was modified to include the metric “Number of complaints identified through the workgroup and addressed by CARB”.

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20	SCAQMD and the CERP should substantially expand its commitments relating to Interstate 710 expansion, which is the next environmental injustice facing SELA communities.	Chris Chavez (Coalition for Clean Air) Comment 3-4		Chapter 5b, Action H, commits to identifying freeway projects (e.g., freeway expansion projects) within the community that are circulated to South Coast AQMD for review under the California Environmental Act (CEQA). However, the Interstate 710 (I-710) expansion project is projected to take place beyond the timeframe of the CERP. More information on this project can be found here: https://www.metro.net/projects/i-710-corridor-project/
21	The CERP needs to commit to a strong Indirect Source Rule (ISR) for railyards, warehouses, and other pollution magnets.	Chris Chavez (Coalition for Clean Air) Comment 3-9		Chapter 5b, Action E, commits to continuing the development of the Warehouse Indirect Source Rule (ISR) to reduce emissions from large warehouses and fulfillment centers and inform CSC members about Warehouse ISR working group meetings and provide warehouse information to the CSC. Furthermore, Chapter 5f, Action C, also commits to continuing to develop the Railyard ISR, which includes strategies such as addressing exposures from load testing and maintenance activities.
22	The plan is still missing a list of measures by the California Air Resources Board.	Dilia Ortega, Lena Ruvalcaba, Natalie Martinez, Citlalli Gutierrez, Dayana Ortega		Chapter 5b – Truck Traffic and Freeways and Chapter 5f – Railyards and Locomotives collectively contain over 10 different actions lead by CARB to help address these air quality priorities. Also, staff has provided a list of statewide measures that contribute to the emissions reduction targets in Chapter 5a. The list includes Advanced Clean Car 2, Heavy -Duty Inspection and Maintenance, Low- NOx Engine Standard, and the Small Off-Road Engine Amendment.

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		(Communities for a Better Environment) Comment 4-5		
23	In addition to the Warehouse Indirect Source Rule (ISR), AQMD should adopt a Ports ISR rule, which will benefit all communities along the freeway corridors including SELA, which are heavily impacted by diesel traffic. This is well-within AQMD's authority, and has been put off for too long.	Dilia Ortega, Lena Ruvalcaba, Natalie Martinez, Citlalli Gutierrez, Dayana Ortega (Communities for a Better Environment) Comment 4-12	◆	Over the last two years, under the Board's direction, AQMD staff has been working on developing a memorandum of understanding (MOU) with the Ports of Los Angeles and Long Beach based on the implementation of the San Pedro Bay's Clean Air Action Plan (CAAP). A Ports MOU Working Group as well as a more focused Ports MOU Technical Working Group (TWG) with representatives from AQMD, CARB, Ports, Coalition for Clean Air, Sierra Club, PMSA, and California Trucking Association were established to quantify the potential emissions benefits of CAAP measures. Through this process, the CAAP's Clean Truck Program was identified as the primary CAAP measure with a performance target (i.e., \$10/TEU) which could result in quantifiable emission reductions based on implementation of incentive programs for deployment of near-zero or zero-emission trucks. In March 2020, the Ports Boards of Harbor Commissioners adopted a resolution for the Clean Truck Fund (CTF) Rate of \$10/TEU but the Boards delayed the full adoption of the Clean Truck Program until later in 2020 (i.e., exemptions, CTF collection mechanism, tariff amendments, structure of incentive program). The adoption and implementation of the Clean Truck Program has been further delayed by the Ports citing uncertainties related to COVID-19 and

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				associated economic impacts (although Ports are currently experiencing record volumes of cargo). Since the details of the Ports Clean Truck Program have not been determined, the Ports MOU development has been delayed until that occurs.
24	Include specific goals for Zero Emission Transportation as soon as possible. We need CARB and AQMD staff to do everything in their power to plan and implement Zero Emission Transportation.	Dilia Ortega, Lena Ruvalcaba, Natalie Martinez, Citlalli Gutierrez, Dayana Ortega (Communities for a Better Environment) Comment 4-13		In 2018, the California Air Resources Board (CARB) was directed by Governor Jerry Brown to assess possible regulatory requirements to ensure greater inclusion of zero emission vehicles in public and private light- and heavy-duty vehicle fleets. ^[1] As CARB looks for ways to meet our 5 million zero-emission vehicle target by 2030, the conversion of public and private fleets to zero emission cars and trucks offers an important opportunity to get a large number of carbon-polluting fleet vehicles off the road. ^[2] In June 2020, CARB adopted the Advanced Clean Trucks Rule requiring truck manufacturers to transition from producing diesel trucks and vans to electric zero-emission trucks including heavy-duty vehicles beginning in 2024. CARB is developing a medium and heavy-duty zero-emission fleet regulation ^[3] with the goal of achieving a zero-emission truck and bus California fleet by 2045 everywhere feasible and significantly earlier for certain market segments such as last mile delivery and drayage applications; the CARB Governing

^[1] https://ww2.arb.ca.gov/sites/default/files/2020-06/zero_emission_fleet_letter_080118_ADA.pdf

^[2] <https://ww2.arb.ca.gov/our-work/programs/zero-emission-vehicle-fleet>

^[3] <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets>

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				<p>Board is anticipated to consider the adoption of the proposed Advanced Clean Fleets Regulation in 2021. In September 2020, Governor Gavin Newsom issued an executive order requiring sales of all new passenger vehicles to be zero-emission by 2035 and additional measures to eliminate harmful emissions from the transportation sector.^[4] CARB is charged with developing regulations to mandate that 100 percent of in-state sales of new passenger cars and trucks are zero-emission by 2035 – a target which would achieve more than a 35 percent reduction in greenhouse gas emissions and an 80 percent improvement in oxides of nitrogen emissions from cars statewide.</p>
25	<p>Include a goal to make the 710 Freeway a Zero Emissions Corridor.</p>	<p>Dilia Ortega, Lena Ruvalcaba, Natalie Martinez, Citlalli Gutierrez, Dayana Ortega (Communities for a Better Environment) Comment 4-14</p>		<p>Chapter 5b, Actions J and K, were added to the Draft CERP. The two new actions state: Action J - “Encourage the designation of clean truck lanes on the I-710 Freeway.” Action K - “Encourage the deployment of zero-emission trucks in the Southeast Los Angeles community where commercially available (e.g., Class 6 or below).”</p> <p>The AB 617 legislation does not expand South Coast AQMD’s authority to address land-use issues. Land-use and transportation agencies (e.g., CalTrans) have authority over the Interstate 710 (I-710) Freeway and I-710 corridor. However, South Coast AQMD staff will continue to</p>

^[4] <https://www.gov.ca.gov/2020/09/23/governor-newsom-announces-california-will-phase-out-gasoline-powered-cars-drastically-reduce-demand-for-fossil-fuel-in-californias-fight-against-climate-change/>

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				<p>collaborate with land-use and transportation agencies to support the implementation of clean technologies (e.g., zero emission technology) for mobile sources along the I-710 corridor.</p> <p>Additionally, on June 25th, 2020, CARB adopted the Advanced Clean Truck Regulation. The regulation has two components including a manufacturer sales requirement, and a reporting requirement:</p> <p>Zero-emission truck sales: Manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines would be required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales would need to be 55% of Class 2b – 3 truck sales, 75% of class 4 – 8 straight truck sales, and 40% of truck tractor sales.</p> <p>Company and fleet reporting: Large employers including retailers, manufacturers, brokers and others would be required to report information about shipments and shuttle services. Fleet owners, with 50 or more trucks, would be required to report about their existing fleet operations. This information would help identify future strategies to ensure that fleets purchase available zero emission trucks and place them in service where suitable to meet their needs.</p>

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				More information about the Advanced Clean Truck Regulation is available at: https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks
26	AQMD should ensure that CalTrans and Metro revise the 710 South Freeway Project EIR (Environmental Impact Report) to include Zero Emissions options, and should coordinate with other agencies like CARB, to strengthen zero emissions requirements.	Dilia Ortega, Lena Ruvalcaba, Natalie Martinez, Citlalli Gutierrez, Dayana Ortega (Communities for a Better Environment) Comment 4-15		On October 20, 2017, South Coast AQMD staff submitted a comment letter on the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS) for the Interstate 710 (I-710) Corridor Project. A key comment in the letter included a need for zero-emission freight corridor and need to provide specificities regarding the schedule and process for development, construction, deployment, selection, and implementation of the zero-emission truck technology in the Final EIR/SEIS. The letter is available at http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/102717-710corridor.pdf
27	CARB & AQMD should propose to the Metro Board of Directors and CalTrans the incorporation of a Clean Truck Program that prioritizes zero emissions technology into any freeway project EIR published, effective 1/1/2021.	Dilia Ortega, Lena Ruvalcaba, Natalie Martinez, Citlalli Gutierrez, Dayana Ortega (Communities for a Better Environment) Comment 4-26		South Coast AQMD staff is supportive of opportunities to provide for zero emissions technology. Because zero emissions technologies are not currently feasible or available for all sectors, there may be times where deployment of zero emissions technology is not possible for a given project. However, where incorporation of zero emissions technology is possible we request that the use of such technology be considered.

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28	AQMD should include more efforts to support truck drivers. Too many responsibilities now fall mostly on individual truckers. Truckers need places to rest legally without causing idling emissions in neighborhoods and need more support in transitioning to clean fuels.	Dilia Ortega, Lena Ruvalcaba, Natalie Martinez, Citlalli Gutierrez, Dayana Ortega (Communities for a Better Environment) Comment 4-16		South Coast AQMD and CARB recognize the importance of supporting truck drivers. Chapter 5b, Action A, includes a commitment from CARB to have CARB’s Community Pollution Enforcement Group work with local municipalities and law enforcement to help establish truck parking zoning to move truck parking from local neighborhoods to approved parking locations. South Coast AQMD staff will focus outreach efforts on independent truck owners and operators for incentive funds, prioritizing zero emission trucks where commercially available, through Action F.
29	As this action (5b, Action C) relates to enforcement, consider bringing these reports to the CARB Community Pollution Enforcement Workgroup (to be established per Chapter 5b, Action A).	Gateway Cities Council of Governments Comment 6-1		Chapter 5b, Action A, establishes CARB’s Community Pollution Enforcement Group, which would work with local stakeholders, including the CSC, to address community issues. Chapter 5b, Action C, commits to conducting quarterly enforcement sweeps, evaluating the findings, seeking input from CSC, and reporting back to CSC periodically. South Coast AQMD staff recognizes that there is overlap in these CARB enforcement efforts, and has updated the metric to Chapter 5b, Action C to state, “Number of enforcement sweeps per quarter and CSC and CARB Pollution Enforcement Workgroup updates”
30	For programs where CARB and AQMD are not jointly responsible entities, such as for this action (5b, Action E),	Gateway Cities Council of Governments		An example of CARB and South Coast AQMD collaboration is community outreach, such as, the joint CARB and South Coast AQMD Railyard ISR Workshops in the San Bernardino,

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	how will they collaborate or coordinate?	Comment 6-2		<p>Muscoy and East Los Angeles, Boyle Heights, West Commerce AB 617 communities. CARB staff presented statewide concepts to address emissions from rail operations including: 1) establishing a locomotive emission reduction spending account 2) Establishing an in-use locomotive remanufacture limit 3) adopting the U.S. EPA 30-minute idling limit and 4) genset repurposing. South Coast AQMD staff presented concepts for 1) an Indirect Source Rule (ISR) to reduce exposures from locomotive maintenance emissions 2) an ISR to require engineering plans for zero emissions operations 3) a new incentive program focused on the cleanest locomotive use 4) evaluating new monitoring approaches for 4 in-use locomotives. CARB and South Coast AQMD staff are continuing to closely coordinate their efforts on this rulemaking and will continue to take a similar approach on other rulemaking efforts.</p> <p>Additional examples of collaboration between CARB and South Coast AQMD include discussion on emissions information, regulatory development and incentive opportunities.</p>
31	Clarify the meaning, purpose, and accomplishments of including this action (5b, Action H). What freeway projects are there in the SELA	Gateway Cities Council of Governments Comment 6-3		The Southeast Los Angeles (SELA) community is surrounded by the Interstate 105 to the south, Interstate 110 to the west, and Interstate 710 (I-710) to the east. The SELA community has

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	community besides CA-91, 1-5 and 1-710?			<p>consistently expressed concern about emissions from heavy-duty trucks traveling along the I-710.</p> <p>By committing to Chapter 5b, Action H, South Coast AQMD staff can identify future freeway projects within the community and take part in the review process under the California Environmental Act (CEQA). This would allow South Coast AQMD staff to submit letters responding to proposed projects, and comment on the potential local impact to the SELA community.</p> <p>More information about the I-710 Corridor Project here: https://www.metro.net/projects/i-710-corridor-project/</p> <p>More Information about the I-105 ExpressLanes Project here: https://www.metro.net/projects/i105-expresslanes/</p>
32	How will this be further defined? Will the CSC and public have opportunities for input? What will be the governing committee or body for this action (5b, Action I)?	Gateway Cities Council of Governments Comment 6-4		Mobile measurements of key indicator pollutants of truck emissions over time can help identify locations where concentrations of pollutants are persistently elevated and help assess the impact of truck emissions on community exposure, particularly at schools, day care centers and other sensitive receptors. South Coast AQMD staff will provide annual updates on monitoring results in future CSC meetings and through publication of progress reports to gather CSC input to identify next actions. The CSC, in conjunction with

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				the South Coast AQMD and CARB, serves as the body that oversees these and all actions in the SELA CERP.
Rendering Facilities				
33	Should there be an explanation of what rendering facilities are similar to the explanation for metal processing facilities?	Tahirah Farris (Los Angeles County Department of Regional Planning) Comment 1-5		Appendix 5 includes a Rendering Facilities section that provides details about community concerns, emissions, air monitoring, and regulatory and enforcement efforts around rendering facilities in SELA.
34	General comment: Is odor the only concern with rendering facilities? Are there other types of emissions from these facilities such as dust, particulate matter, other compounds, etc.? If so, should there be some way to measure and address other outputs from these facilities?	Tahirah Farris (Los Angeles County Department of Regional Planning) Comment 1-6		The CSC identified odors from rendering facilities as the main concern from this air quality priority, which is why the CERP actions specifically address this concern. However, these facilities are also subject to additional rules that help control emissions of other pollutants. For example, although not specifically identified by the CSC, fugitive dust and particulate matter from rendering facilities are subject to South Coast AQMD Rule 403 – Fugitive Dust. Members of the public may submit a dust or other complaint at 1-800-CUT-SMOG or online at www.aqmd.gov .

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36	Is the goal simply to reduce odors from existing facilities or prevent new facilities from emitting odors?	Tahirah Farris (Los Angeles County Department of Regional Planning) Comment 1-7		The actions outlined in Chapter 5c apply to all rendering facilities in the SELA community and emissions study area. South Coast AQMD Rule 415 – Odors from Rendering Facilities, applies to new and existing rendering facilities that process raw rendering materials; and wastewater associated with rendering. New rendering facilities would have to comply with the requirements in Rule 415 (e.g., odor best management practices, permanent total enclosure or operation in closed system).
37	What is AQMD’s role in permitting when new rendering facilities are established? This is something our two agencies are beginning to discuss, but I wonder if there can be some inclusion about review and inspection of proposed facilities to ensure compliance with AQMD’s rules. Consider a goal regarding coordination with land use agencies/County Green Zones Program.	Tahirah Farris (Los Angeles County Department of Regional Planning) Comment 1-8		Chapter 5c, Action C, was modified to include “Collaborate with local land-use agencies and L.A. County Green Zones Program to identify proposed new rendering facility projects in the Southeast Los Angeles Community and identify South Coast AQMD rules that apply to the facilities”.
38	We support the community’s call for stronger action relating to odors from rendering plants.	Chris Chavez (Coalition for Clean Air) Comment 3-8		Chapter 5c includes four distinct actions to meet the goal to reduce odors from rendering facilities. Each action was carefully written to address the specific concerns that CSC has voiced. For example, providing information on filing odor complaints, tracking complaint responses, updates to

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				complainants, and identifying remaining odor concerns after Rule 415 emission control requirements go into effect.
39	Add an overall goal to eliminate noxious odors from rendering facilities	Dilia Ortega, Lena Ruvalcaba, Natalie Martinez, Citlalli Gutierrez, Dayana Ortega (Communities for a Better Environment) Comment 4-17	●	<p>The first goal of Chapter 5c is to “Reduce Odors from Rendering Facilities”. There are four different actions written in the Draft CERP to help achieve this goal. Additional details on these actions are listed above.</p> <p>The goal is to eliminate odor nuisance from rendering facilities. In the CERP, South Coast AQMD staff commits to achievable short-term goals to reduce odors from these facilities. While Rule 415 will be fully implemented in 2023, portions that can be implemented already – such as Best Management Practices (BMPs) – are currently required and enforced.</p> <p>For example, one of the BMPs is to have a limit on the holding time for raw materials, and inspectors have issued multiple violations at rendering plants when noncompliance with this BMP has been found. Staff will continue to inspect rendering facilities and to take enforcement action, as appropriate.</p>

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40	Identify specific monitoring equipment in the CERP, since odorous compounds can be difficult to detect. Identify an expeditious deadline for a monitoring plan, with public comment.	Dilia Ortega, Lena Ruvalcaba, Natalie Martinez, Citlalli Gutierrez, Dayana Ortega (Communities for a Better Environment) Comment Comment 4-18		Information on specific monitoring equipment to be used for this AQ priority is provided in the sections 5.5 of the CAMP (mobile platform #3). A draft of the CAMP document was released as part of the CERP and South Coast AQMD is accepting public comments. The CAMP is available here: http://www.aqmd.gov/nav/about/initiatives/community-efforts/environmental-justice/ab617-134/ab-617-community-air-monitoring/communities/southeast-los-angeles-community-air-monitoring
41	Report to community on status and progress on compliance with Rule 415	Dilia Ortega, Lena Ruvalcaba, Natalie Martinez, Citlalli Gutierrez, Dayana Ortega (Communities for a Better Environment) Comment 4-19		Chapter 5c, Action C, includes a commitment from South Coast AQMD staff to provide an annual summary to the CSC.

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42	Regarding exploring the schools odor notification process – also work with Community Groups that already work with schools to help facilitate this process, including Huntington Park High School and others, and report on progress to CSC biannually.	Dilia Ortega, Lena Ruvalcaba, Natalie Martinez, Citlalli Gutierrez, Dayana Ortega (Communities for a Better Environment) Comment 4-20		Chapter 5c, Action E, was updated to: “Explore the development of an odor event notification system, for schools and sensitive receptors. Consult with Community Groups that work with schools on key considerations for an odor event notification system (e.g., objectives of the notification system), and update CSC biannually on odor event notification system progress”
43	I recognize Rule 415 is being implemented in 2023, but are there any additional controls above and beyond what 415 requires that we could possibly put in place sooner? This is just a suggestion as this seems to be something that has been a huge nuisance for over 20 years.	Edith Moreno (SoCal Gas) Comment 2-4		While Rule 415 will be fully implemented in 2023, portions that can be implemented already – such as Best Management Practices (BMPs) – are currently required and enforced. For example, one of the BMPs is to have a limit on the holding time for raw materials, and inspectors have issued multiple violations at rendering plants when noncompliance with this BMP has been found. Staff will continue to inspect rendering facilities and to take enforcement action, as appropriate.
44	(5c, Action E) Add "number of notification systems installed for schools and sensitive receptors" as a metric.	Gateway Cities Council of Governments Comment 6-5		The purpose of Chapter 5c, Action E, is to 1) explore the development of a notification system, 2) identify the types of notifications that would be effective, and 3) determine the infrastructure of the system (e.g., email or web notifications).

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				<p>For example, South Coast AQMD’s Rule 1118 - Control of Emissions from Refinery Flares, requires that certain facilities submit notifications and reports to the South Coast AQMD. Flare event notifications reported to South Coast AQMD from the facilities subject to Rule 1118 can be received by the public via email. Therefore, such notification systems may not be systems that are “installed”, so that should not be part of the metric.</p> <p>The metric for Chapter 5c, Action E, has been updated to, “Biannual updates on odor event notification progress to the CSC”</p>
Green Spaces				
45	CERP should specify planting of tree species which are known for their ability to trap particulate matter and dust while also being able to provide shade, which can indirectly reduce emissions by helping to reduce energy consumption for air conditioning.	Lizette Ruiz (Active Residents – South Gate)		Chapter 5d, Action A, is modified to read “Collaborate with land-use, state and local agencies, non-profit organizations, <u>and the CSC</u> to develop a list a low-VOC and drought tolerant trees.” Also, South Coast AQMD staff will review the CAL FIRE calculations as part of this development process.

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46	How would the installation of vegetative buffers along freeways planned and executed?	Niki Okuk (Active Residents – Florence-Firestone)		South Coast AQMD will work with the CSC to identify freeway segments of concern in the community. Next, South Coast AQMD will identify the agency (Caltrans, LA Metro, etc.) responsible for maintaining that segment and see if there are plans to install any kind of vegetative buffers. Efforts to encourage installation of vegetative buffers will then be based off those plans.
47	Should we include an action to fund vegetative buffers along parts of I-710 to help capture some of the particulate emissions associated with the freeway expansion?	Lizette Ruiz (Active Residents – South Gate)		<p>It is known that the I-710 expansion project has dedicated funding towards vegetative buffers for air pollution mitigations efforts. South Coast AQMD staff will work with LA Metro to identify existing efforts to fund vegetative buffers in Southeast Los Angeles and explore new funding opportunities through Community Air Protection Incentives, other local, state and federal programs.</p> <p>Section 2.3.2 and Section 3.6 of the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS) discuss maximizing trees, shrubs, and foliage that are drought resistant and provide biosequestration/biofiltration.</p> <p>The I-710 Corridor Project RDEIR/SDEIS can be found here: http://media.metro.net/projects_studies/I710/images/DEIR-SEIS/RDEIR_SDEIS-July-2017.pdf</p>

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48	Goal A mentions collaboration with land-use agencies. It would be good to also include Public Works as they can implement greening along right-of-ways and Parks and Rec/public parks agencies as an additional agency. Aside from requiring landscaping on private property, the Planning Department has little to no control in actually designating new open/green spaces that would be designed and maintained by Parks and Rec.	Tahirah Farris (Los Angeles County Department of Regional Planning) Comment 1-9		Chapter 5d, Action A, modified to read “Collaborate with land-use, state and local <u>agencies (e.g., Public Works, Parks and Recreation)</u> , non-profit organizations, and the CSC to develop a list a low-VOC and drought tolerant trees”
49	CERP should include a metric to evaluate the progress made towards increasing the tree canopy in SELA in Action A for this air quality priority. Another metric which could be included to assess progress on this action could be the completion of the recommended list of tree-types for planting to increase green spaces. Assessment methods for tree canopy programs in the cities of Commerce and Lynwood might be helpful in developing this metric.	Stephanie Cadena (Gateway Cities Council of Governments)		Chapter 5d, Action C, was modified to add the following, “Collaborate with nonprofits, local, and regional agencies to identify potential metrics to measure progress in increasing tree canopy in SELA. “

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50	<p>Create state and local partnerships that would ensure new housing developments in SELA incorporate Green Spaces in their building designs.</p> <p>In instances where affordable housing sites are being contemplated, collaborate with state agencies like Department of Housing and Community Development to incentivize integration of Green Spaces.</p>	<p>Dilia Ortega, Lena Ruvalcaba, Natalie Martinez, Citlalli Gutierrez, Dayana Ortega (Communities for a Better Environment) Comment 4-21</p>		<p>Chapter 5d, Action C states “Collaborate with nonprofits, local, and regional agencies to provide letters of support and air quality information for urban greening funding opportunities, including maintenance.” Through this action, South Coast AQMD staff is looking to partner with appropriate organizations or entities to encourage green spaces in the community, including new development projects (e.g., new affordable housing projects).</p>
51	<p>Incentivize green spaces to all new developments within SELA (this includes, bikeways, river paths, transit corridors).</p>	<p>Dilia Ortega, Lena Ruvalcaba, Natalie Martinez, Citlalli Gutierrez, Dayana Ortega (Communities for a Better Environment) Comment 4-22</p>		<p>Chapter 5d, Action B, includes “evaluate opportunities to use future settlement funds to support community green space projects (e.g., bikeways, river paths, transit corridors). The evaluation would include the use of settlement funds to incentivize green spaces in the community.</p>
52	<p>Identify appropriate sites where local communities have access to land for community gardens.</p>	<p>Dilia Ortega, Lena Ruvalcaba, Natalie Martinez, Citlalli</p>		<p>Local land-use agencies (e.g., cities and Los Angeles County) have the authority to identify and designate land uses for green space and community gardens. For example, the City of South Gate identified designated green space uses in the</p>

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		Gutierrez, Dayana Ortega (Communities for a Better Environment) Comment 4-23		South Gate General Plan 2035 that is available at https://www.cityofsouthgate.org/192/General-Plan . The South Gate General Plan 2035 sets goals, objectives, policies, and implementation actions on making South Gate a green city. The actions in the CERP respect the land-use policies of the land-use agencies in Southeast Los Angeles and support efforts to improve and expand green space in the community. For example, Action B of Chapter 5d – Green Spaces requires South Coast AQMD staff to evaluate opportunities to use future settlement funds to support community green space projects.
53	(5d, Action A) Consider additional metrics, such as number of agencies identified, potential for tree plantings in the SELA community, and/or number of trees identified. As a follow-up action, consider also "planting" low-VOC and drought tolerant trees.	Stephanie Cadena (Gateway Cities Council of Governments) (Communities for a Better Environment) Comment 6-6		Chapter 5d, Metric(s) A, has been updated to: <ul style="list-style-type: none"> • Number of agencies and nonprofits identified • Number of meetings with land-use agencies, state and local agencies, and nonprofit organizations • Present the list of trees to the CSC Although South Coast AQMD does not have a program through which to conduct tree planting, Chapter 5d, Action C would facilitate collaboration between South Coast AQMD and relevant agencies to support urban greening projects, such as tree planting.
54	(5d, Action C) Include "reporting of funding opportunities to the CSC and	Stephanie Cadena		Chapter 5d, Action C, has been updated to include, "Collaborate with nonprofits, local, and regional agencies to

#	Comment ¹	Commenter(s)	Included =  <u>Not</u> Included= 	Staff Response
	local agencies" as a metric or deliverable.	(Gateway Cities Council of Governments) Comment 6-7		identify potential metrics to measure progress in increasing tree canopy in SELA. “
Metal Processing Facilities				
55	Goal G discusses referrals to other agencies. Please include land use agencies (e.g. Planning). Public Health might be appropriate as well.	Tahirah Farris (Los Angeles County Department of Regional Planning) Comment 1-10		Chapter 5d, Action G, was modified to “Make referrals to the appropriate agencies when issues are found during inspections that fall outside of South Coast AQMD’s jurisdiction (e.g., Water Board, DTSC, Cal-OSHA, <u>local land-use agencies, and Public Health departments</u>) “
56	Add robust emissions reductions to the metals processing air quality priority: at least 50% reductions by 2025, at least 75% by 2030 in SELA	Dilia Ortega, Lena Ruvalcaba, Natalie Martinez, Citlalli Gutierrez, Dayana Ortega (Communities for a Better Environment) Comment 4-4		Establishing emission reduction targets for metal processing is challenging as there are a wide variety of toxic air contaminants that vary for the different metal processing activities. Fugitive emissions are generally a significant portion of metal processing emissions but are very difficult to quantify. Other metrics such as adopted and amended rules that are establishing point and fugitive point source control requirements may be a better indicator that these sources are being addressed.

#	Comment ¹	Commenter(s)	Included = ■ Not Included = ◆	Staff Response
57	It is important to add an overall goal to eliminate community exposure to hazardous metals processing and nuisance odors and noise.	Dilia Ortega, Lena Ruvalcaba, Natalie Martinez, Citlalli Gutierrez, Dayana Ortega (Communities for a Better Environment) Comment 4- 9	●	Chapter 5e was updated to include the CSC’s goal to eliminate community exposure to metal toxic air contaminants, hazardous metals processing, odors and noise from metal processing facilities. This goal and 8 various actions in Chapter 5c will help achieve the goal are aimed at achieving the community’s goal, to reduce and eliminate exposure to metal toxic air contaminants to the maximum extent feasible.
58	AQMD should review existing regulations such as Bay Area metals processing rules and others, for potential inclusion of any strong measures into an AQMD regulation.	Dilia Ortega, Lena Ruvalcaba, Natalie Martinez, Citlalli Gutierrez, Dayana Ortega (Communities for a Better Environment) Comment 4-10	●	South Coast AQMD staff generally does review rules and regulations at other agencies. Staff will take a closer look at other air quality agencies to identify if there are any regulatory gaps in South Coast AQMD’s toxics rules that are regulating metal processing facilities. In most cases, South Coast AQMD toxic rules are more stringent than other California air district rules and CARB air toxic control measures.
59	Include installation of permanent monitoring, so as not to overly rely on monitoring snapshots in time.	Dilia Ortega, Lena Ruvalcaba, Natalie Martinez, Citlalli	●	Monitoring activities in SELA will include measurements of air toxic metals at a fixed monitoring station, which will be established as part of the AB 617 program. This type of measurement is initially conducted for a year and then repeated at the end of the AB 617 program to establish

#	Comment ¹	Commenter(s)	Included =  <u>Not</u> Included= 	Staff Response
		Gutierrez, Dayana Ortega (Communities for a Better Environment) Comment 4-11		<p>baseline concentrations for the pollutants of interest and to assess the effectiveness of emission reduction strategies.</p> <p>The monitoring strategy to address Metal Processing Facilities is comprised of fixed monitoring, mobile monitoring, and follow-up measurements and investigative actions, as appropriate (see Appendix 6, section 7.3 of the CERP for more details).</p>
60	Develop a health-protective setback (at least 2500 ft or more) for any new metals processing facilities and/or permits, between the facility and sensitive receptors and neighbors	Dilia Ortega, Lena Ruvalcaba, Natalie Martinez, Citlalli Gutierrez, Dayana Ortega (Communities for a Better Environment) Comment 4-24		<p>The AB 617 legislation does not expand South Coast AQMD's authority to address land-use issues. However, the South Coast AQMD is collaborating with land-use agencies and programs, such as the Los Angeles County Green Zones Ordinance, to support setbacks and other measures to reduce residents' exposures to toxic metals.</p> <p>South Coast AQMD staff wrote a comment letter on the Los Angeles County Draft Green Zones Program (Proposed Project) and Notice of Preparation (NOP) for the Proposed Project on August 24, 2020. In this letter, South Coast AQMD staff recommended that the Lead Agency include requirements in the Green Zones Program consistent with the CARB Air Quality and Land Use Handbook to avoid siting sensitive land uses within 1,000 feet of chrome platers. This recommendation is based on scientific studies that showed</p>

#	Comment ¹	Commenter(s)	Included =  <u>Not</u> Included= 	Staff Response
				<p>that potential health risk drops off rapidly, with over 90 percent reduction in risk within 300 feet.</p> <p>The letter from South Coast AQMD staff is available here: http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2020/August/LAC200616-01.pdf</p> <p>The CARB Air Quality and Land-Use Handbook can be found here: https://ww3.arb.ca.gov/ch/handbook.pdf</p>
61	Explore development of a notification system for schools and sensitive receptors on public nuisances caused by metals facilities, including dust, noise, odors and others.	Dilia Ortega, Lena Ruvalcaba, Natalie Martinez, Citlalli Gutierrez, Dayana Ortega (Communities for a Better Environment) Comment 4-20		<p>Chapter 5e, Action I, was added to the CERP and states, “Explore the development of e-mail notifications, for schools and sensitive receptors. Consult with Community Groups that work with schools on key considerations for the e-mail notifications (e.g., objectives of the notifications), and update CSC biannually on e-mail notifications progress”.</p> <p>Members of the public may submit a dust, nuisance, or other complaint at 1-800-CUT-SMOG or online at www.aqmd.gov. Additionally, to encourage the posting of South Coast AQMD compliant hotline for industrial uses, the South Coast AQMD staff wrote a comment letter on the Los Angeles County Draft Green Zones Program, which includes portions of the SELA community, on August 24, 2020. In this</p>

#	Comment ¹	Commenter(s)	Included =  <u>Not</u> Included= 	Staff Response
				<p>letter, South Coast AQMD staff recommended that the Lead Agency include requirements in the Green Zones Program to include signage requirements for industrial uses, including metal processing facilities, within the Green Zone Districts and subject to South Coast AQMD rules. South Coast AQMD staff recommends that signage include information about how to submit air quality complaints by phone by calling 1-800-CUTSMOG or online by visiting www.aqmd.gov. An example of signage requirements is in Paragraph (K) of South Coast AQMD Rule 1430 – Control of Emissions from Metal Grinding Operation at Metal Forging Facilities available at http://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1430.pdf.</p> <p>The comment letter from South Coast AQMD staff is available here: http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2020/August/LAC200616-01.pdf</p>
62	(5e, Action A) Include "number of participants" as a metric.	Gateway Cities Council of Governments Comment 6-8		Chapter 5e, Action A, a metric was included that states, "Number of informational workshop participants"
63	(5e, Action E) Include "reporting of elevated levels of air toxic metals to the CSC" to the metrics.	Gateway Cities Council of Governments		Chapter 5e, Action E, a metric was included that states, "Report air monitoring findings to CSC".

#	Comment ¹	Commenter(s)	Included = ■ Not Included= ◆	Staff Response
		Comment 6-9		
Railyards and Locomotives				
64	CERP should incorporate language encouraging increasing the accessibility of fuel cell refueling infrastructure at railyards since railyard equipment can be powered through fuel cell technology.	Mark Sheldon (Member of the public)	●	<p>South Coast AQMD staff have presented Railyard ISR Workshops concepts to address emissions from rail operations including requiring engineering plans for zero emission operations. These zero emission operation fuel types are not specified and can be interpreted as either electric, fuel cell, or other viable zero emission options.</p> <p>The four South Coast AQMD Railyard ISR concepts being developed include: 1) an ISR to require engineering plans for zero emissions operations, 2) a new incentive program focused on the cleanest locomotive use, 3) evaluating new monitoring approaches for 4 in-use locomotives, and 4) reduce exposures from locomotive maintenance emissions.</p> <p>Additional information on the South Coast AQMD Railyard ISR rule development and other facility based mobile source measures, please visit: http://www.aqmd.gov/home/air-quality/air-quality-studies/special-monitoring/clean-air-plans/air-quality-mgt-plan/facility-based-mobile-source-measures</p>

#	Comment ¹	Commenter(s)	Included = ■ <u>Not</u> Included = ◆	Staff Response
65	Has a baseline level of emissions been established for the railyards and locomotive air quality priority to help track future progress addressing this concern? Also, has an emissions inventory been established for the SELA community which can be used to help develop such reduction targets and track the progress made towards achieving them?	Stephanie Cadena (Gateway Cities Council of Governments)	■	CARB staff are committed to present the updated locomotive line-haul and switcher inventories to the SELA CSC mid-2021. Additionally, for community specific rail and railyard emissions for SELA, CARB can work to allocate the emissions to develop an updated locomotive/railyard community inventory to address this comment.

General Industrial Facilities				
66	CERP should include language outlining follow-up actions if an industrial facility is found to exceed emissions standards and encouraging the adoption of best available control technologies.	Lizette Ruiz (Active Residents – South Gate)	◆	<p>Over the next six months, South Coast AQMD staff will work with the SELA CSC to identify the types of industrial facilities of concern. The CSC will then prioritize emissions sources and identify potential air monitoring or emissions and exposure reduction measures, if necessary. Once this information is identified, staff can assess the state of control technologies currently being used by these facilities before evaluating the best available control technologies/best available retrofit control technology which those facilities might be able to adopt.</p> <p>South Coast AQMD staff will identify opportunities to use incentive funds to encourage the adoption of technologies above and beyond rule requirement.</p> <p>Facilities that have issues complying with South Coast AQMD rules are issued violations and can be brought before the Hearing Board to develop a plan for the facility to come into compliance.</p>
67	The CERP should encourage the use of zero-emission power sources in the industrial sector.	Mark Sheldon (Member of the public)	◆	<p>Over the next six months, South Coast AQMD staff will work with the SELA CSC to identify the types of industrial facilities of concern. The CSC will then prioritize emissions sources and identify potential air monitoring or emissions and exposure reduction measures, if necessary. Once this information is identified, staff can review this suggestion in consultation with the CSC as potential new actions are developed.</p>
68	Goal B discusses identifying a list of industrial facilities of concern. This should be done in collaboration with	Tahirah Farris (Los Angeles County)	●	<p>Chapter 5g, Action B, modified to read “Work with the <u>CSC and local agencies (e.g., L.A. County Industrial Use Task Force)</u> to identify industrial facilities of concern within the</p>

	other agencies. The County has an Industrial Use Task Force that focuses on the Alameda Corridor. It is still operating as a pilot, but would be great if we could expand this work or at least continue coordination with AQMD and other agencies so we are all aware of the facilities of concern.	Department of Regional Planning Comment 1-11		SELA emissions study area, provide a list of South Coast AQMD rules applicable to the industrial facilities identified, provide a three (3) year compliance history of the facilities, summarize available emissions data and air monitoring data collected at or near facilities, and other sources of information.”
69	Clarity over the implementation of Best Available Retrofit Control Technology (BARCT) requirements is needed, especially considering the heavy industrial presence in the region.	Chris Chavez (Coalition for Clean Air) Comment 3-7	●	Please see Response 66, which describes the process we will undertake to prioritize and address facilities within this General Industrial air quality priority. Appendix 3a provides additional information regarding BARCT requirements, including the specific South Coast AQMD rules that implement such requirements. Appendix 3a also includes a list of NOx RECLAIM facilities within this community that may be subject to BARCT. Additional non-RECLAIM facilities may also be subject to BARCT requirements, but this assessment is still ongoing.
70	Recommends that air monitoring campaigns for the CAMP take into consideration facilities operating overnight.	Lizette Ruiz (Active Residents – South Gate)	●	Mobile air monitoring efforts occur at different times throughout normal business hours – from morning to late afternoon – to assess if there are any locations with persistent elevated levels or air pollution. If these locations are identified, stationary air monitors are placed in that area for 24 hours to determine if an emission source can be determined. This can then lead to enforcement or further investigative actions to reduce emissions at a given facility, including scheduling mobile air monitoring efforts during off hours for certain pollutants.
71	Through the AB 617 process CARB developed “Regulation for the Reporting of Criteria Air Pollutants and Toxic Air Contaminants” to implement statewide annual reporting of criteria air pollutant and	Edith Moreno (SoCalGas) Comment 2-5	●	Chapter 5g, Action A, was modified to include, “Conduct an annual community workshop with CARB to educate the community on the Criteria Pollutant and Toxics Emissions Reporting (CTR) process and share the data that has been collected from facilities in the SELA community. South Coast AQMD and CARB to help community interpret results

<p>toxic air contaminant emissions data from facilities. The reporting regulation became effective January 1, 2020. In Chapter 5g, we need to include CARB as a responsible entity as the community needs to be aware of this new regulation and we need to know what is being reported. CARB and SCAQMD need to work together to figure out how to use the CTR as a tool to identify which facilities are toxics hotspots. As 2020 data will be available mid next year, I propose we have CARB give us an update during Q2 of 2021. I recommend we take out Action A as an informational handout is just too generic and replace it with the following action: Action: Conduct an annual community workshop with CARB to educate the community on the CTR process and share the data that has been collected from facilities in the SELA community. SCAQMD and CARB to help community interpret results and identify industrial facilities with highest toxics emissions. Responsible Entity: CARB/AQMD Metric: Conduct CTR Public Workshop and Identify Industrial Facilities of Highest Concern Timeline: Annual. Starting Q3 2021/End 2025.</p>			<p>and identify industrial facilities with highest toxics emissions.”</p>
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Other				
72	<p>Does South Coast AQMD address emissions from planes flying over the community? Also, does the agency address situations such as the incident in January when a Delta jet dumped gasoline over the community?</p>	<p>Jasmine Beltran (Active Residents – South Gate)</p>		<p>South Coast AQMD has an incidence report program to address specific situations including the example mentioned. However, emissions from airplanes flying overhead are not appropriately measured by air monitors at ground level. In general, airplane emissions are regulated by international organizations and the U.S. EPA, and not at the state or local level.</p> <p>South Coast AQMD issued a Notice of Violation (NOV) on January 17, 2020 to Delta Airlines following the jet fuel dump that impacted students, teachers and other members of the public in Los Angeles County.</p> <p>The NOV alleges that Delta Airlines caused a public nuisance in violation of the agency’s Rule 402 and California Health and Safety Code Section 41700. South Coast AQMD’s investigation was prompted by community complaints which resulted in inspectors being dispatched to several locations. Complaints regarding the exposure to the jet fuel were reported at multiple schools within the Los Angeles Unified School District, the Cudahy Public Library, and two schools within the El Rancho Unified School District.</p> <p>Once issued, NOVs can result in civil penalties. In some cases, the company can choose to implement measures to reduce emissions or otherwise prevent further violations. If no settlement is reached, a civil lawsuit may ultimately be filed in superior court. South Coast AQMD has coordinated with, among others, the Los Angeles County Fire Department, the Los Angeles County Department of Public</p>

				Health, the Los Angeles Unified School District and the El Rancho Unified School District.
73	Are there plans to incorporate drones into the Community Air Monitoring Plan (CAMP) to conduct air measurements?	Jasmine Beltran (Active Residents – South Gate)	◆	This is a technology which South Coast AQMD is evaluating but is not currently being used for air measurements. The technology is currently under development and could possibly be a useful tool in the future to make air measurements in locations which are difficult to access, such as landfills. However, it is not currently being considered for AB 617 given its early stages of development.
74	A summary of the CAMP is provided. Is the full plan available somewhere else or will that be detailed in Appendix 6?	Tahirah Farris (Los Angeles County Department of Regional Planning) Comment 1-12	●	The Community Air Monitoring Plan is available at: http://www.aqmd.gov/nav/about/initiatives/community-efforts/environmental-justice/ab617-134/ab-617-
75	For the General Industrial air quality priority, has South Coast AQMD considered replacing the large amount of diesel generators with zero-emission alternatives?	Mark Abramowitz (Member of the public)	●	South Coast AQMD staff plans to continue working with the CSC to develop the General Industrial air quality priority in the upcoming months to identify and address emission sources of concern. Incentives could then be provided for back-up diesel engine alternatives such as fuel cells, battery storage, or cleaner combustion technologies. South Coast AQMD staff is also working to encourage alternatives to diesel back-up generators district-wide through upcoming rulemaking and the 2022 Air Quality Management Plan.

76	Where is the budget for the South Coast AQMD program coming from? And has South Coast AQMD prioritized the CERP actions or air quality priorities to receive the allotted funding to address those concerns?	Stephanie Cadena (Gateway Cities Council of Governments)	●	The funding allotted to the AB 617 program is never guaranteed as it is determined on a year-by-year basis by the state legislature. There is approximately \$70M available in AB 617 incentive funds for all of the South Coast AQMD communities to support the third year of the program and the agency will seek to identify emission reduction projects to effectively use those funds. Also, South Coast AQMD held the Incentives Strategies Public Consultation Meeting on October 15 th to seek input from CSC members from the different AB 617 communities as to how to equitably distribute those funds.
Chapter 4				
77	This chapter does not provide additional details on the additional enforcement and inspection to be conducted in SELA. Reads to me as business as usual activities would be conducted.	Edith Moreno (SoCal Gas) Comment 2-1	●	<p>The intention of the chapter was to introduce the enforcement process and approach for both CARB and South Coast AQMD. The actions to address community concerns through compliance and enforcement – which constitute enhanced enforcement, and not merely business as usual, are written into Chapter 5.</p> <p>The following actions are examples of actions that go beyond business as usual:</p> <ul style="list-style-type: none"> • Chapter 5b, Action C, “CARB to collaborate with South Coast AQMD to conduct quarterly enforcement sweeps, evaluate findings, seek input from CSC, and report back to CSC periodically” • Chapter 5c, Action C, “Continue complaint response including SELA complaint tracking, provide timely updates to complainants, continue

				<p>Rule 415 compliance inspections, and provide an annual summary of findings to the CSC. “</p> <ul style="list-style-type: none"> • Chapter 5e, Action G, “Make referrals to the appropriate agencies when issues are found during inspections that fall outside of South Coast AQMD’s jurisdiction (e.g., Water Board, DTSC, Cal-OSHA, local land-use agencies, and Public Health departments)” • Chapter 5f, Action I, “CARB to prioritize the SELA community for enforcement of the TRU Regulation with semi-annual inspections and report the compliance rate to CSC “ • Chapter 5f, Action J, “CARB to prioritize the SELA community for enforcement of the Cargo Handling Equipment (CHE) Regulation by conducting an annual audit for each railyard detailing: <ul style="list-style-type: none"> ○ Total number of regulated pieces of equipment – both yard and non-yard trucks at each rail facility ○ Compliance rates for opacity and performance standards at each rail yard <p>CARB will be establishing a Community Pollution Enforcement Workgroup under Chapter 5b, Action A, and will work with local stakeholders, including the CSC, to address community issues related to enforcement.</p>
78	<p>Figure 4-1 is meant to show the number of complaints and the response, but according to the data presented in Appendix 4 (Table 4-2) out of the 692 complaints received, 632 resulted in no action. There is a big disconnect here and I realize that any nuisance odor or fugitive emission</p>	<p>Edith Moreno (SoCal Gas) Comment 2-2</p>		<p>Complaints vary significantly depending on the type of complaint (odor, dust, smoke, etc.), and the alleged source (e.g., a particular facility, jobsite, or industry).</p> <p>For odor complaints, there may be small windows of opportunity for inspectors to detect the odors at issue depending on weather conditions and the particular type of facility or operation. Many inspectors are assigned to</p>

	<p>may not be present when an inspector comes by, but my recommendation would be to increase the frequency of inspection (e.g. once or twice a week for a month?) in the area where the complaint originated. The current enforcement actions in place are just not enough.</p>			<p>geographic areas and will make note of repeated or ongoing community concerns. In some situations, enforcement staff will conduct field operations (including during nights and/or weekends, when warranted) designed to position inspectors close to sites or areas where odor complaints are being received, so that they can respond more quickly and have a better chance to identify emission sources. We encourage community members to lodge complaints with South Coast AQMD every time they experience odors or other air pollution concerns. The complaints are documented and tracked in our system and allow us to identify ongoing problems that we can attempt to address through proactive field operations.</p> <p>For complaints associated with specific equipment at a facility, inspectors conduct focused inspections of the equipment or processes in question when responding to the complaints. That means more frequent in-person visits to the facility and enforcement actions for any violations observed while on-site.</p>
<p>79</p>	<p>If possible, could Figure 4-2 be modified to show the different categories of facility types that received an NOV or NC? As I looked at all of the facilities in the appendix there are many schools and even city facilities that are getting dinged for things like not updating their permit. Are these NOVs actually being given to a toxics facility of concern? It's like giving a speeding ticket. People are</p>	<p>Edith Moreno (SoCal Gas) Comment 2-3</p>	<p>◆</p>	<p>The purpose of Figure 4-2 is to provide a global look at the number of NCs and NOVs issued annually in the SELA community. We enforce permit requirements and rules/regulations uniformly across all different types of air pollution sources. So while a certain portion of the notices may be issued to cities or schools, there are also notices issued to many other kinds of sources, including toxics facilities.</p> <p>South Coast AQMD takes toxics sources very seriously. We have a specialized enforcement team that is trained to</p>

	<p>still going to speed. In my opinion, the figure is really misleading.</p>			<p>inspect and evaluate – and focus exclusively on – facilities/sites where hazardous air pollutants are found. Some of these industries receive more frequent inspections. For example, we attempt to inspect certain types of facilities that use hexavalent chromium in their operations on a quarterly basis.</p> <p>We can provide to the CSC a future update on the breakdown of the types of facilities, industries, and sectors where NCs and NOVs are being issued.</p>
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Executive Summary

The Southeast Los Angeles Community Emissions Reduction Plan (CERP) is a critical part of implementing Assembly Bill (AB) 617 (Health and Safety Code Section 44391.2), a California law that addresses the disproportionate impacts of air pollution in environmental justice (EJ) communities. The AB 617 program invests new resources and focuses on improving air quality in EJ communities. The Community Emissions Reduction Plan (CERP) outlines goals and actions by the Community Steering Committee (CSC), the South Coast AQMD, and the California Air Resources Board (CARB) to reduce air pollution in the Southeast Los Angeles community. An essential piece of the program is partnership and collaboration with the community to address the community's air quality priorities in the CERP. The CSC is a diverse group of people who live, work, own businesses, or attend school within the community. Local land-use agencies, public health agencies, regulatory agencies, and elected officials are represented on the CSC. The CSC guides the development and implementation of the CERP.

One year from when CARB designates a new AB 617 community, the local air district must develop and adopt a CERP in consultation with CARB, community-based organizations, affected sources, and local governmental bodies.¹ The Southeast Los Angeles community had to account for the onset of the COVID-19 pandemic and its impact on the CERP development schedule. Despite a delay in the schedule, South Coast AQMD staff and the Southeast Los Angeles CSC worked together to develop this plan for consideration by South Coast AQMD's Governing Board in December 2020.

Based on the sources of air pollution impacting the community, the Southeast Los Angeles CSC identified the following air quality priorities to be addressed by this plan:

- Truck Traffic and Freeways
- Railyards
- Rendering Facilities
- Metal Processing Facilities
- Green Space
- General Industrial Facilities

At its core, this plan seeks to address the air quality priorities with actions that reduce air pollution emissions from sources within the community and reduce air pollution exposure to people in the community. This plan includes actions, such as developing and enforcing regulations, providing incentives to accelerate the adoption of cleaner technologies, and conducting outreach to provide useful information to support the public in making informed choices. Additionally, air monitoring efforts will provide critical information to help guide investigations or provide public information. Collaborative efforts with other agencies, organizations, businesses, and other stakeholders will amplify the impact of these actions. Many

¹ Assembly Bill 617 44391.2 (b)(2)

of the actions will only be conducted during the implementation timeframe of this plan; however, there are also many actions (such as regulation, ongoing enforcement activities, and certain incentive programs) that will be continuing activities conducted by the South Coast AQMD.

This plan focuses on improving air quality in the Southeast Los Angeles community through concentrated efforts and community partnerships. The CSC will continue to engage in the process of implementing the CERP and tracking its progress.

The Reader's Guide to the CERP

The opening chapters provide background information about the AB 617 program and timeline (Chapter 1), the CSC process and community engagement (Chapter 2), and information about the air pollution sources in the community (Chapter 3).

Information about past and ongoing enforcement activities conducted by both the South Coast AQMD and CARB staff is provided in Chapter 4. This information will provide insights into future enforcement activities.

The specific actions for emissions and exposure reductions are in Chapter 5 – Actions to Reduce Community Air Pollution. Chapter 5 is organized by air quality priorities, followed by goals and actions to address each air quality priority. The actions are organized in a table that identifies the entities responsible for each action and specifies the timeframe for implementing them. The CERP actions are numbered in the order in which they are presented in each section. The proposed plan will include a California Environmental Quality Act (CEQA) analysis based on the proposed actions.

A summary of the air monitoring approach is in Chapter 6. These efforts are described in much greater detail in the Appendix 6 for the Community Air Monitoring Plan (CAMP).² The actions described in Chapter 5 also include specific air monitoring activities related to specific actions in the CERP. Findings from air monitoring will help evaluate next steps, and South Coast AQMD staff will work with the CSC to review findings and make necessary adjustments to the CERP.

The Appendices to the CERP include additional reference material related to the CERP content.

² South Coast AQMD, Community Air Monitoring Plan for Southeast Los Angeles, http://www.aqmd.gov/docs/default-source/ab-617-ab-134/camps/sela/sela-camp_10-28-2020_draft.pdf, Accessed November 25, 2020.

CHAPTER 1:

INTRODUCTION

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Chapter 1: Introduction

AB 617 was signed into California law in July 2017 and focused on addressing local air pollution impacts in environmental justice (EJ) communities. The bill recognizes that while California has seen tremendous regional air quality improvement, some communities are still disproportionately impacted. Many communities in the South Coast AQMD experience impacts from air pollution sources near places where people live. Major air pollution sources in EJ communities include mobile sources (trucks, locomotives, etc.) and industrial facilities. These communities also experience social and economic disadvantages that add to their cumulative burdens. The AB 617 program accelerates actions and provides additional resources to address air quality in these communities.

In 2018 (Year 1), CARB designated ten AB 617 communities statewide (see Figure 1-1), including three South Coast AQMD communities. On December 13, 2019 (Year 2), CARB designated twoⁱ additional AB 617 communities in South Coast AQMD (see Figure 1-1), including, Southeast Los Angeles and Eastern Coachella Valley. In October 2020, the South Coast AQMD Governing Board recommended that CARB select South Los Angeles to be a designated AB 617 community.

Figure 1-1: Statewide AB 617 Communities as of 2019



ⁱ Eastern Coachella Valley, Stockton, and Southeast Los Angeles were designated in 2019 to develop both a community emissions reduction plan and a community air monitoring plan. San Diego was designated in 2018 to develop a community air monitoring plan, which was expanded in 2019 to develop a community emissions reduction plan.

Local air districts are tasked with developing and implementing CERPs and CAMPs in partnership with residents and community stakeholders. The CAMP includes air monitoring efforts to enhance our understanding of air pollution in the designated communities and support CERP implementation.

Figure 1-2: Overview of Southeast Los Angeles Community Emissions Reduction Plan (CERP) Timeline



Purpose of the Community Emissions Reduction Plan (CERP)

The CERP is developed to achieve air pollution emission and exposure reductions within the Southeast Los Angeles community and address this community's air quality priorities. The plan describes the community outreach conducted to develop the CERP and provides emissions and exposure reduction actions, an implementation schedule, and an enforcement plan.

Some actions in the CERP include a series of steps to address certain air quality concerns raised by the CSC. These actions provide flexibility for plan adjustments when new information becomes available. Staff will provide an annual progress report to the South Coast AQMD Governing Board on CERP implementation and identify actions that may require Board action.

CERP Development Process and Emphasis on Community Input

Community engagement and input to inform both the process and the actions in the CERP are a primary element of the AB 617 program. Public meetings, workshops, conversations, and communications among committee members, South Coast AQMD, and CARB staff contribute to developing and implementing the plan. Chapter 2 describes the CSC and outreach efforts for CERP development.

About this Community

This community includes South Gate, Florence-Firestone, Walnut Park, Huntington Park, Cudahy, and Bell Gardens (Figure 1-3).

Figure 1-3: Southeast Los Angeles Community Boundary and Emissions Study Area

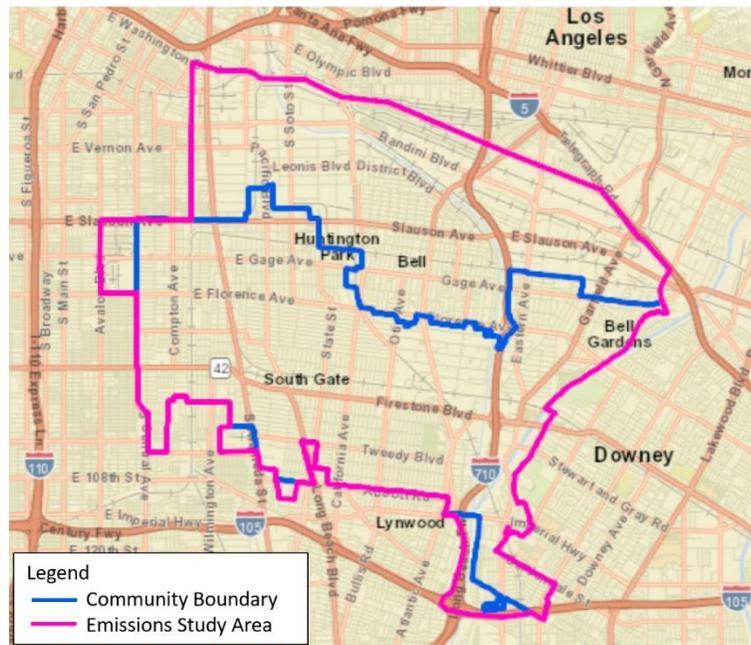


Figure 1-4: Location of the Southeast Los Angeles community in the South Coast AQMD jurisdiction

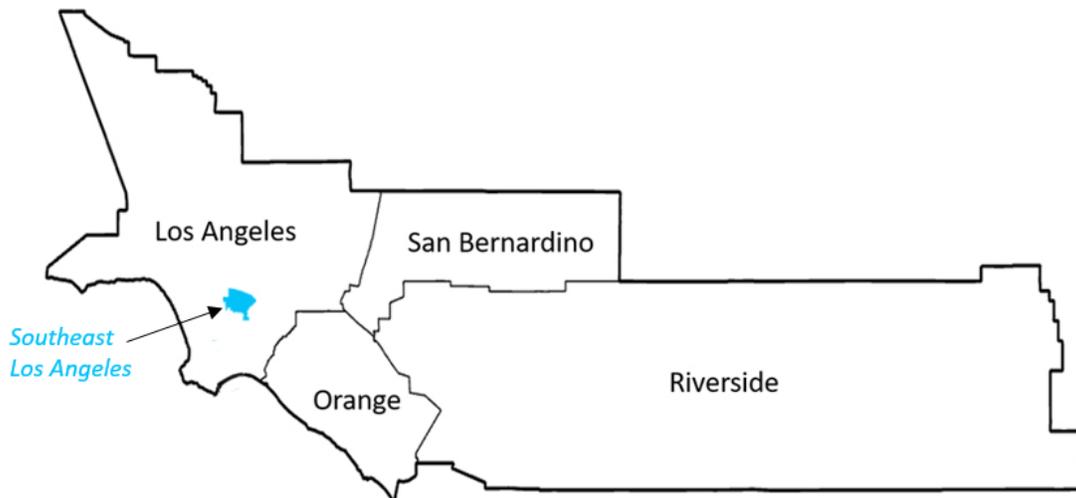


Figure 1-5: Population of the Southeast Los Angeles community, based on 2010 Census

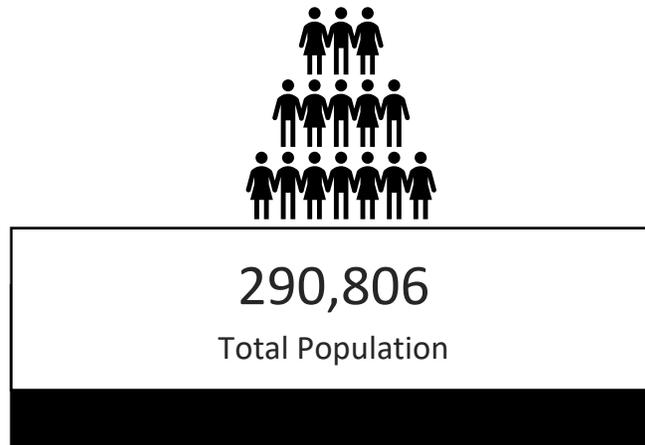
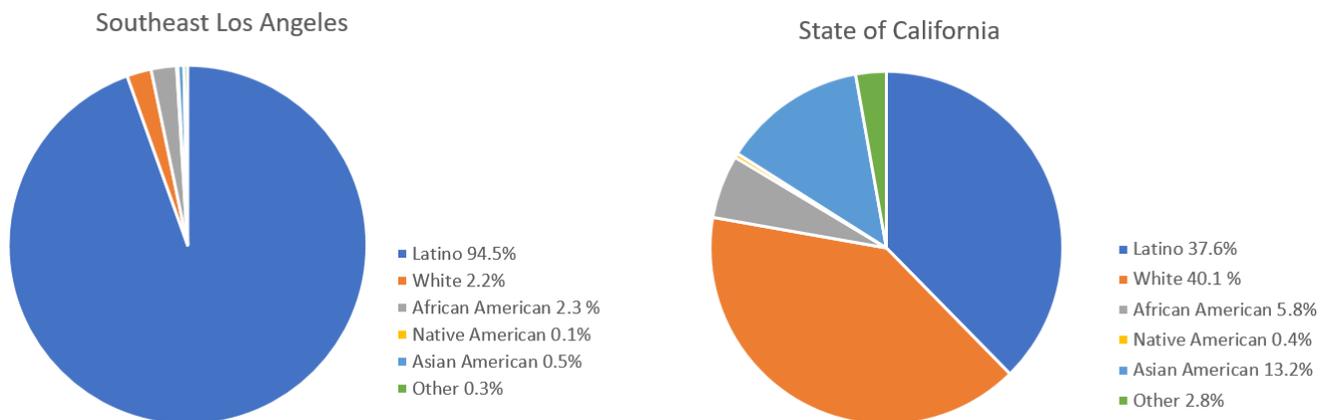


Figure 1-6: Population by Race/Ethnicity in Southeast Los Angeles and the state of California, based on 2010 Censusⁱⁱ

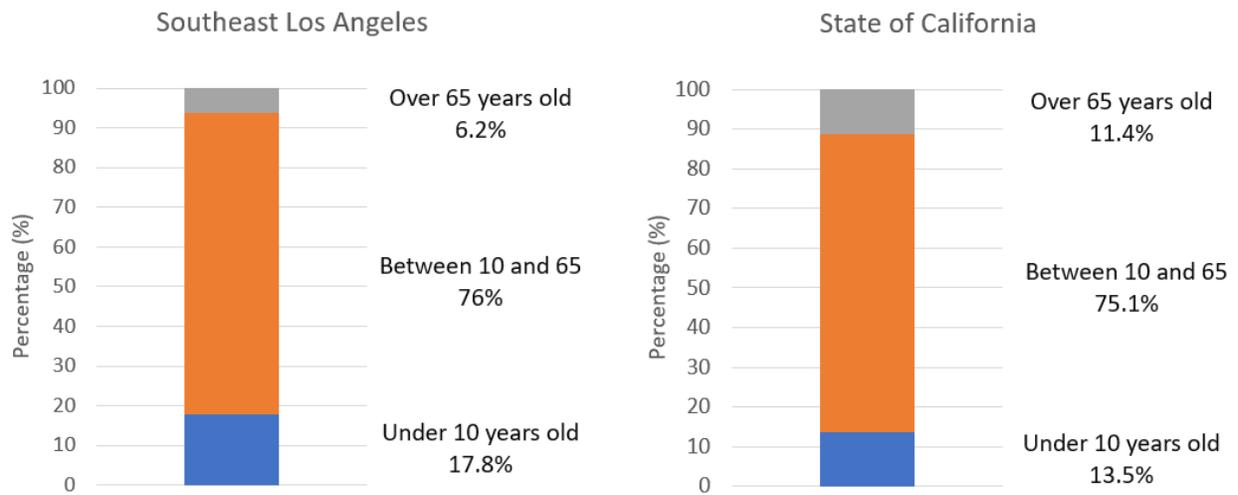


More than 290,000 people live within the Southeast Los Angeles community (Figure 1-3). Most of the people living in this community are Hispanic or Latino (

Figure 1-6). About 2.2% of the residents in this community are White, and 2.3% are African American. The population in this community is younger than the average California population, with about 17.8% of children under the age of 10 years and 6.2% adults over the age of 65 years (Figure 1-7). These age categories are particularly important because young children and older adults can be more sensitive to air pollution's health effects.

ⁱⁱ Definitions of races are the same as CalEnviroScreen 3.0.

Figure 1-7: Age profile in Southeast Los Angeles and the state of California, based on 2010 Census



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CHAPTER 2:

COMMUNITY OUTREACH, COMMUNITY STEERING COMMITTEE AND PUBLIC PROCESS

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Chapter 2: Community Outreach, Community Steering Committee and Public Process

Introduction

Community engagement and a public process were integral parts of the Community Emissions Reduction Plan (CERP) development effort. Key features of the outreach efforts include establishing a Community Steering Committee (CSC), holding monthly meetings, South Coast AQMD and CARB presentations, providing materials via email and a webpage, live-streaming all CSC meetings, and establishing a Technical Advisory Group (TAG). In addition, numerous interactions between CSC members and South Coast AQMD staff occurred in one-on-one discussions or small group teleconference meetings, allowing for in-depth discussions on joint development and creation of the CERP.

Chapter 2 Highlights

- The Community Steering Committee (CSC) and Technical Advisory Group worked with staff to develop the CERP
- Monthly meetings were held in the community to engage the CSC and public
- The Community Liaison served as the point of contact
- Additional one-on-one, small group, and community meetings also played an important part in community engagement
- A Community Webpage was created as an information portal

Community Liaisons



Figure 2-1. South Coast AQMD community liaison Gina Triviso discusses CSC membership with community members Victor Ferrer and Liz Ruiz at the kick-off meeting in Huntington Park on January 9, 2020.

A Community Liaison from the South Coast AQMD was designated for the Southeast Los Angeles (SELA) community. The Community Liaison served as the point of contact to communicate with members of the CSC and members of the public to address any concerns regarding logistics and development of the CERP and Community Air Monitoring Plan (CAMP). The Community Liaison ensured communication throughout the process of developing the CERP and

worked with community members to identify the best ways to make information accessible and user-friendly. The South Coast AQMD Community Liaison for this community is Gina Triviso (gtriviso@aqmd.gov). In addition, Dianne Sanchez (dsanchez@aqmd.gov) serves as the South Coast AQMD point of contact for CERP-related discussions.

Community Steering Committee (CSC)

A steering committee was formed in late January 2020 for the SELA community, and monthly in-person meetings were organized. Briefly, the main role of the CSC is to provide input and guidance as well as to propose actions for the community plans (i.e., CERP and CAMP). The CSC is comprised of stakeholders with community knowledge to help drive community action and develop the CERP and CAMP. The SELA CSC roster consists of 39 CSC members and 9 alternate members (Table 2-2 in Chapter 2 Appendix). Among these CSC members, 21 primary members and 7 alternate members reside within the community (53.8% resident percentage on the CSC). Some residents also represent community organizations or businesses; there are 6 community organizations and 7 businesses represented on the CSC. Additionally, there are 12 CSC members representing agencies, schools/universities, or offices of elected officials who serve this community.¹

During the CERP and CAMP development process, the CSC developed the air quality priorities,



Figure 2-3. Community Steering Committee meeting #1 at Veterans Park in Bell Gardens on February 6, 2020.

strategies and actions, and provided feedback on the draft plans. CSC members were also invited to provide suggestions for agenda items for each meeting.

The CSC will continue to play a prominent role as the CERP is being implemented, and staff will work with the CSC to adjust the outreach approaches as appropriate as we move into the plan implementation phase.

CSC Charter

A charter was developed for the CSC and a draft was presented to members at the first meeting on February 6, 2020. CSC members were invited to comment and provide feedback before the charter was announced as final at the CSC meeting on May 7, 2020. The final charter is provided on the webpage: <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/charter-feb-2020.pdf>

Community Meetings

Community meetings were hosted by South Coast AQMD staff on an approximately monthly basis in the community, and then virtually due to COVID-19 restrictions. This included a kick-off

¹ Per discussion with California Air Resources Board staff, members representing agencies, schools, universities, hospitals, and offices of elected officials are not included in the calculation of resident percentage on the CSC.

meeting and a series of CSC meetings. Additionally, staff hosted 2 TAG meetings, a meeting to discuss AB 617 Incentive Strategies, and a CERP Question and Answer session; members of the SELA CSC participated in each of these meetings.

Community Kick-Off Meeting

The SELA Community Kick-Off Meeting was held on Thursday, January 9, 2020 in the community (Figure 2-2). During this meeting, staff presented information about the AB 617 program and the critical role of the CSC in the development and implementation of the



Figure 2-3. SELA community kick-off meeting at Salt Lake Park Recreation Center in Huntington Park on January 9, 2020.

community plans. At the Kick-Off meeting, community members were invited to fill out an Interest Form to express their interest in being a CSC member, and were then notified by email or by phone if they were selected as a member or an alternate.

In addition to receiving information about AB 617, attendees were invited to visit a variety of booths, which provided information about South Coast AQMD programs, community air measurement efforts, and incentive programs.

CSC Meeting Schedule and Co-Hosts

The CSC meetings were held on an approximately monthly basis (Table 2-1 of Chapter 2 Appendix). All CSC meetings were scheduled to be held in locations within the community, with the first meeting held in February 2020 in Bell Gardens. However, due to the COVID-19 pandemic and the resulting executive orders from the Governor², staff transitioned all CSC meetings to be conducted via video conferencing and by

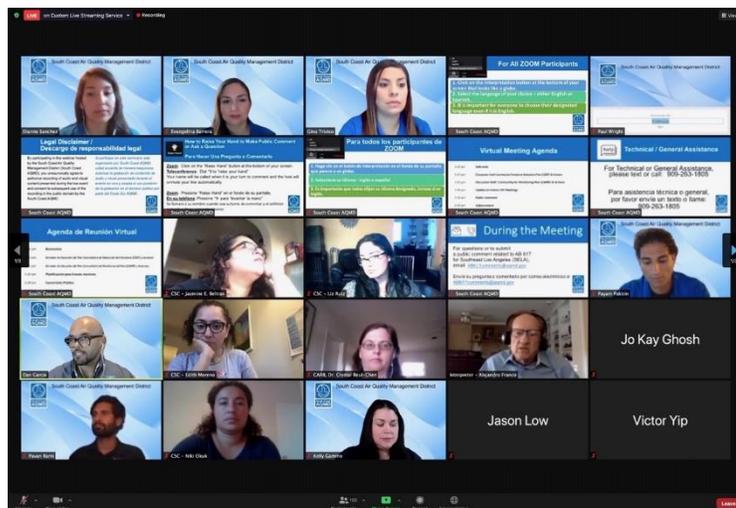


Figure 2-4. CSC meeting # 8 held virtually via zoom on October 29, 2020.

² Governor Newsom issued Executive Order N-25-20 on March 12, 2020 and Executive Order N-29-20 on March 17, 2020.

telephone. Because of the additional work needed to manage this transition to virtual formats, two meetings (March and April) were postponed, but CSC meetings resumed in May using the Zoom videoconferencing platform. Each meeting was open to the public, and Spanish interpretation was available at the kick-off meeting and at every CSC meeting. A full list of the meetings and details are provided in Table 2-1 of the Chapter 2 Appendix.

Several CSC meetings were co-hosted by a CSC member, who worked closely with South Coast AQMD staff to provide meeting input and to ensure each meeting ran smoothly. Niki Okuk, Miriam Burbano, Jesus Ortiz, and Jasmine Beltran all served as co-hosts from the SELA community.

Meeting Facilitator

Each CSC meeting was facilitated by either a third-party facilitator or the Community Liaison for the SELA community.

Social Media

All CSC meetings were live-streamed using Facebook Live, and links to the recorded videos were posted on the community webpage. Each video received more than 100 views. A screen shot of the October 8th live-streamed meeting is included in Table 2-4 of the Chapter 2 Appendix.

Community Webpage

A community webpage was created for the SELA community. The webpage includes information about upcoming meetings, meeting materials such as flyers, agendas, presentations, handouts, live stream links, and meeting summaries. Additionally, the SELA community page includes interactive maps, the CSC roster, and the CAMP and CERP documents. All flyers, agendas, social media posts, presentations, and handouts to the CSC were made available in English and Spanish.

Webpage:

<http://www.aqmd.gov/nav/about/initiatives/community-efforts/environmental-justice/ab617-134/southeast-los-angeles>

In addition to being a central access point for meeting materials and documents, the webpage also includes interactive maps that present information about the community. These interactive maps provide data on land use, locations of facilities, schools, hospitals, and daycare centers, and the air quality concerns identified by the CSC and members of the public. This information was provided to help inform air quality priorities for the CERP.

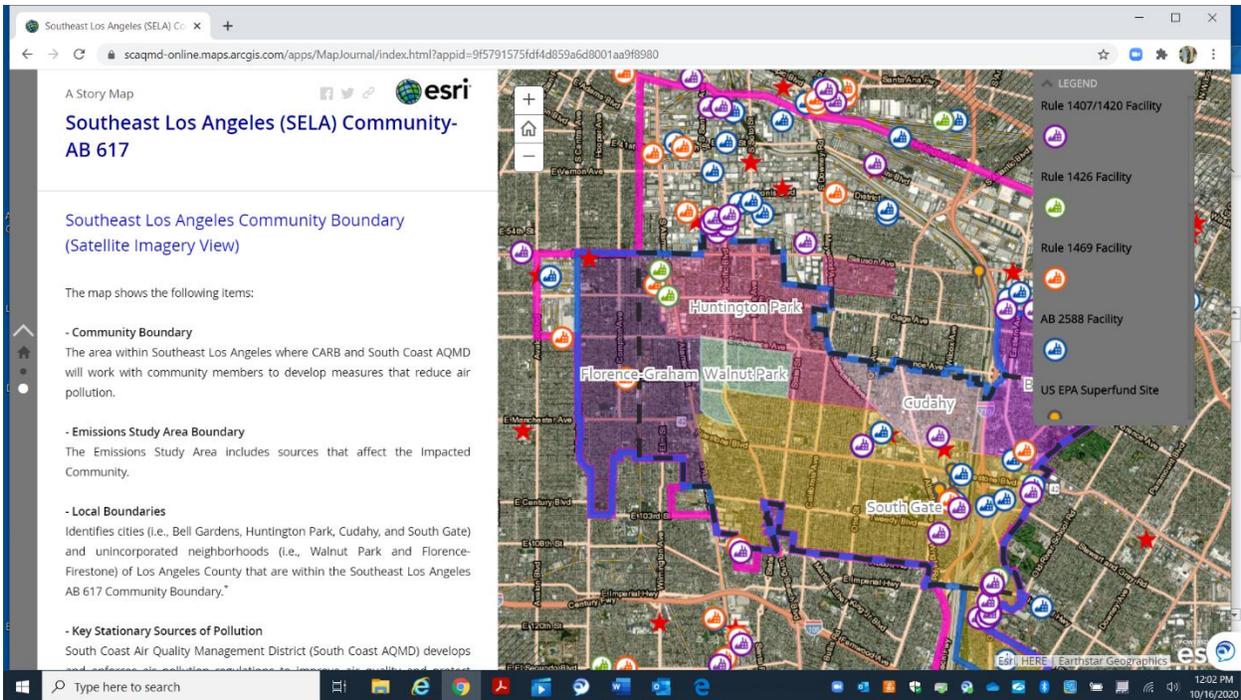


Figure 2-8 is an example of an interactive map that was created for the SELA community.

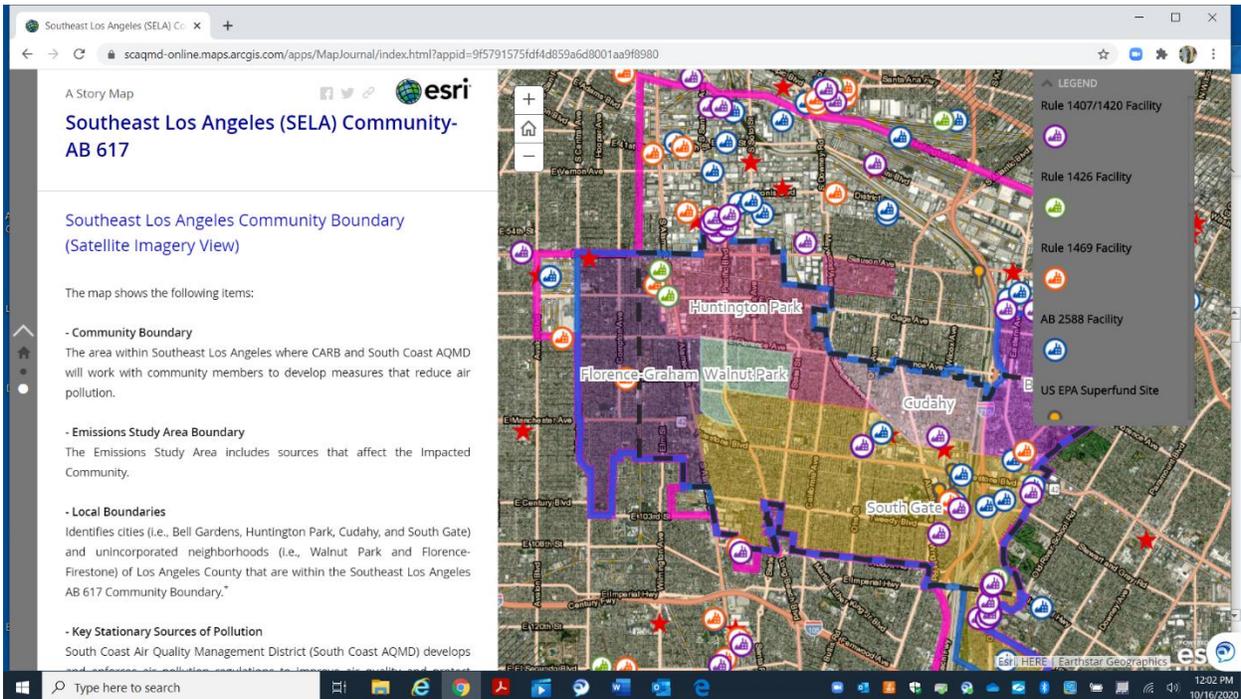


Figure 2-8. Interactive story map showing land use in the SELA community

Community Bus Tour and Committee Presenters

A critical part of the CERP development and implementation is collaboration with CSC members and the agencies, organizations, businesses, or other entities that they represent. In early 2020, a Community Bus Tour was being organized by members of the CSC in collaboration with South

Coast AQMD staff. However, due to the Governor’s executive orders related to the COVID-19 pandemic, the community bus tour was put on hold until it is deemed safe to hold such an event.

Committee members were invited to give presentations during CSC meetings to share information about the work they are doing in the community that is complementary to the actions being developed in the CERP, such as programs implemented by their organization that address air quality issues in the community. At the August 27, 2020 CSC meeting, CSC member Tahirah Farris (Los Angeles County Department of Regional Planning) gave a presentation on LA County’s “Green Zones Program.” The goal of this program is to develop land use strategies to improve public health and quality of life for residents in environmental justice communities, including updating the land use ordinances to address incompatible land uses.

Technical Advisory Group

In February 2019, the AB 617 Technical Advisory Group (TAG) was established to provide a forum to discuss technical details related to the development and implementation of the CAMPs and CERPs.³ In 2020, the TAG met twice to discuss technical details related to the CERP and CAMP development for the two 2019-designated communities (SELA and Eastern Coachella Valley). Topics discussed included monitoring equipment and laboratory capabilities, methodology and data sources for developing an air toxics emissions inventory at a community scale, methodology for forecasting emissions in future years, and methodology for modeling air toxics levels across geographical areas. All meetings were open to the public, webcast on the www.aqmd.gov webpage, and included an email option to send questions to be answered during the meeting.

Many of these technical considerations apply to all five AB 617 designated communities, thus the TAG includes up to 3 members from each CSC, and additional technical experts from academia, research institutes, and governmental agencies. The SELA CSC members who served as TAG members in 2020 are Laura Cortez and Rudy Morales. Additional information about the TAG and the 2020 TAG meeting schedule are provided in the Chapter 2 Appendix.

Additional Community Engagement

In addition to the regularly scheduled CSC meetings, South Coast AQMD staff have had more than 40 one-on-one or small group meetings with members to discuss the CSC process and seek input on the CERP actions (Table 2-8 of Chapter 2 Appendix). These meetings gave CSC members an opportunity to provide input in the CERP development process and address concerns directly with staff. Additionally, these meetings give staff an opportunity to provide information as requested by CSC members.

³ The webpage for the TAG: <http://www.aqmd.gov/nav/about/initiatives/environmental-justice/ab617-134/technical-advisory-group>

In addition, staff attended meetings hosted by community organizations and local government agencies to discuss SELA CERP development and gain a better understanding of the unique issues in the community (Table 2-9 of Chapter 2 Appendix). South Coast AQMD staff will continue to work with the CSC to implement the CERP actions and provide regular updates on the progress of implementing the plan. Community engagement is essential to the success of the CERP as well as the AB 617 program as a whole, and all parties are committed to build and improve upon existing outreach efforts in the coming months and years.

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CHAPTER 3A:

COMMUNITY PROFILE

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Chapter 3a: Community Profile

Introduction

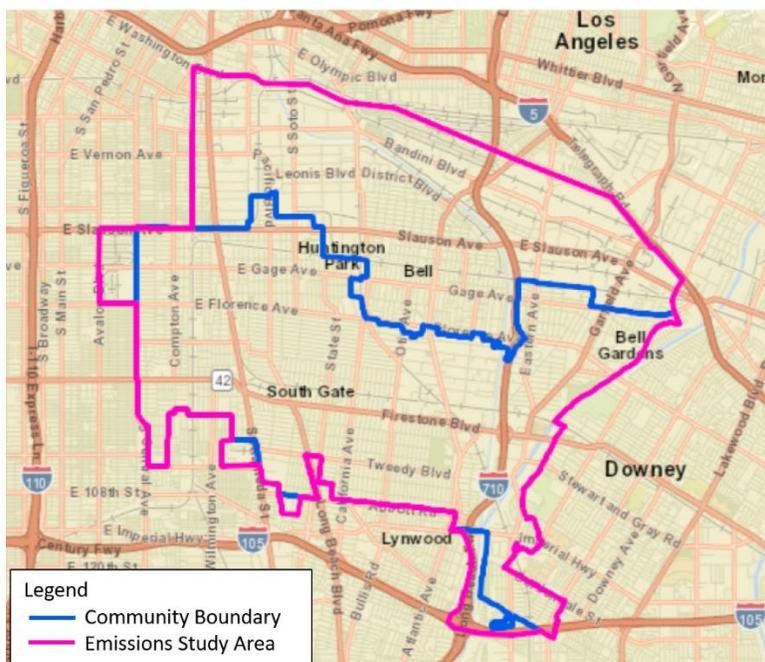
The community profile describes the characteristics of Southeast Los Angeles and the types of air pollution sources that impact the community. Understanding the characteristics of Southeast Los Angeles and the air pollution sources affecting the community is crucial to addressing the air quality priorities outlined in Chapter 5. Additional community details (e.g., types of stationary sources and socioeconomic information) is available in Appendix 3a – Community Profile.

Community Boundary and Air Quality Priorities

During monthly CSC meetings, committee members, members of the public, and South Coast AQMD staff worked together to shape the elements and actions of this Plan. Topics discussed with the CSC include:

- What should be the community **boundaries** for the AB 617 community plans?
- What **air quality concerns** does the community have?
- What are the top **air quality priorities** that the community would like to address through the AB 617 CERP?
- What **priority actions** should be included in the CERP?
- What should the **goals** for the priority actions include?
- Additional **feedback on the Draft CERP**

Figure 3a-1: Southeast Los Angeles Community Boundary and Emissions Study Area



CSC members discussed which geographic areas and neighborhoods to include in the community boundary as part of the AB 617 program. The Southeast Los Angeles CSC established two distinct geographic boundaries (i.e., community boundary and emissions study area) to represent this

community for the purpose of the plan (Figure 3a-1). The “community boundary” focuses on places in the community where residents live, work, attend school, and spend most of their time. The “emissions study area” encompasses the community boundary and nearby air pollution sources (e.g., facilities and major truck routes) that affect the community.

After finalizing the community boundary and emissions study area, the CSC discussed their air quality concerns and identified a set of air quality priorities. The CSC built consensus to determine the top air quality priorities and the actions necessary to address them. The top air quality priorities for the Southeast Los Angeles community are:

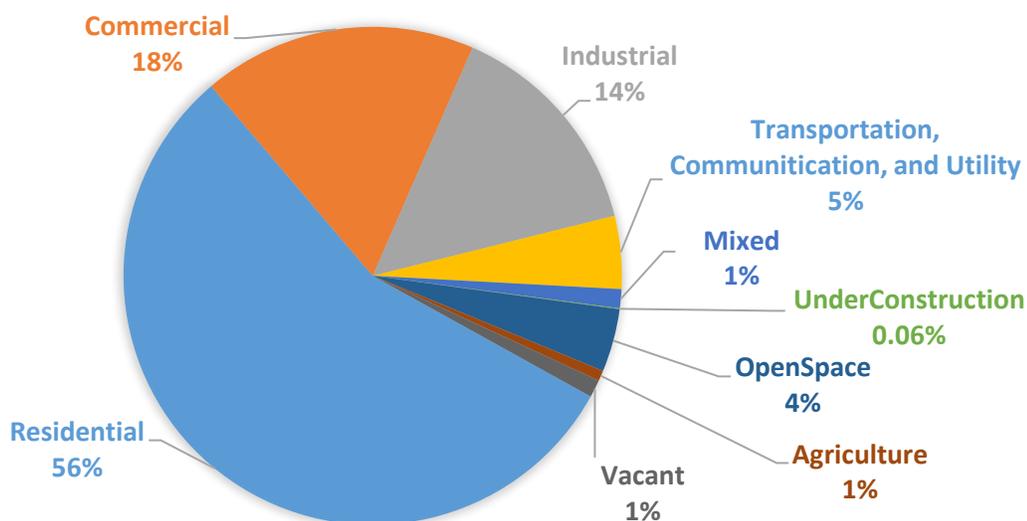
- Truck Traffic and Freeways,
- Railyards,
- Rendering Facilities,
- Metal Processing Facilities,
- Green Space, and
- General Industrial Facilities.

The actions to address each air quality priority are described in Chapter 5.

Community Land Use Profile and Related Data

The Southeast Los Angeles community is shown in Figure 3a-1. The community boundary includes a land area of 17.92 square miles, and the emissions study area includes an area of 32.12 square miles. About 56% of this land area is used for residential living, 18% is zoned for commercial uses, 15% is zoned for industrial uses, and 5% is used for freeways, roadways, and utilities and communications services (Figure 3a-2).ⁱ

Figure 3a-2: Land use profile in Southeast Los Angeles



ⁱ Land use refers to how certain areas of land are classified for development and use. Land use data is often used for city or county planning, such as the placement of housing developments and transportation hubs. Land use data is derived from the 2016 Southern California Association of Governments (SCAG) Regional Transportation Plan/ Sustainable Communities Strategy, which is based on 2012 data.

Appendix 3a presents data based on previous cumulative impact studiesⁱⁱ to describe the impacts of toxic air pollutants in this community, as well as other environmental pollution, public health factors, and social and economic factors that make people more sensitive or vulnerable to the health effects of pollution.¹ The Multiple Air Toxics Exposure Study IV (MATES IV) and CalEnviroScreen 3.0 are two tools used to evaluate the characteristics that describe this community. The South Coast AQMD conducts the MATES study, which used air toxics monitoring, emissions inventories, modeling, and health risk assessment techniques to calculate the cancer risk due to toxic air pollutants (“air toxics cancer risk”).ⁱⁱ CalEnviroScreen3.0 is a screening tool developed by the California Office of Environmental Health Hazard Assessment (OEHHA) that is used to identify communities that are most affected by various sources of pollution, and where people are especially vulnerable to the effects of pollution.

Other Community Environmental Issues

Delta Airlines Jet Fuel Release

On January 14, 2020, Delta Airlines Flight 89 was headed to Shanghai, China from LAX when an in-flight emergency was declared, causing the plane to return to the airport. As part of its emergency landing, 15,000 gallons of jet fuel in the form of mist was released into the atmosphere impacting multiple areas of Los Angeles, including parts of the Southeast Los Angeles community. South Coast AQMD issued a Notice of Violation (NOV) on January 17, 2020 to Delta Airlines for the jet fuel dump that impacted students, teachers and other members of the public in Los Angeles County.

The NOV alleges that Delta Airlines caused a public nuisance in violation of the agency’s Rule 402 and California Health and Safety Code Section 41700. South Coast AQMD’s investigation was prompted by community complaints which resulted in inspectors being dispatched to several locations. Complaints regarding the exposure to the jet fuel were reported at multiple schools within the Los Angeles Unified School District, the Cudahy Public Library and two schools within the El Rancho Unified School District.

Once issued, NOVs can result in civil penalties. In some cases, the company can choose to implement voluntary measures to reduce emissions or otherwise prevent further violations. If no settlement is reached, a civil lawsuit may ultimately be filed in superior court. South Coast AQMD has coordinated with, among others, the Los Angeles County Fire Department, the Los Angeles County Department of Public Health, the Los Angeles Unified School District and the El Rancho Unified School District.

Exide Holdings, Inc.

Exide Holdings, Inc. is a former lead acid battery recycling facility located in Vernon, California and is within the Southeast Los Angeles emissions study area. After learning that the facility was persistently emitting excessive amounts of lead and arsenic into the air, South Coast AQMD quickly developed new rules and took enforcement action that resulted in significantly reduced toxic emissions. However, historical emissions prior to these actions led to soil contamination in the surrounding communities.

ⁱⁱ More information regarding MATES IV and the final report can be found on South Coast AQMD’s website at, <http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/matesiv>.

Exide has a history of willfully concealing its violations. Specifically, Exide went to great lengths to mislead the South Coast AQMD about the true scope and source of the lead and arsenic emanating from the Vernon facility.

Because of Exide's long history of contaminating the surrounding community, and willfully concealing those violations, South Coast AQMD opposed the U.S. Department of Justice (DOJ) decision to allow Exide to abrogate its responsibility to clean-up both the Vernon site and the surrounding community that was impacted by the facility's operations. Nor should the public bear the financial responsibility for the costs of remediation. South Coast AQMD requested that the U.S. DOJ hold a public hearing to provide the public with information on the proposed abandonment and orphaning of the Exide facility in Vernon and to allow for full community engagement.

U.S. DOJ and U.S. Environmental Protection Agency (U.S. EPA) held a virtual public meeting on October 13, 2020 to listen to the community's concerns relating to the Exide Holdings, Inc. Consent Decree and Settlement Agreement Regarding the Non-Performing Properties. Unfortunately, the presiding judge sided with the DOJ and the clean-up is now being conducted by DTSC.

Community Impacts from the Community Perspective

While this section and Appendix 3a provide an overview of the Southeast Los Angeles community, the community members make each community unique and distinct. Community members bring intimate familiarity with their community and the air quality concerns that affect their neighborhood. Below are some community voices describing this community.

"For decades the Southeast Los Angeles region has faced various injustices and challenges, one of those major injustices being environmental justice. Many of the factors specifically contributing to air pollution are truck traffic, tree ways, railyards, locomotives, processing/rendering facilities, etc. Our communities have been at the forefront of these injustices, we have faced the consequences and have seen the detrimental health effects of such injustices. The time has come for our communities to stand up and voice our concerns, AB 617 helps aid the cause. It allows our forefront communities to propose solutions with the guidance of the SCAQMD. This is an important opportunity that our communities must take note of in order to seek justice.

Assembly Bill 617 is a prime example of democracy, the SCAQMD is co-existing with the communities they represent. This community-based initiative has the potential to give the SELA region a platform, a platform that would allow our communities to voice our concerns. Never before has an initiative like such been implemented or practiced, AB 617 and the SCAQMD are setting the blueprints for other communities."

- Jesus Ortiz, Resident of South Gate

"I hope AB 617 in Southeast LA will close gaps between agencies and cities through collaborative structures and pass meaningful policies to reduce pollution in our communities."

- Laura Cortez, Resident of Bell Gardens and East Yard Communities for Environmental Justice Co-Director

“Growing up in South Gate I never thought I would have the opportunity to improve environmental quality in my community, but I was motivated and driven to obtain the tools I needed to do so. I left southeast LA to pursue undergraduate and graduate studies. I started my career in San Diego working with municipalities to improve water quality and then worked for SDG&E managing environmental compliance for large electric infrastructure projects. When I moved back to Los Angeles to pursue a career at SoCalGas to work on air and climate issues, I learned about AB 617 and was beyond excited to know that there was a bill that prioritizes action in communities that have been disproportionately impacted by poor air quality. I am honored to be working alongside SCAQMD and the other CSC members to help reduce toxics and criteria air pollutants in the community I grew up in and the community I have family that I love and care for. Although it’s upsetting to think that very little progress has been made to address nuisance odors and toxic emissions from industry that were impacting my community and my health when I was younger, I find solace in the fact that there are other passionate community members working collaboratively to get things done not only in southeast LA but in other AB 617 communities across the state. And I hope that all of this collective effort and prioritization of actions in my community over the next several years results in quantifiable emissions reductions.”

- *Edith Moreno, Southern California Gas Company*

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1. Office of Environmental Health Hazard Assessment. CalEnviroScreen 3.0. <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30>, Accessed September 10, 2020.

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CHAPTER 3B:

FUGITIVE EMISSIONS AND SOURCE ATTRIBUTION

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Chapter 3b: Emissions Inventory and Source Attribution

The Community Emission Reduction Plan (CERP) identifies air quality priorities based on community input and evaluation of technical data on emission sources in the community. The CERP defines actions and strategies to reduce the emissions and exposure burden from sources of criteria air pollutants (CAPs) and toxic air contaminants (TACs). To accurately determine emission reductions from these actions and strategies, a baseline reference needs to be established. The

baseline reference can be achieved through an emissions inventory that includes an accounting of sources and their resulting emissions. This rigorous accounting of sources, their emissions and their contribution to cumulative exposure burden is what the CARB guidelines identify as a source attribution analysis. Per the direction of CARB guidelines, source attribution is required to meet AB 617 statutory requirements.

CARB recommended five technical approaches to conduct source attribution analysis. They are emissions inventory, air quality modeling, targeted air monitoring/back trajectory/pollution roses/inverse modeling, chemical mass balance and positive matrix factorization. Among them, based on the availability of data and resources, an emissions inventory and an air quality modeling analysis are source attribution tools employed to identify sources contributing to air pollution levels in the community, with an emphasis on identifying sources within the community (emissions inventory). More information on source attribution methods is included in the Source Attribution Methodology report.¹ The most recent air quality modeling analysis was conducted as part of the Multiple Air Toxics Exposure Study (MATES IV) in 2015, which showed Diesel Particulate Matter (DPM) was the air pollutant that contributed most to the air toxics cancer risk in the South Coast AQMD, with the Southeast Los Angeles (SELA) community having higher air toxics cancer risk compared to the overall average. MATES V is currently under development and will update cancer risk estimation for the community as well as the South

Chapter 3b Highlights

- Information about the sources of air pollution in this community is presented in a “source attribution” analysis
- Diesel particulate matter is currently the main air toxic pollutant in this community, and it comes mostly from on-road and off-road mobile sources
- Other key air toxic pollutants in this community are 1,3-butadiene (mostly from the chemical industry) and benzene
- In future years, diesel emissions will decrease substantially due to ongoing and newly proposed regulations, but these emissions continue to be the main driver of air toxics cancer risk in this community

¹ South Coast Air Quality Management District, Methodology for Source Attribution Analyses for the first year AB 617 Communities in the South Coast Air Basin (Technical Report), 2019. <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/technical-advisory-group/source-attribution-methodology.pdf>. Accessed October 23, 2020.

Coast Air Basin. A community-specific emissions inventory was developed for criteria air pollutants (CAPs) and TACs based on the most recent available datasets.

Figure 3b-1 Contribution of major source categories to NO_x emissions, VOC emissions, PM_{2.5} emissions in the Southeast Los Angeles community in 2018 (tons/year)

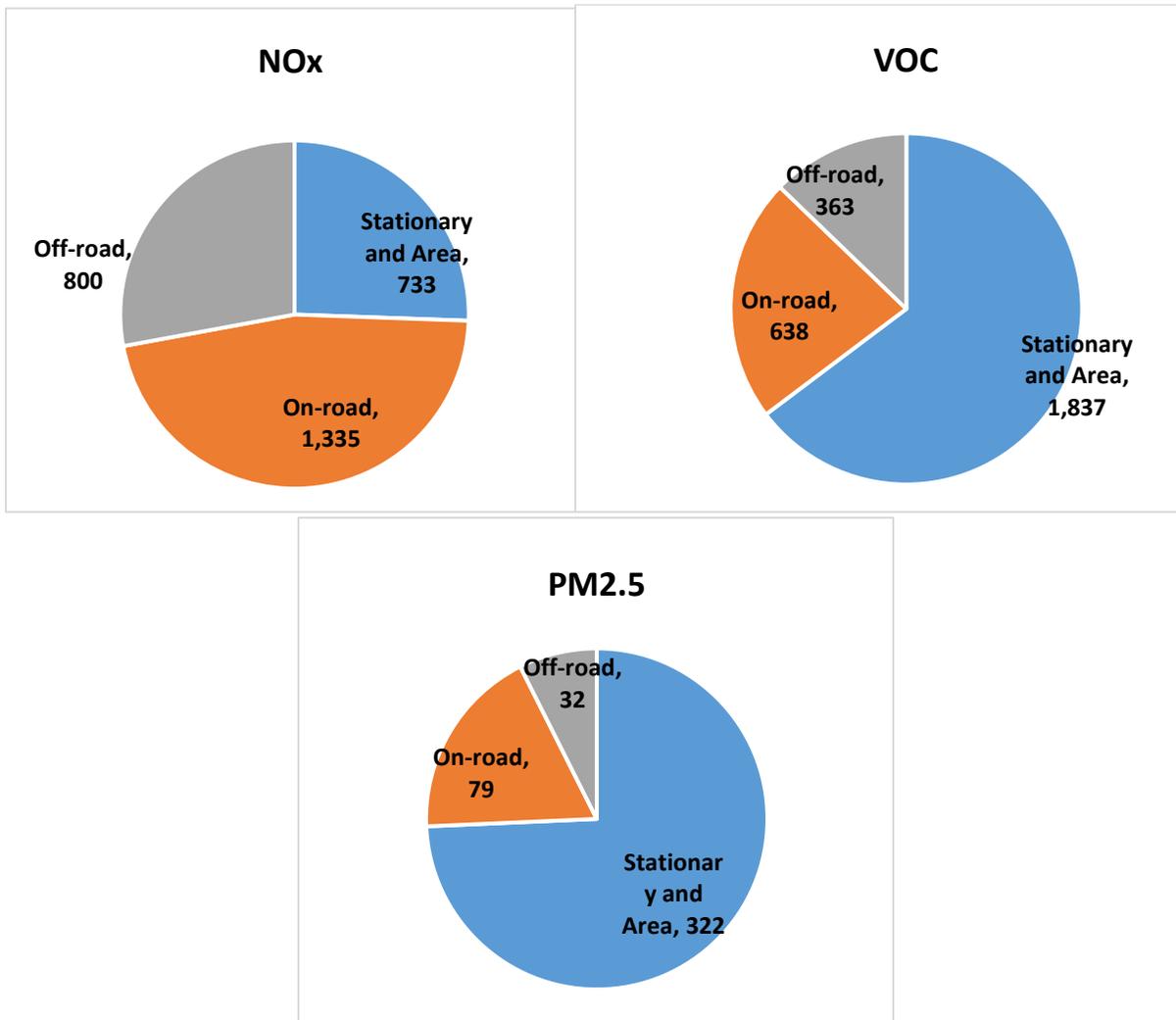


Figure 3b – 1 shows the contribution of major source categories to NO_x emissions, VOC emissions, and PM_{2.5} emissions in SELA in 2018. The main sources of air pollutant emissions in the SELA community are on-road vehicles, trains, off-road equipment, and industrial activities.

NO_x emissions in this community are dominated by mobile sources – both on-road and off-road – which account for 75% of the total emissions in 2018. Heavy-duty trucks, trains, and off-road equipment are the largest sources of NO_x. Stationary sources contribute 25% of the NO_x emissions in this community, mostly from natural gas fuel combustion in the residential, commercial, and industrial sectors.

VOC emissions are dominated by area sources, with consumer products being the largest source. Passenger vehicles and off-road equipment such as lawn mowers and other small gasoline engines, are the largest contributors to VOC emissions from on-road and off-road sources, respectively.

Unlike NO_x and VOC, direct PM_{2.5} emissions come from a wide variety of activities, which include commercial cooking, light and medium-duty automobiles, wood and paper industries, fuel combustion and off-road equipment.

Figure 3b-2 Southeast Los Angeles Community TACs Emissions (toxicity-weighted diesel equivalent) in 2018

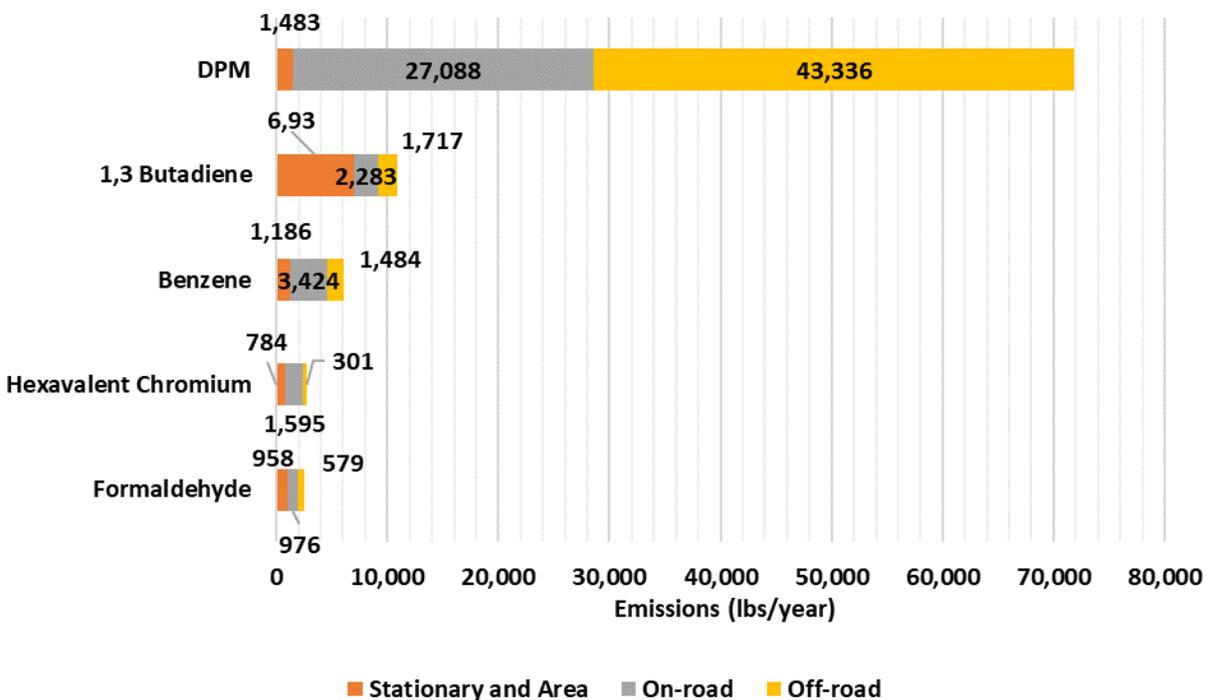


Figure 3b – 2 shows TAC (toxic air contaminants) emissions in SELA in 2018. TAC emissions in the SELA community are dominated by diesel particulate matter (DPM) from diesel exhaust. DPM is emitted from heavy-duty trucks, trains, and industrial off-road equipment. 1,3 butadiene is the second most important TACs based on toxicity-weighted emissions, and the major source is plastic production. Other significant TAC species includes benzene and formaldehyde, which are mostly emitted from mobile sources.

Future NO_x emissions in the community are expected to decrease due to continued implementation of existing regulations on mobile sources and recent and upcoming regulations on major stationary source facilities. VOC emissions are also expected to decline, although they will decline more slowly than NO_x emissions. Emissions of DPM from heavy-duty trucks are also expected to decrease substantially due to upcoming deadlines for CARB's Truck and Bus Regulation. CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation will also contribute to

reducing DPM. However, off-road vehicles will continue to be the largest contributor to DPM through 2030. Emissions of 1,3-butadiene from stationary sources are expected to increase slightly in the future years, due to growth in economic activity. However, in future years, DPM is still projected to be the main contributor to air toxics cancer risk in this community.

Trends for TAC emissions are shown in Figure 3b – 3. Diesel PM continues to dominate the TAC emission inventory in future years, despite a significant reduction in DPM from heavy-duty trucks. DPM decreases by 65% from 2018 through 2030. The second largest contributor to air toxics is 1,3-butadiene, with emissions increasing slightly due to slight increases in plastic production partially offset by reductions in emissions from vehicles. Benzene and formaldehyde emissions decrease throughout the 12-year period due to decreases in the emissions from vehicles, whereas emissions from metals (i.e., cadmium, nickel, arsenic and lead) experience small variability due to changes in industrial activities. Hexavalent chromium emissions decrease from 2018 to 2030 due to decrease in vehicle emissions that is partially offset by a slight increase in industrial emissions.

Details on the source attribution for Southeast Los Angeles can be found in Appendix 3b. Furthermore, Appendix 5b, 5c, and 5e – 5g contain more emissions and source attribution information as it pertains to the five air quality priorities: truck traffic and freeways, rendering facilities, metal processing facilities, railyards and locomotives, and general industrial facilities.²

² The green spaces air quality priority (Chapter 5d) does not include emissions information as it does not apply to the goals of this priority.

Figure 3b – 3 Total emission trends for toxic air contaminants in Southeast Los Angeles (toxicity-weighted diesel-equivalent emissions, lbs/year) for the year of 2018, 2025 and 2030

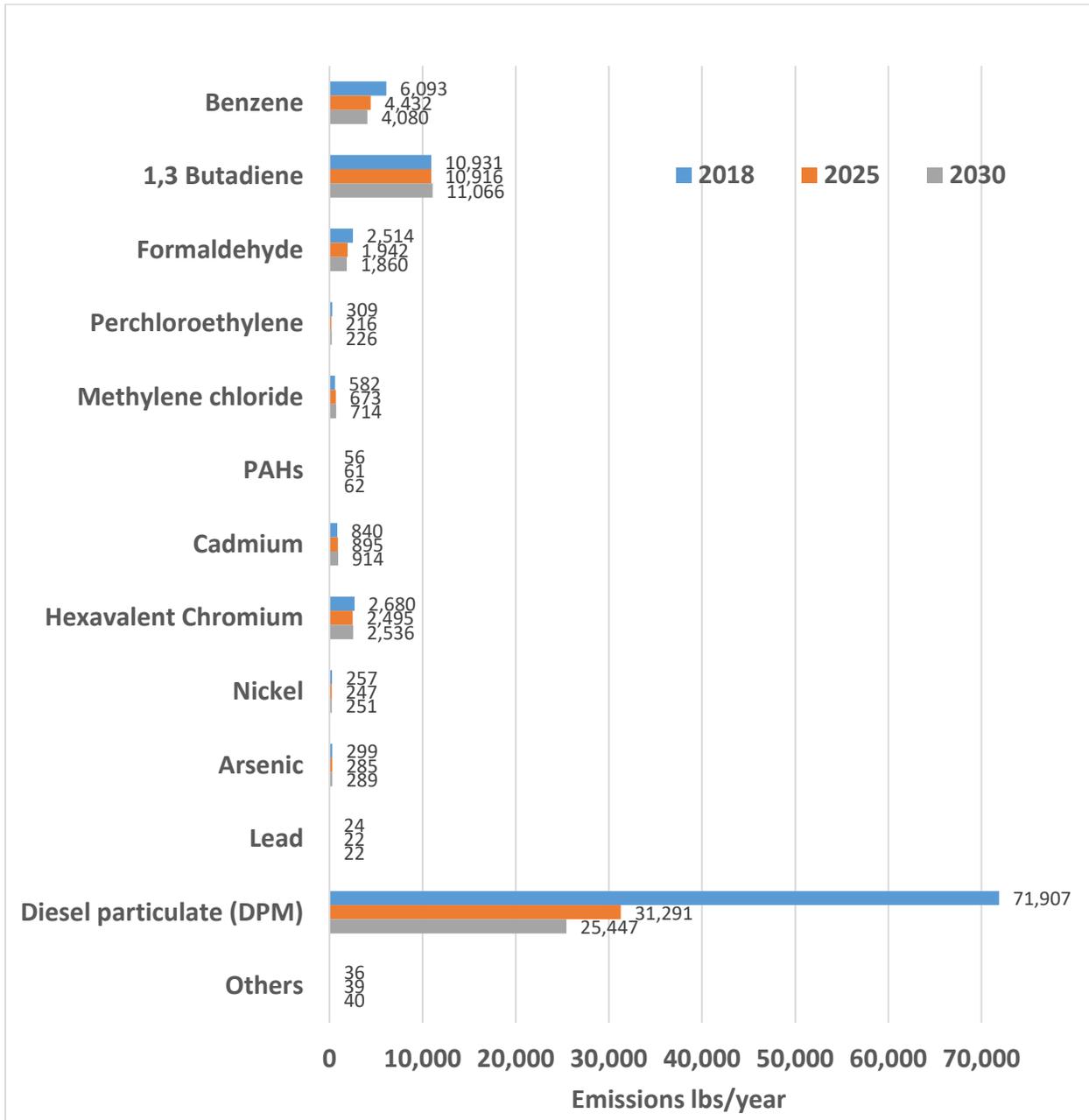


Figure 3b – 4 Toxic Air Contaminant Emissions from On-Road Mobile Sources in the Southeast Los Angeles community for the year 2018 (toxicity-weighted diesel equivalent in lbs/year)

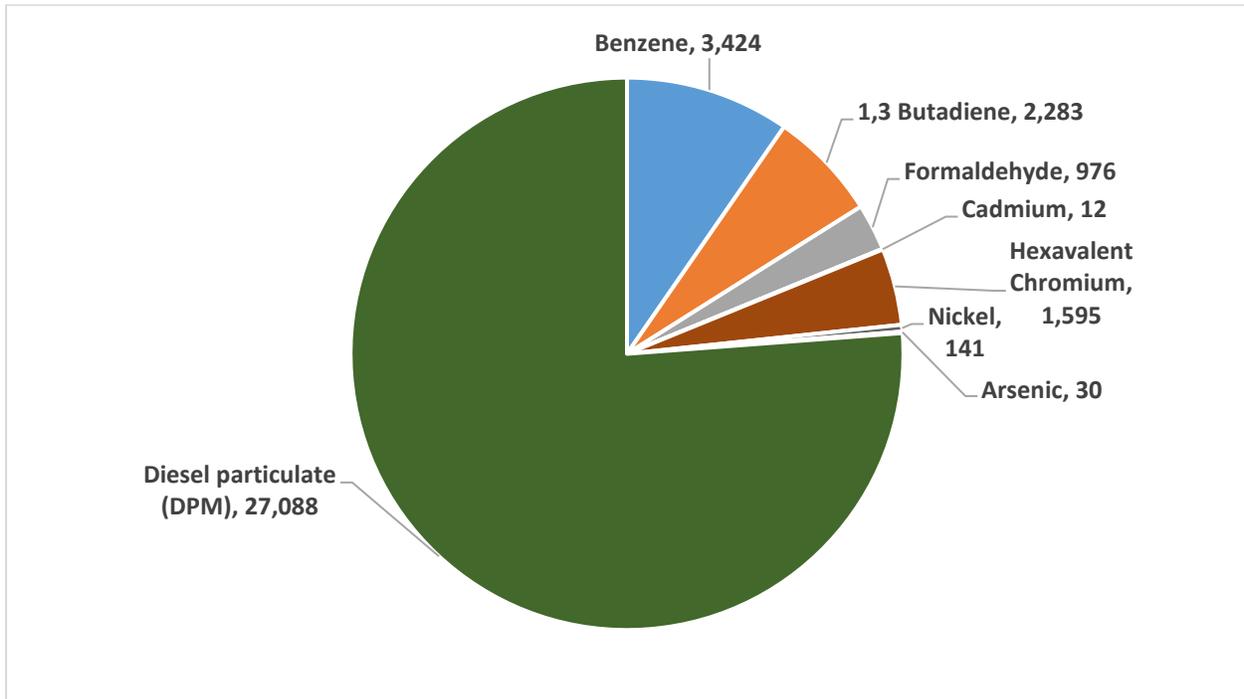
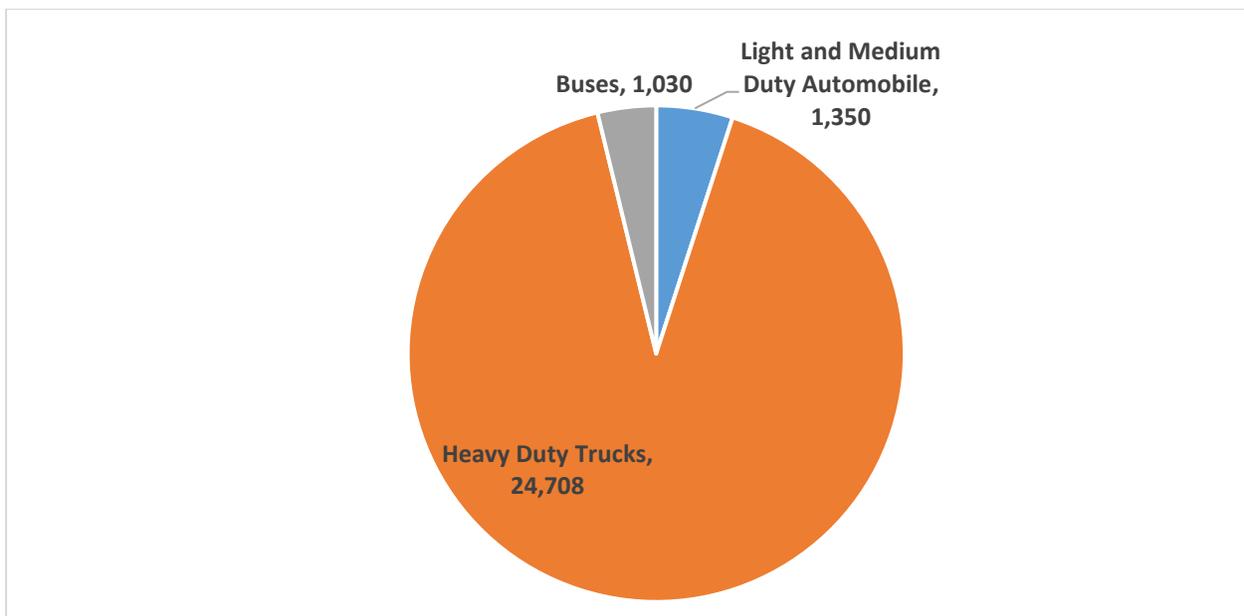


Figure 3b-5 Source Attribution of Diesel PM Emissions from On-Road Mobile Sources in the Southeast Los Angeles Community for 2018 (lbs/year)



Emissions estimation contains inherent uncertainties, due to numerous assumptions and limited datasets, many of which are difficult to validate. Estimated emissions of toxic air contaminants have an even higher degree of uncertainty compared to estimates of criteria pollutants

emissions. Challenges for estimating TACs include the vast number of TAC species, extremely low ambient concentrations for some species, the higher costs of measurements and complexity of source tests, and the variety of processes from which TACs are emitted. The AB 617 guidance document recommends the use of reported emissions when available. Toxic emissions from point sources can also be estimated using speciation profiles using the same method as for area and mobile sources. However, large discrepancies are sometimes observed between directly reported TACs and speciated toxic emissions based on PM and VOC emissions. The large discrepancies observed may be due to non-specific or outdated chemical speciation profiles or indicate a need to improve measurement and reporting accuracy. Mobile source air toxics inventories contain similar uncertainties.

It is important to note that many of the South Coast AQMD regulations addressing toxic metal pollution emissions from industrial facilities (e.g., South Coast AQMD Rule 1407 and Rule 1469) include requirements that reduce fugitive emissions from these facilities. Fugitive emissions can often account for most of the toxic metal emissions from a facility. Unfortunately, the methods available to create an emissions inventory are not able to reflect fugitive emissions from these facilities. Therefore, while the inventory may not show an overall decrease in toxic metal emissions, the regulations result in overall decreased emissions due to reductions in fugitive emissions. While the emissions presented in the current report are the best currently available, further improvement is required to adjust the likely bias. Further adjustment will be explored to support the upcoming MATES V study and updates to CERPs in current and upcoming AB617 communities.

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CHAPTER 4:

ENFORCEMENT OVERVIEW AND HISTORY

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Chapter 4: Enforcement Overview and History

Introduction

This chapter describes the history and overall approach to enforcement by South Coast AQMD and the California Air Resources Board (CARB). In addition, the Community Emissions Reduction Plan (CERP) includes focused enforcement actions, which are described within Chapter 5 (e.g., idling truck sweeps).

Enforcement Programs - Purpose and Jurisdiction

The primary goal of enforcement activities is for regulated entities to achieve compliance with air quality rules and regulations, and to protect public health. Part of this process involves consistently identifying and resolving violations, thereby ensuring a level playing field for all regulated entities and preventing unfair advantages for companies that do not comply with rules and permit conditions.

Both CARB and South Coast AQMD enforce air pollution regulations, conduct inspections of air pollution sources, and have the authority to issue notices of violations that can lead to the recovery of penalties.ⁱ

An air pollution source can be a specific piece of equipment, a business, a government agency, or any other entity that creates air pollution. CARB is primarily responsible for enforcing rules that apply to mobile sources, while South Coast AQMD is primarily responsible for stationary sources (e.g., facilities).

Table 4-1: Overview of regulatory authority for South Coast AQMD and CARB

Air Pollution Source Category	Examples	Main Regulatory Agency
Mobile sourcesⁱⁱ	Trucks, buses, ships, boats, cargo handling equipment	CARB
Stationary sources	Refineries, power plants, oil/gas facilities, manufacturing plants	South Coast AQMD
Area-wide sources	Paint used on buildings, prescribed burning	South Coast AQMD
Sources of greenhouse gases	Methane and certain other mobile source emissions, refrigerants, and other sources	CARB and South Coast AQMD

ⁱ More information about penalties is provided in the Appendix 4.

ⁱⁱ Railroad operations are regulated at the federal level primarily by the Federal Railroad Administration and the Surface Transportation Board, and locomotive emissions are regulated by the U.S. EPA. These agencies' regulatory authority may preempt certain federal, state, and local regulatory authorities and actions.

Chapter 4 Highlights

- From 2017 through 2019, CARB conducted over 3,500 inspections and South Coast AQMD conducted approximately 491 inspections and responded to approximately 688 complaints in the Southeast Los Angeles community.
- Both CARB and South Coast AQMD will continue to design their enforcement programs to address air pollution sources effectively within their respective jurisdictions.
- An enforcement approach that utilizes specialized program structures, outreach efforts in the community, use of technology, and interagency partnerships can lead to further emission reductions.

Enforcement History

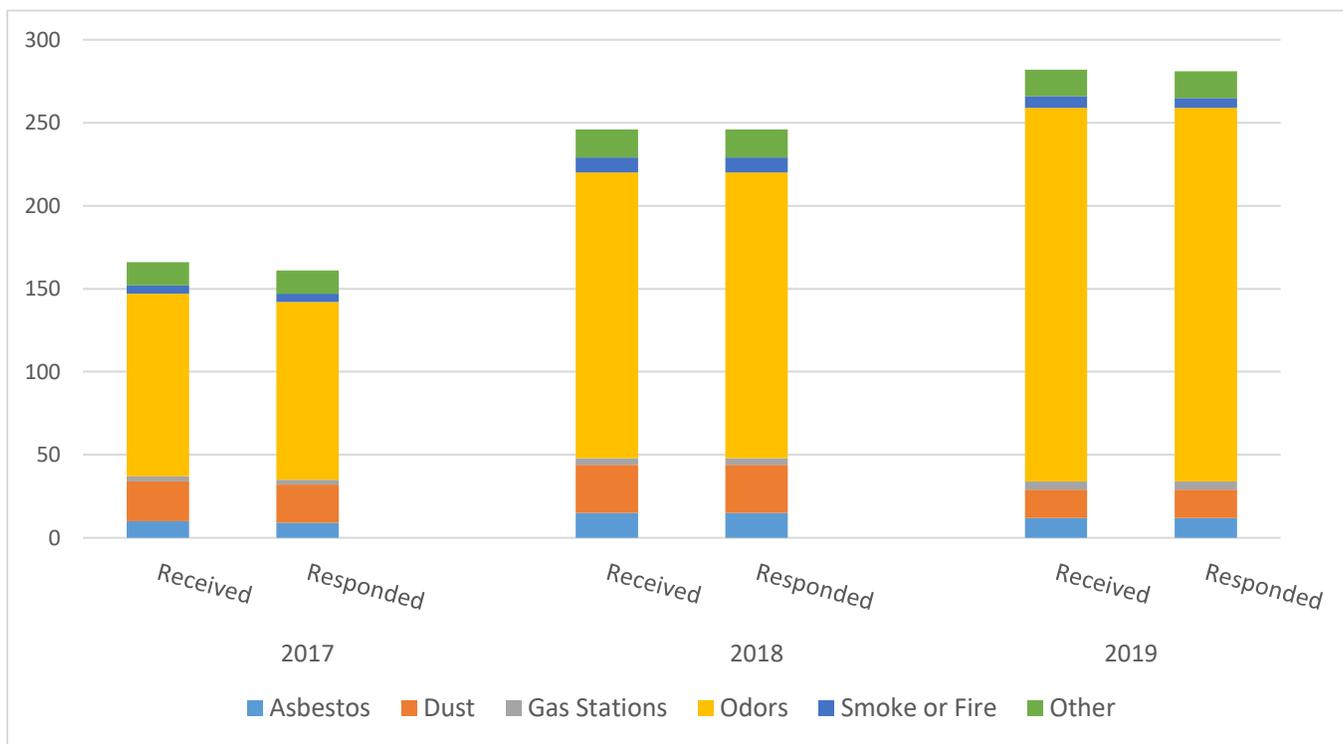
Over the years, both CARB and South Coast AQMD enforcement staff have had a significant presence in the community of Southeast Los Angeles (SELA). This section provides the most recent three-year enforcement history for each agency in this community.

South Coast AQMD Enforcement History in the SELA Community

South Coast AQMD's enforcement presence comprises many different compliance-related activities including, but not limited to, investigating complaints, responding to breakdowns, and performing facility inspections.

Responding to complaints is a crucial part of South Coast AQMD's enforcement program. By taking complaints directly from members of the public, inspectors can focus their efforts to identify and address air pollution problems that matter to the community. South Coast AQMD's enforcement team gives priority to complaints and attempts to respond to every air quality complaint received. Figure 4-1 shows the number and types of complaints received and responded to by South Coast AQMD.

Figure 4-1: Number of complaints (by type) in the Southeast Los Angeles community.



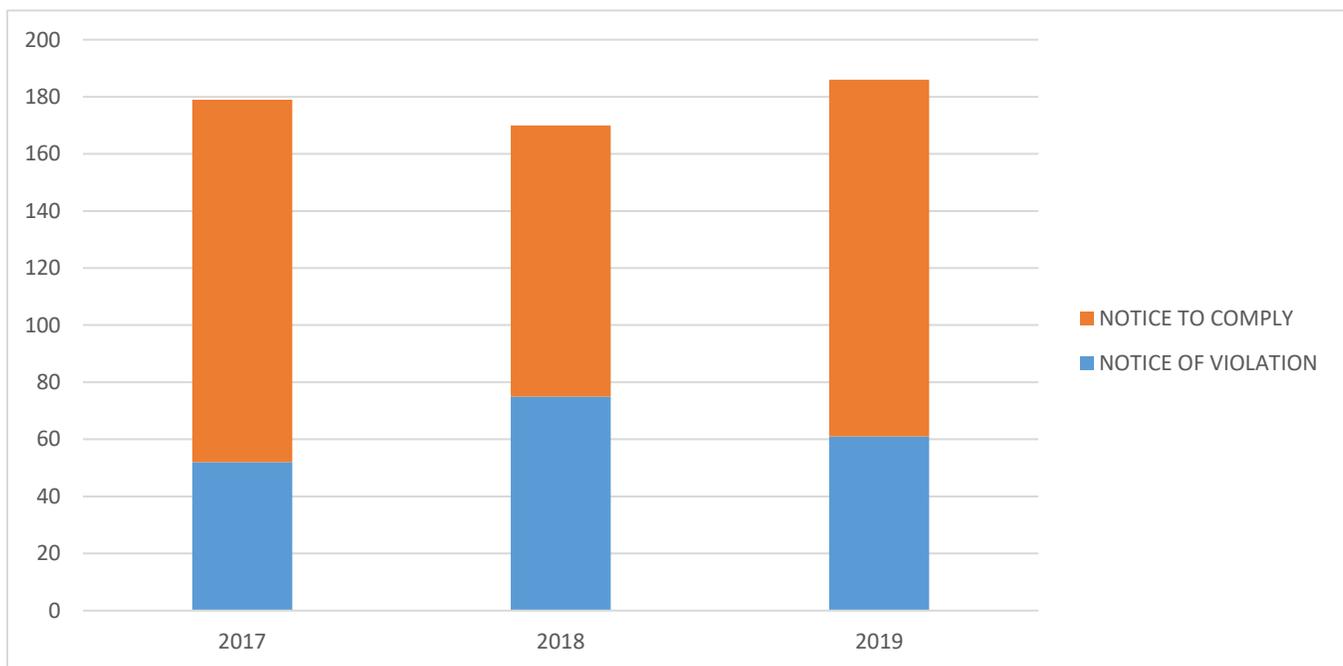
Additionally, South Coast AQMD's enforcement staff perform inspections at facilities and other air pollution sources. These can include onsite inspections for permitted and non-permitted equipment, fugitive emissions, and compliance with rules and permit conditions, as well as surveillance activities in the community, such as efforts to trace the source of an odor. As of September 2020, there are approximately 675 facilities permitted by the South Coast AQMD in this community. A list of these facilities is available in Appendix 4. From 2017 through 2019, South Coast AQMD conducted approximately 491 facility inspections.

Enforcement actions may involve issuing one of two types of notices:

- *Notice to Comply* (NC) – requiring a facility to correct a minor violation or to provide specified records; or
- *Notice of Violation* (NOV) – formally identifying a violation of particular rules or regulations, which may result in civil penalties or, in some cases, referral for criminal prosecution.

From 2017 through 2019, South Coast AQMD issued 188 NOV's in the SELA community. Figure 4-2 shows the number of NCs and NOV's in this community during this period. A list of these enforcement actions is available in Appendix 4.

Figure 4-2: Number of Notices to Comply (NCs) and Notices of Violation (NOVs) issued in the Southeast Los Angeles community.

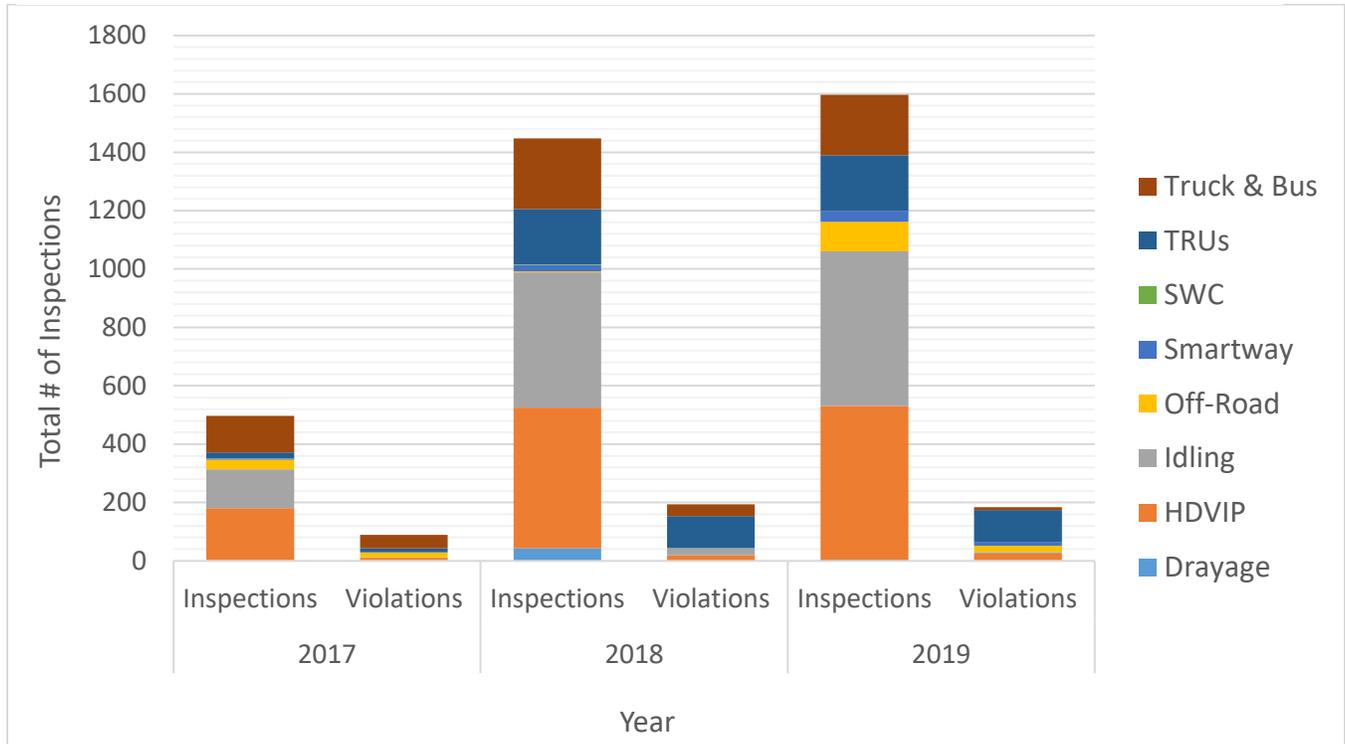


CARB Enforcement History in this Community

CARB's enforcement approach is two-pronged: ensuring compliance through robust, regular inspections and deterring violations through a penalty assessment process. From the compliance-side, it includes conducting both field inspections and fleet-wide audits. For field inspections, the focus has been on enforcing heavy-duty diesel vehicle (HDDV) regulations, such as the Truck and Bus Regulation, the airborne toxic control measure (ATCM) to limit idling, and the Heavy-Duty Vehicle Inspection Program (HDVIP). At refineries and fueling stations, CARB enforces fuel formulation regulations. In railyards, CARB enforces regulations related to drayage trucks, transportation refrigeration units (TRUs), and cargo handling equipment. From the deterrence-side, CARB Enforcement encourages violators to support CARB's community-based projects program by setting aside a portion of penalties paid from enforcement action settlements for Supplemental Environmental Projects (SEPs).

As shown in Figure 4-3 below, CARB conducted over 3,500 HDDV inspections in the SELA community from 2017 to 2019ⁱⁱⁱ. The overall compliance with CARB’s regulations was 87 percent but varies annually^{iv}. This may depend on a few factors, including the number of vehicles inspected and the method of selecting vehicles for inspection (e.g., targeting vehicles that might fail inspection). Over the three-year period, CARB issued 467 citations in the SELA community, 343 of which were for emissions-related violations (i.e., violations that directly contribute to air pollution) and 124 for non-emissions related violations (e.g., violations that could contribute indirectly to air pollution, such as a truck not complying with labeling requirements).

Figure 4-3: CARB 2017-2019 HDDV Enforcement History in SELA



Of the 1,126 heavy-duty trucks and buses and off-road equipment CARB observed idling in the SELA community over the past three years, all but 27 were in compliance with CARB’s commercial vehicle, off-road equipment, and school bus idling rules (98% compliance overall). Reasons for a heavy-duty diesel truck to be compliant with the idling regulation can include idling for less than five minute or idling greater than 100 feet from restricted areas such as schools and senior care facilities with a certified clean idle sticker. Compliance with CARB’s idling rules does not mean a vehicle complies with CARB’s other rules. CARB field enforcement has begun to focus on ensuring that these idling vehicles are also in compliance with all of the other pertinent CARB rules as well by conducting heavy-duty diesel compliance

ⁱⁱⁱ See Table 4-5 in Appendix 4 for more detailed breakdown of these heavy-duty diesel vehicle inspections in Southeast LA, Table 4-10 in Appendix 4 for a list of heavy-duty diesel vehicle inspections in Southeast LA, and Tables 4-6 through 4-9 in Appendix 4 for CARB inspections for other enforcement programs, including consumer products, fuels, and other vehicles and engines.

^{iv} See Table 4-5 in Appendix 4 for CARB’s 2017-2019 heavy-duty diesel vehicle enforcement history in Southeast LA

inspections along with idling inspections. Two important areas with lower compliance rates were off-road vehicles, like construction equipment, and TRUs— small transportation refrigeration units used to cool truck cargo areas—with compliance rates of 72 and 42 percent, respectively.

For some of CARB’s regulations, enforcement staff have not yet conducted many enforcement activities within the community, however, CARB is enhancing enforcement efforts in this community to address community concerns, such as incorporating more comprehensive inspections into idling inspections as well as focusing on TRU and off-road vehicle inspections. These efforts will be explained in greater detail in the actions in Chapter 5.

In summary, due to the air pollution concerns in this community, an enforcement approach by both agencies that fully utilizes their specialized program structures, outreach efforts in the community, use of technology, and interagency partnerships can lead to further reductions in noncompliance and emissions. Both CARB and South Coast AQMD will continue to work closely with the CSC to identify and investigate air quality issues within the community.

Enforcement Approach

CARB and South Coast AQMD have each designed their programs to effectively address compliance with air pollution sources under their respective jurisdictions.

South Coast AQMD’s Office of Compliance & Enforcement (OCE)

The structure of this group is based on inspection teams that focus on source type, with most inspectors assigned by geographic region. The organizational structure based on source type enables inspectors to become technical specialists on the air pollution regulations that apply to the types of industries or facilities assigned to that team. In addition, assigning inspectors by geographic area improves the agency’s ability to respond in a timely manner to complaints or compliance issues in their assigned areas.

A list of OCE teams is provided in Figure 4-5 below. Examples of those teams include the Industrial team which has broad knowledge to inspect a wide variety of source types and equipment, the Toxics & Waste Management team which has the training and personal protective equipment to conduct inspections at facilities with toxic air contaminants, and the Service Station team which specializes in inspecting gas stations. Certain facilities may be inspected by staff members from multiple teams. This ensures that the approach is focused enough to address a variety of sources, yet flexible enough to handle complex facilities.

For most teams, the inspectors conduct regular inspections at their assigned facilities or within their assigned geographic regions. The frequency of regular inspections depends on the type of facility. For example, a chrome plating facility is inspected more frequently than an auto body shop. It is important to consider that there are approximately 110 chrome plating facilities in the South Coast Air Basin, compared to over 1,500 auto body facilities in the region. When considering limited resources, priority for inspections is typically given to higher risk pollution sources – that is, those facilities that emit the more toxic air pollutants and/or are close to schools, hospitals, and residential areas.

Figure 4-5: South Coast AQMD Enforcement Program



The **Energy team** focuses on crude oil production, energy storage sites, and bulk petroleum terminals. Inspectors in this team are assigned by facility, with each inspector assigned a set of facilities. Inspector's from this team are assigned facilities within SELA.



The **Industrial team** focuses on the widest variety of sources, ranging from dry cleaners to large manufacturing facilities to idling trucks. Inspectors in this team are assigned a geographic region and normally spend much of their time in the field. From this team, inspectors regularly conduct compliance activities in SELA.



The **Major Sources team** focuses on sources that are in the RECLAIM* program. Examples of these sources include power plants, oil production sites, and large manufacturing facilities. Inspectors in this team are assigned by facility, with each inspector assigned a set of facilities, some of which are in SELA.



The **Service Station team** focuses on gasoline service stations that serve the public, which can emit volatile organic compounds (VOCs). Inspectors in this team are assigned a geographic region. From this team, inspectors regularly conduct compliance activities in SELA.



The **Toxics team** focuses on facilities that emit Toxic Air Contaminants, including hexavalent chromium, lead, and other toxic metals. Examples include landfills, waste treatment facilities, water treatment facilities, lead acid battery manufacturers, and chromium plating and anodizing shops. Inspectors in this team are assigned a geographic region, and regularly conduct compliance activities in SELA.



The **Refinery team** focuses on all the refineries, auxiliary hydrogen plants, and marine terminals in the South Coast Air Basin. Inspectors in this team are assigned by facility, with each inspector dedicated to a refinery and auxiliary plants. This team is based full-time in the Long Beach Field Office to ensure close proximity to the refinery sources that it regulates.

*RECLAIM, is a program that requires participating facilities to manage their total nitrogen oxides (NO_x) and/or sulfur oxides (SO_x) emissions by adding pollution controls, changing their equipment or processes, or buying credits from other RECLAIM facilities that have lower emissions than their cap. The allowable amount of such emissions is reduced over time. The program is currently being transitioned to a command-and-control regulatory program.

CARB Enforcement's Program Structure

CARB enforcement's structure is based on over 50 enforcement programs that focus on specific source types. One of CARB's most comprehensive inspection programs has been around for decades. The HDVIP ensures vehicles are well-maintained in order to help keep air pollution low and meet engine and smoke opacity standards. In 2019, CARB tightened its smoke opacity standard so that almost any smoke coming out of a HDDV is a violation of the standard (smoke opacity must be less than five percent for diesel particulate filter-equipped vehicles). This program helps reduce particulate matter emissions and ensure vehicles engines and emissions controls are properly maintained.

Because diesel particulate matter is classified as a toxic air contaminant in California, CARB is also able to regulate emissions from diesel vehicles. CARB regulations now reduce emissions from all types of fleets, including trash trucks, trucks and buses owned by public agencies, the drayage trucks that carry cargo containers to and from ports and railyards, and most other trucks and buses over 14,000 pounds. As discussed earlier, most of these trucks and buses will be required to have 2010 or newer model year engines by the end of 2023 to operate legally in California to comply with CARB's Truck and Bus Regulation. In fact, in January 2020, the DMV began requiring compliance with the Truck and Bus Regulation for some of the older trucks in order to get the vehicle registered.

CARB has other rules that may be pertinent to the SELA community. While marine rules do not directly affect the SELA community, they do affect the nearby marine ports and the vehicles which transport a significant amount of goods from those ports to SELA's railyards daily. Off-road construction equipment engines operate in the community and the cargo handling equipment that operates at SELA's railyards do as well. Also, TRUs (the small engines that keep goods in trucks cooled) are significant sources of diesel particulate matter for areas with cold storage warehouses. A few other important programs include our consumer products program, where CARB ensures the VOCs that contribute to smog formation are minimized in cleaners and other household goods through extensive statewide inspections. CARB also inspects fuels to make sure they meet fuel standards. Finally, CARB ensures commercial trucks and buses, school buses, and off-road construction equipment idle in compliance with the three corresponding regulations^v. Please see Figure 4-6 below and Appendix 4 for more enforcement program descriptions.

^v Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Vehicle Idling: <https://ww3.arb.ca.gov/regact/idling/idling.htm>; School Bus Idling Airborne Toxic Control Measure: <https://ww3.arb.ca.gov/toxics/sbidling/sbidling.htm>; Off-road Diesel Regulation: <https://ww3.arb.ca.gov/msprog/offroadzone/landing/offroad.htm>

Figure 4-6: CARB Enforcement Programs Relevant to the SELA Community



CARB ensures regulatory truck and bus **idling** limits are not exceeded.



Drayage vehicles move goods by certified heavy-duty diesel vehicles (HDDV). HDDV that enter the port or intermodal rail facility are required to be certified to meet 2007 EMY emission standards.



CARB leads **cargo handling equipment** investigations to identify opportunities to reduce emissions from equipment moving goods at ports and intermodal rail yards.



For the **Heavy-duty Vehicle Inspection Program**, CARB regularly conducts inspections for:

- Diesel Emission Fluid (DEF): a liquid used as a reductant in heavy duty diesel engines to reduce NOx emissions.
- Emission Control Label (ECL): Engine certification labeling requirements
- Smoke/Tampering: Requires heavy duty trucks/buses to be inspected



Statewide Truck and Bus program requires all vehicles with 2009 or older engines weighing over 14,000 pounds to reduce exhaust emissions by upgrading to 2010 or newer engines by 2023. Non-compliant vehicles are denied DMV registrations.



Transportation Refrigeration Units are refrigeration systems powered by diesel internal combustion engines designed to refrigerate or heat perishable products transported in various containers. CARB staff inspect TRUs to ensure that the units are meeting labeling and in-use performance standards.



The **Off-Road Regulation** requires off-road fleets (i.e., of construction equipment such as bulldozers, graders, and backhoes) to meet fleet average emission standards and be equipped with best available control technology (BACT).

CARB identifies potential violations through targeted enforcement and investigation of public complaints. CARB staff then contacts the responsible party to explain the enforcement process and to obtain additional information. Enforcement staff evaluate the information collected and work with CARB's Legal Office to determine violations of statutory and/or regulatory requirements. CARB staff can take enforcement action after substantiating violations, at which point the responsible party is provided an opportunity to discuss the violation.

Enforcement actions within the scope of CARB's enforcement authority may include issuing cease and desist orders, Notices of Violation, mitigation, or pollution prevention actions. Cases can be resolved via civil and criminal litigation as well as administrative penalties. In lieu of litigation, cases are typically resolved via mutual settlement. CARB seeks penalties that provide adequate deterrence to future noncompliance or public nuisance, and to take away any economic benefit of noncompliance.

For example, in 2017, CARB settled cases with Union Pacific Railroad Company (UP) and BNSF Railway regarding inaccurate and incomplete reporting of non-compliant drayage trucks entering their intermodal facilities. Under CARB's Drayage Truck Regulation, California ports and Class I rail terminals must report to CARB any non-compliant heavy-duty diesel trucks entering their facilities. For years, BNSF and UP failed to accurately report to CARB information on non-compliant trucks entering their facilities, which hampered CARB staff's ability to enforce the regulatory requirements. The settlements resulted in UP turning away non-compliant trucks from their facilities and BNSF accurately reporting truck data to CARB for enforcement, resulting in reduced diesel emissions from heavy-duty diesel trucks around both UP and BNSF facilities.^{vi}

During the settlement process, violators have the opportunity to allocate up to 50 percent of their penalties to a Supplemental Environmental Project (SEP).^{vii} SEPs are community-proposed and community-based projects that aim to improve public health, reduce pollution, increase environmental compliance or bring public awareness to air pollution issues. If community members are interested in submitting a SEP proposal, please contact the Community Outreach and Enforcement Section at COES@arb.ca.gov (See Appendix 4 for additional information on SEPs).

How the Public Helps Reduce Air Pollution

Members of the public play an important role in communicating air quality concerns to both CARB and South Coast AQMD. The complaint process helps both agencies identify issues that are directly affecting the SELA community. The most effective way to contact the agencies is through the complaint hotlines. In addition to South Coast AQMD's mobile application, both agencies can be contacted by phone and online:

^{vi} Other examples of enforcement settlement cases can be found in CARB's Annual Enforcement Reports (<https://www.arb.ca.gov/enf/reports/reports.htm>)

CARB - Mobile Sources

Automobiles, Trucks, Off-road Equipment,
or other Vehicles

Phone: 1-800-END-SMOG

Online: calepa.ca.gov/enforcement/complaints

South Coast AQMD - Stationary Sources

Odors, Smoke, Dust, or other Air
Contaminants

Phone: 1-800-CUT-SMOG (1-800-288-7664)

Online:

<https://www.aqmd.gov/home/air-quality/complaints>

Both CARB and South Coast AQMD value input from those who live and work every day in the community. Communicating air quality issues directly to the agencies with the information below is the best way to address an air pollution concern. Reporting an issue when it is occurring rather than after the fact helps the investigating agency's ability to find the source of the problem.

An effective complaint should contain information with specific details. This information helps inspectors conduct a thorough investigation and take appropriate enforcement action. The following information is valuable to a thorough complaint investigation:

- Type of air quality concern (odor, smoke, dust, etc.)
 - o Odors: description of odor
 - o Smoke: color of smoke; does the smoke disappear or hang in the air?
 - o Dust: type of dust (e.g., construction activities)
- Location of air pollution concern
- Name or address of potential source
- Time of day that the air quality issue began, and is the concern still occurring?
- Has the concern occurred before, and do other people in your community experience it as well?
- Contact information for the person reporting the complaint^{viii}

Enforcement Considerations

An effective enforcement program must be flexible and adaptable to address the needs of the communities who are being served. Part of being adaptable is the ability to identify and address gaps in the enforcement process, such as previously unknown facilities or new pollutants of concern. As revealed over the course of the public process for CERP development, one such gap has been a lack of communication with members of the community, who have firsthand experience with local emissions sources and whose input is valuable to enforcement efforts. South Coast AQMD has therefore prioritized outreach and added new positions to interact directly with the AB 617 communities. Because South Coast AQMD organizes its enforcement division both by source type for technical specialization and by geographic region, there is not a single dedicated enforcement team for AB 617; rather, the effort is

^{viii} Although anonymous complaints are accepted, staff have found that having contact information helps with confirming locations and other important information necessary for a successful investigation, as well as reporting findings to the complainant.

spread across multiple existing teams so that a larger number of complaints and potential violations of air quality rules can be identified and addressed.

In addition, both CARB and South Coast AQMD currently maintain extensive records of compliance-related activities using databases and other digital resources. South Coast AQMD uses these resources to track metrics such as complaints, inspections, and enforcement actions. The data provided in this chapter and Appendix 4 are obtained from those databases. The statistics being tracked are also routinely reevaluated. For example, South Coast AQMD recently added an Agency Technical Assistance metric for instances where South Coast AQMD was asked by another agency to assist in that agency's efforts. CARB and South Coast AQMD will both continue to evaluate new metrics that may help to track and analyze inspectors' efforts in the AB 617 communities in order to attempt to identify more effective allocations of resources and/or potential solutions to air quality issues.

Finally, enforcement mechanisms exist to promote, and if necessary, compel, compliance by regulated sources. As discussed above, after South Coast AQMD inspectors investigate complaints and/or conduct facility inspections, they can issue NCs or NOVIs. While NCs will generally require further action by a source, NOVIs are referred to the Office of the General Counsel, where civil penalties are negotiated. If no settlement is reached, a civil lawsuit may be filed in superior court. Ongoing noncompliance, however, may lead to a petition before the South Coast AQMD Hearing Board. CARB and South Coast AQMD have each had a presence in this community that has led to various enforcement actions against local facilities.^{ix}

In summary, the compliance process seeks to ensure that all rules and regulations are followed through a fair and robust enforcement program, resulting in reduced air pollution emissions. Adaptability is crucial, whether in the programs overall, or in day-to-day operations, to ensure that community concerns are addressed, and that enforcement action is taken when violations are identified. Both CARB and South Coast AQMD enforcement teams will continue to search for innovative strategies, take swift action to address noncompliance, and update the CSC on enforcement actions in the community.

^{ix} Additional detail on South Coast AQMD, including the Hearing Board, and CARB enforcement actions can be found in Appendix 4.

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CHAPTER 5A:

INTRODUCTION

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Chapter 5a: Introduction

Community Air Quality Priorities

The CERP provides an overall path to reducing air pollution in the Southeast Los Angeles (SELA) community. Through the development of the CERP, the CSC identified air quality priorities based on sources of air pollution (e.g., trucks and freeways, metal processing facilities, rendering facilities) that are of concern to the community. To reduce air pollution from these sources, the CSC developed a set of actions to be implemented by government agencies, organizations, businesses, and other entities.

The SELA community identified trucks and freeways, railyards and locomotives, metal processing facilities, and rendering facilities as air quality priorities. These air pollution sources are often near homes, schools, and other community areas where the public can be exposed to harmful pollutants. As a result, increasing green space in the community to reduce air pollution exposure is also a priority for the community. The community also cited general concerns about emissions from industrial facilities in the community, for which actions will be developed in 2021 based on additional analysis and CSC discussions.

Ongoing Efforts

The South Coast AQMD, CARB and U.S. EPA have air quality regulations to reduce air pollution from sources such as trucks, railyards and locomotives, rendering facilities, and metal processing facilities. The relevant agencies enforce these regulations. Land-use agencies can establish long-term goals, ordinances, and policies for land use that can also have an impact on local air pollution (e.g., LA County Green Zones Program¹). Additionally, the South Coast AQMD and CARB have begun developing new requirements that would further reduce air pollution from sources prioritized by the community. More information on regulatory and enforcement efforts can be found in Appendix 5 and Chapter 4, respectively.

Opportunities for Action

In addition to the ongoing efforts described above, the South Coast AQMD, in collaboration with the CSC identified goals to reduce air pollution in the SELA community. The CERP defines the progress toward each goal with metrics for specific actions and a specified timeline. Additionally, the CERP identifies the entities responsible for implementing the actions. The actions set forth in this chapter define a path for further emissions and exposure reductions in the SELA community. In some instances, the actions reaffirm ongoing rule development² efforts and provide new commitments for localized reductions, sharing emissions data, timelines and other related information.

Emission Reduction Targets

¹ The LA County Green Zones Program seeks to enhance public health and land use compatibility in the unincorporated communities that bear a disproportionate pollution burden. More information can be found at: <https://planning.lacounty.gov/greenzones#:~:text=initiated%20by%20the%20Board%20of,bear%20a%20disproportionate%20pollution%20burden.>

² At South Coast AQMD, a regulation is composed of rules, each of which deals with a specific topic within that regulation. More information can be found here: <http://www.aqmd.gov/home/rules-compliance/regulations#:~:text=At%20South%20Coast%20AQMD%2C%20a,and%20administered%2C%20and%20their%20impact.>

Table 1 – CERP Emission Reduction Targets		
Emissions	NOx	DPM
2018 Emissions (tpy)	2,868	36
Projected 2025 Emissions Baseline (tpy)	2,098	16
Emission Reductions from CERP, by 2025 (tpy)	155	1
Overall Emission Reductions from 2018 (%)	32	58
Projected 2030 Emissions Baseline ¹ (tpy)	1,983	13
Emission Reductions from CERP, by 2030 (tpy)*	297	3.5
Overall Emission Reductions from 2018 (%)	41	74

*Estimated emission reduction targets from CERP, by 2030 include 31.4 tpy NOx and 1.5 tpy DPM from projected incentive projects.

Table 2 – Emission Reduction Targets for Statewide Measures*						
Statewide Measure	Action Date	Implementing Entity	Emission Reductions Targets 2025/2030 (tpy)			
			NOx	VOC	DPM	PM2.5
Advanced Clean Car 2	2020-2021	CARB	-/4	-/1	-/0	-/0
Heavy-Duty Inspection and Maintenance	2020	CARB	78/96	-/-	1/1	1/1
Low NOx Engine Standard	2019	CARB	7/53	-/-	-/-	-/-
Small Off-Road Engine Amendment	2020	CARB	71/112	37/123	1/1	1/4

*Emission reduction targets based on estimates from CARB. Emission reductions are subject to future assessment and regulatory analysis that may result in emission reduction adjustments.

CHAPTER 5B:

TRUCKS AND FREEWAYS

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Chapter 5b: Trucks and Freeways

Community Concerns

The Southeast Los Angeles (SELA) community is surrounded by Interstate 105 (I-105) to the south, Interstate 110 (I-110) to the west, and Interstate 710 (I-710) to the east. The I-710 is a vital transportation corridor for goods movement out of the Ports of Los Angeles and Long Beach, the busiest container ports in the United States. A daily average of up to 240,000 vehicles transit along the portion of the Interstate 710 in the SELA community.¹ Heavy-duty diesel trucks contribute to about 8.7% of the average daily traffic volume and over 90% of diesel particulate matter (DPM) emissions.²

The SELA community has expressed concern about emissions from heavy-duty diesel trucks traveling along the I-710 and idling near storage yards, fueling stations, residential areas, and near sensitive receptors. Community residents are also concerned about the general traffic congestion in their neighborhoods and the potential of large warehouses or fulfillment centers opening in the future, which may also increase truck activity. Please see Appendix 5 – Trucks and Freeways for more information.

Actions to Reduce Emissions or Exposure

To address community concerns about emissions from trucks and freeways in SELA the CSC developed twelve (12) actions for the Community Emissions Reduction Plan (CERP). The tables below provide goals, actions, metrics, and a timeline to achieve emission or exposure reductions from trucks and freeways in SELA.

¹ Caltrans, Caltrans Traffic Census Program. <https://dot.ca.gov/programs/traffic-operations/census>, Accessed February 13, 2020.

² California Air Resources Board, Community Air Protection Program 2019 Community Recommendations Staff Report. <https://ww2.arb.ca.gov/resources/documents/2019-community-recommendations-staff-report>, Accessed February 18, 2020.

Table 1 – Goal: Reduce Emissions from Truck Traffic and Freeways

	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
A	<p>CARB will establish a Community Pollution Enforcement Workgroup for trucks and other vehicles in the SELA community, including interested community and CSC members, pollution enforcement agencies (e.g., air, water, solid waste pollution control agencies at the federal, state, regional, and local levels, as available), local law enforcement agencies, local municipalities, and other interested agencies, as needed, and meet quarterly to:</p> <ul style="list-style-type: none"> • Discuss community complaints and improve the process for complaints communication • CARB Enforcement will share information for where to make a complaint, and a list of potential air pollution concerns which CARB and South Coast AQMD can address with local law enforcement agencies, public health agencies, municipalities, and other agencies that are regularly contacted instead of CARB and South Coast AQMD for air pollution related concerns. CARB, in conjunction with the CSC, will share air pollution complaint information with community members and local organizations for where to make a complaint. • Update the community on inspections by state and local partners • Identify areas for future work, such as those listed in the following two strategies (Reducing Exposure to Idling in the Community and Deterring Catalytic Converter Theft) • CARB’s Community Pollution Enforcement Group would work with local municipalities and law enforcement to help establish truck routes, local no idling ordinances, parking zoning to move truck parking from local neighborhoods to an approved parking location, and greening to help separate the community from idling within the community 	CARB	<p>Number of meetings with the workgroup to collaborate</p> <p>Number of complaints identified through the workgroup and addressed by CARB</p>	3 rd quarter 2022	4 th quarter 2025

B	CARB would work with local trucking companies to distribute educational material to incentivize the reduction of non-critical idling (e.g., maintenance costs savings due to reduced wear and tear, and fuel cost savings). ³	CARB	Number of meetings with local trucking companies Amount of educational material distributed	1 st quarter 2021	4 th quarter 2025
C	CARB to collaborate with South Coast AQMD to conduct quarterly enforcement sweeps, evaluate findings, seek input from CSC, and report back to CSC periodically	CARB South Coast AQMD	Number of enforcement sweeps per quarter and CSC and CARB Pollution Enforcement Workgroup updates	2 nd quarter, 2021	1 st quarter, 2022
D	Collaborate with the CSC to identify and prioritize “No Idling” sign placement in the SELA community. CARB to coordinate with South Coast AQMD, land-use agencies, school districts, and law enforcement agencies to install and enforce “No Idling” signs. Signs will include CARB and South Coast AQMD’s contact information and roles in enforcing heavy duty truck idling regulations. ⁴	CARB South Coast AQMD	Number of signs placed in community	3 rd quarter, 2021	4 th quarter, 2022
E	Continue development of the Warehouse Indirect Source Rule (ISR) to reduce emissions from large warehouses and fulfillment centers and inform CSC members about Warehouse ISR working group meetings and provide warehouse information to the CSC	South Coast AQMD	Completion of Warehouse ISR Provide CSC with warehouse information	1 st quarter, 2021	2 nd quarter, 2021
F	Outreach to small businesses (e.g., independent truck owners and operators) and local fleets for incentive funds, prioritizing zero emission trucks where commercially available (e.g., Class 6 or below).	South Coast AQMD	Amount of truck incentive outreach in SELA	3 rd quarter, 2021	4 th quarter, 2025
G	Conduct outreach to the SELA community to provide information to the community about battery electric, fuel cell, and hybrid options and incentives available to encourage replacement of older polluting light duty vehicles with cleaner vehicles, and work with partners to increase	South Coast AQMD	Number of outreach events	3 rd quarter 2022	1 st quarter 2025

³ CARB Enforcement will provide educational material for downloading and distributing, such as the “Community Idling Factsheet.”

⁴ CARB Enforcement will continue to support the community’s work with local municipalities by providing templates for, and when possible actual, “No Idling” signs for roadways and schools.

	the availability of publicly accessible electric vehicle and other alternative fueling stations in the community				
H	Identify freeway projects (e.g., freeway expansion projects) within the community that are circulated to South Coast AQMD for review under the California Environmental Act (CEQA)	South Coast AQMD	Monthly report to South Coast AQMD Mobile Source Committee	1 st quarter 2021	4 th quarter 2025
I	Conduct air monitoring in the community (e.g., along the Alameda corridor) to support implementation of truck emission reduction strategies and help track concentration trends of key indicator pollutants of truck emissions; and help to assess the impact of truck emissions on community exposure	South Coast AQMD	Conducting air measurements in the community Annual updates to the CSC	4 th quarter of 2020	4 th quarter 2025
J	Encourage the designation of clean truck lanes on the I-710 freeway.	South Coast AQMD	Number of comment letters submitted and meetings with land use and transportation agencies	1 st quarter 2021	4 th quarter 2025
K	Encourage the deployment of zero-emission trucks in the Southeast Los Angeles community where commercially available (e.g., Class 6 or below)	South Coast AQMD	Number of zero-emission and near-zero emission trucks incentivized in the SELA community	4 th quarter 2021	4 th quarter 2025

Table 2 – Goal: Reduce Catalytic Converter Theft in SELA

	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
L	CARB to pursue a catalytic converter theft deterrence and education program in SELA. ⁵	CARB	Creation of catalytic converter theft deterrence program	1 st quarter, 2021	4 th quarter, 2025

⁵ The program may be similar to the programs in other communities, such as City of El Segundo (<https://www.elsegundo.org/Home/Components/News/News/1449/268327>) that implemented “Etch and Catch” programs. These programs etch license plate information on the catalytic converters that act as a deterrent to device theft locally as well as aid the police in locating the vehicle from which it was stolen, if the criminal is caught.

Table 3 – Goal: Reduce Exposure to Truck Emissions

	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
M	Work with local school districts, and CSC members to identify and prioritize schools exposed to truck emissions that may benefit from installation of air filtration systems	South Coast AQMD	Complete identification and prioritization activity with CSC Number of schools that receive air filtration systems	1 st quarter, 2022	4 th quarter 2025

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CHAPTER 5C:

RENDERING FACILITIES

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Chapter 5c: Rendering Facilities

Community Concerns

The Southeast Los Angeles (SELA) community has five rendering facilities located in the emissions study area (ESA). Rendering facilities can emit odors from raw material receiving, processing operations, wastewater treatment, and other sources of fugitive odors at the facility.

The SELA community has expressed concern about odors from rendering facilities, particularly around schools. Community residents prioritized rendering facilities since these odors can cause adverse health effects such as coughing, sore throats, nausea, and respiratory irritations. Please see Appendix 5 – Rendering Facilities for more details.

Actions to Reduce Emissions or Exposure

To address community concerns about odors from rendering facilities in SELA, the CSC and South Coast AQMD developed five (5) actions for the Community Emissions Reduction Plan (CERP). The tables below provide goals, actions, metrics, and a timeline to achieve odor exposure reduction from rendering facilities.

Table 1- Goal: Reduce Odors from Rendering Facilities					
	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
A	Engage in community outreach and provide information on Rule 415 and how to file odor complaints	South Coast AQMD	Number of Rule 415 updates to community groups and CSC	1 st quarter, 2021	4 th quarter, 2025
B	Conduct air monitoring for VOCs and odorous compounds near each rendering facility and in the community to better characterize the emissions and to make data available to the public	South Coast AQMD	Begin conducting air measurements around rendering facilities	2 nd quarter, 2021	4 th quarter, 2025
C	Continue complaint response including SELA complaint tracking, provide timely updates to complainants, continue Rule	South Coast AQMD	Number of complaints responded to	1 st quarter, 2021	4 th quarter, 2025

	415 compliance inspections, and provide an annual summary of findings to the CSC. Collaborate with local land-use agencies and L.A. County Green Zones Program to identify proposed new rendering facility projects in the Southeast Los Angeles Community and identify South Coast AQMD rules that apply to the facilities		Updates to CSC about new rendering projects and collaborations with land-use agencies		
D	After the installation of the emissions controls (e.g., permanent total enclosures) required by Rule 415, work with the CSC to identify remaining odor concerns, evaluate the need for additional requirements to address odors, (e.g., conduct additional air monitoring for VOCs and odorous compounds) and establish a rule development schedule, if needed	South Coast AQMD	Number of odor complaints pre and post emission controls required by Rule 415 Additional metrics will be identified, if needed	1 st quarter, 2023	4 th quarter, 2023

Table 2- Goal: Reduce Exposure to Odors from Rendering Facilities

	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
E	Explore the development of an odor event notification system, for schools and sensitive receptors. Consult with Community Groups that work with schools on key considerations for an odor event notification system (e.g., objectives of the notification system), and update CSC biannually on odor event notification system progress.	South Coast AQMD	Biannual updates on odor event notification progress to the CSC	1 st quarter, 2021	4th quarter, 2021

CHAPTER 5D:

GREEN SPACES

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Chapter 5d: Green Spaces

Community Concerns

Green spaces such as parks and reserves, sporting fields, greenways and trails, and community gardens provide a variety of environmental benefits to residents. Green spaces may help lower air pollution,¹ reduce noise, and keep temperatures cool. Additionally, residents who live near green spaces may be encouraged to engage in physical activity which can improve physical health, reduce depression and anxiety, and improve cognitive function.² The CSC has prioritized increasing green spaces by conducting tree planting, establishing school gardens, installing vegetative buffers near freeways, greenways and/or tree canopy covers. Please see Appendix 5 – Green Spaces for more information.

Actions to Reduce Emissions or Exposure

To address community interest in increasing green space in SELA, the South Coast AQMD and the CSC developed four (4) actions for the Community Emissions Reduction Plan (CERP). The table below provides goals, actions, metrics, and a timeline to increase green space in SELA.

¹VOCs and NOx produce ozone and secondary organic aerosols in the presence of sunlight. Therefore, low VOC emitting trees should be planted so that they do not contribute to air pollution.

²C. Haaland and C.K. van den Bosch. Urban Forestry & Urban Greening 14 (2015) 760 – 771. <https://doi.org/10.1016/j.ufug.2015.07.009>. Accessed July 30, 2020.

Table 1 – Goal: Increase Green Space in SELA					
	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
A	Collaborate with land-use, state and local agencies (e.g., Public Works, Parks and Recreation), non-profit organizations, and the CSC to develop a list of low-VOC and drought tolerant trees	South Coast AQMD	Number of agencies and nonprofits identified Number of meetings with land-use agencies, state and local agencies, and nonprofit organizations Present the list of trees to the CSC	1 st quarter, 2022	4 th quarter, 2025
B	Evaluate opportunities to use future settlement funds to support community green space projects (e.g., bikeways, river paths, transit corridors).	South Coast AQMD	Report results of evaluation to CSC	2 nd quarter, 2021	2 nd quarter, 2022
C	Collaborate with nonprofits, local, and regional agencies to provide letters of support and air quality information for urban greening funding opportunities, including maintenance. Collaborate with nonprofits, local, and regional agencies to identify potential metrics to measure progress in increasing tree canopy in SELA.	South Coast AQMD	Number of support letters provided	1st quarter, 2021	4th quarter, 2025
D	Work with CSC, state, and local agencies to identify and prioritize locations for installing vegetative buffers near freeways, particularly near the I-710.	South Coast AQMD	Number of meetings, with land-use agencies, and state and local agencies to discuss vegetative buffers Prioritized list of potential locations for vegetative buffers	1 st quarter, 2022	4 th quarter, 2022

CHAPTER 5E:

METAL PROCESSING FACILITIES

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Chapter 5e: Metal Processing Facilities

Community Concerns

The Southeast Los Angeles (SELA) community and emission study area encompass approximately 130 metal processing facilities. The metal processing facilities in SELA conduct various operations, such as heat treating, melting, plating, finishing, machining, forging, cutting, shredding, grinding and recycling. Metal processing can be a source of toxic metal air pollutants, such as arsenic, cadmium, hexavalent chromium, lead and arsenic. A toxic metal air pollutant is a specific air pollutant which may cause or contribute to an increase in mortality or an increase in serious illness or pose a present or potential risk to human health.¹ South Coast AQMD, as well as other air agencies in California, rely on the Office of Environmental Health Hazard Assessment (OEHHA) to identify toxic air contaminants, the health effects and the methodology to estimate the health risks from toxic air contaminants. The SELA community has expressed concern about toxic air contaminants, such as hexavalent chromium, and are also concerned with emissions from metal recycling plants, metal dust, odors and noise. Please see Appendix 5 – Metal Processing Facilities for more information.

The CSC's goal is to eliminate community exposure to metal toxic air contaminants, odors and noise from metal processing facilities. The actions in Table 1 are aimed at achieving the community's goal, to the extent feasible.

Examples of Actions to Reduce Emissions or Exposure

To address community concerns about emissions from metal processing facilities in SELA, the CSC and South Coast AQMD developed eight (8) actions for the Community Emissions Reduction Plan (CERP). The table below provides goals, actions, metrics and a timeline to achieve the emission or exposure reductions from metal processing facilities.

¹ California Health and Safety Code, Section 39655, http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=39655&lawCode=HSC, Accessed September 2020

Table 1 – Goal: Reduce and Eliminate Exposure to Metal Toxic Air Contaminants to the Extent Feasible					
	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
A	<p>Conduct public outreach using plain language materials explaining various types of metal processing operations and rules that are currently regulating metal-related facilities</p> <p>Conduct an informational workshop for the public regarding various types of metal processing facilities in their neighborhood highlighting current and future South Coast AQMD regulatory efforts</p>	South Coast AQMD	<p>Development of outreach materials for metals-related rules</p> <p>Amount of materials distributed</p> <p>Number of outreach events</p> <p>Number of informational workshop participants</p>	1 st quarter, 2022	4 th quarter, 2022
B	Initiate rule development process to address housekeeping and best management practices at metal recycling plants to reduce fugitive emissions	South Coast AQMD	Number of updates to the CSC on rule making process	4 th quarter, 2021	4 th quarter, 2023
C	Work with the CSC and local land use agencies to identify all metal processing facilities within the SELA emissions study area and provide a list of South Coast AQMD rules applicable to the metal processing facilities identified, provide a three (3) year compliance history of the facilities, summarize emissions data and air monitoring data collected at or near facilities, and other sources of information	South Coast AQMD	<p>Develop metal processing facility list</p> <p>Provide applicable rules list, compliance history, air monitoring data, or other sources of information to the CSC</p>	2 nd quarter, 2021	2 nd quarter, 2022
D	<p>Based on the information from Action C above, work with the CSC to identify air quality issues related to metal processing facilities and work to prioritize them.</p> <p>Based on the prioritization of sources and their issues, identify potential strategies and approaches to address the issues</p>	South Coast AQMD	<p>Conduct CSC activity to prioritize sources of metal emissions</p> <p>Develop strategies list, if appropriate</p>	3 rd quarter, 2022	1 st quarter, 2023

E	Conduct air monitoring to help identify elevated levels of air toxic metals and support efforts to identify potential sources of emissions	South Coast AQMD	Conduct air monitoring to identify potential sources of metal emissions Report air monitoring results to CSC	1 st quarter, 2021	4 th quarter, 2025
F	Implement strategies and approaches based on the prioritization of sources and issues identified in Actions C and D.	South Coast AQMD	Present the CSC with results of evaluation	2 nd quarter, 2023	4 th quarter, 2023
G	Make referrals to the appropriate agencies when issues are found during inspections that fall outside of South Coast AQMD's jurisdiction (e.g., Water Board, DTSC, Cal-OSHA, local land-use agencies, and Public Health departments)	South Coast AQMD	Number of updates to the CSC regarding referrals	1 st quarter, 2021	4 th quarter, 2025
H	Pursue collaborations with local land-use agencies to provide outreach information to metal processing facilities on required South Coast AQMD permits.	South Coast AQMD	Number of meetings/outreach to land use agencies	1 st quarter, 2022	4 th quarter, 2025
I	Explore the development of e-mail notifications, for schools and sensitive receptors. Consult with Community Groups that work with schools on key considerations for the e-mail notifications (e.g., objectives of the notifications), and update CSC biannually on e-mail notifications progress	South Coast AQMD	Biannual updates to the CSC on e-mail notifications progress	1 st quarter, 2021	4 th quarter, 2021

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CHAPTER 5F:

RAILYARDS AND LOCOMOTIVES

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Chapter 5f: Railyards and Locomotives

Community Concerns

The Southeast Los Angeles (SELA) community boundary and emissions study area includes three railyards and a portion of the Alameda Corridor, which is an express railway that runs from the Ports of Long Beach and Los Angeles to Downtown Los Angeles. The SELA community expressed concerns about diesel emissions from older and idling locomotives, and from cargo-handling equipment at railyards. The community concerns are heightened due to projected increases in regional rail volumes resulting from growing levels of international trade.¹ Additional details on railyards and locomotives in SELA are available in Appendix 5 – Railyards and Locomotives.

Actions to Reduce Emissions or Exposure

To address community concerns about emissions from railyards and locomotives in SELA, South Coast AQMD developed eleven (11) actions for the Community Emissions Reduction Plan (CERP). The table below provides goals, actions, metrics, and a timeline to achieve the emission or exposure reductions due to railyard activities.

¹ Southern California Association of Governments, The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. <http://scagrtpsc.net/Documents/2016/final/f2016RTPSCS.pdf>. Accessed July 8, 2020.

Table 1 – Goal: Reduce Emissions from Railyards and Locomotives

	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
A	Conduct air monitoring around railyards and in the community to assess how railyard related emissions may contribute to the overall air pollution burden in this community	South Coast AQMD	Conducting air measurements around railyards	4 th quarter, 2020	4 th quarter, 2025
B	Use information collected from air monitoring and other sources of information to identify potential strategies to reduce emissions from railyards and the Alameda Corridor	South Coast AQMD	<ul style="list-style-type: none"> • Present air monitoring results to CSC • Present potential strategies to CSC 	4 th quarter, 2021	2 nd quarter, 2022
C	Continue to develop the Railyard Indirect Source Rule, which includes strategies such as addressing exposures from load testing and maintenance activities.	South Coast AQMD	Completion of the Railyard ISR	2 nd quarter, 2021	2 nd quarter, 2021
D	Through the development of the Railyard Indirect Source Rule, and incentive programs, pursue the replacement of older diesel-fueled equipment at railyards with lowest emissions technology available (e.g., replace diesel-fueled yard trucks with lowest or zero-emission yard trucks and replace locomotives with lowest emission locomotives)	South Coast AQMD	<ul style="list-style-type: none"> • Amounts of rail incentive dollars distributed • Amounts of rail emission reductions achieved 	1 st quarter, 2022	4 th quarter, 2025
E	CARB to present the Trucks Transport Refrigeration Unit (TRU) Regulation to their Board to begin the transition of TRUs to zero-emission technologies and require use of lower global warming potential refrigerants ²	CARB	Bring Trucks TRU Regulation to CARB Board	2021	2022
F	CARB to present a regulation to their Board to transition the drayage truck fleet to zero-emission technologies by 2035 ³	CARB	Bring Advanced Clean Fleets regulation to CARB Board	2021	2022

² CARB, New Transport Refrigeration Unit Regulation in Development. <https://ww2.arb.ca.gov/our-work/programs/transport-refrigeration-unit/new-transport-refrigeration-unit-regulation>. Accessed October 13, 2020.

³ CARB, Advanced Clean Fleets. <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets>. Accessed October 13, 2020.

G	CARB to present a regulation to their Board for cleaner locomotive operations throughout the state ⁴	CARB	Bring In-Use Locomotive Regulation to CARB Board	2022	2023
H	CARB to present regulatory amendments to their Board for cleaner cargo handling equipment and facility infrastructure requirements at ports and railyards ⁵	CARB	Bring regulatory amendments for cleaner cargo handling equipment and facility infrastructure at ports and railyards before the CARB Board	2023	2024
I	CARB to prioritize the SELA community for enforcement of the TRU Regulation with semi-annual inspections and report the compliance rate to CSC	CARB	Number of inspections Report compliance rate to CSC	2021	2025+
J	CARB to prioritize the SELA community for enforcement of the Cargo Handling Equipment (CHE) Regulation by conducting an annual audit for each railyard detailing: <ul style="list-style-type: none"> ○ Total number of regulated pieces of equipment – both yard and non-yard trucks at each rail facility ○ Compliance rates for opacity and performance standards at each rail yard 	CARB	Develop audit summary for each railyard Present audit results at CSC	2021	2025+
K	CARB, in coordination with South Coast AQMD, to conduct community outreach on locomotive idling regulations and how to file complaints	CARB South Coast AQMD	Number of outreach events or updates on locomotive idling to community groups and CSC	1 st quarter 2022	1 st quarter 2025

⁴ CARB, Concepts to Reduce Emissions from Locomotives and Railyard. <https://ww2.arb.ca.gov/our-work/programs/reducing-rail-emissions-california/concepts-reduce-emissions-locomotives-and>. Accessed October 13, 2020.

⁵ CARB, Cargo Handling Equipment. <https://ww2.arb.ca.gov/our-work/programs/cargo-handling-equipment>. Accessed October 13, 2020.

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CHAPTER 5G:

GENERAL INDUSTRIAL FACILITIES

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Chapter 5g: General Industrial Facilities

Community Concerns

The Southeast Los Angeles (SELA) community and emissions study area encompass approximately two hundred industrial facilities and related commercial activities. The industrial facilities in SELA include numerous facility types that conduct a wide variety of processes. The SELA CSC has expressed concerns about emissions from oil and gas facilities, chemicals, autobody shops, construction activities, waste transfer stations, fugitive dust from wood and glass processing facilities, and VOC emissions from industrial facilities.

Examples of Actions to Reduce Emissions or Exposure

To address community concerns about emissions from general industrial facilities in SELA, the CSC and South Coast AQMD developed actions (or policies) for the Community Emissions Reduction Plan (CERP). The table below provides goals, actions, metrics, and a timeline to achieve the emission or exposure reductions from general industrial facilities.

Table1 – Goal: Reduce Emissions from General Industrial Facilities					
	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
A	<p>Develop an informational handout that describes the types of general industrial facilities within the emissions study area, sources of emissions at the facilities, and existing air monitoring efforts.</p> <p>Conduct an annual community workshop with CARB to educate the community on the Criteria Pollutant and Toxics Emissions Reporting (CTR) process and share the data that has been collected from facilities in the SELA community. South Coast AQMD and CARB to help community interpret results and identify industrial facilities with highest toxics emissions.</p>	South Coast AQMD, CARB	<p>Development of general industrial facilities document</p> <p>Conduct CTR Public Workshop and identify industrial facilities of highest concern</p>	<p>1st quarter, 2021</p> <p>4th quarter, 2021</p>	<p>2nd quarter, 2021</p> <p>4th quarter, 2025</p>

B	Work with the CSC and local agencies (e.g., L.A. County Industrial Use Task Force) to identify industrial facilities of concern within the SELA emissions study area, provide a list of South Coast AQMD rules applicable to the industrial facilities identified, provide a three (3) year compliance history of the facilities, summarize available emissions data and air monitoring data collected at or near facilities, and other sources of information.	South Coast AQMD	Develop general industrial facility list Provide applicable rules list, compliance history, air monitoring data, or other sources of information to the CSC	1 st quarter, 2021	3 rd quarter, 2022
C	Based on the information from Action B above, work with the CSC to prioritize emissions sources and identify potential air monitoring (conduct air monitoring, where feasible), emissions and exposure reduction measures, or identify opportunities to use incentive funds to encourage the adoption of technologies above and beyond rule requirements, if necessary.	South Coast AQMD	Conduct CSC activity to prioritize emissions sources for further investigation Identify emissions and exposure reduction measures, if necessary	3 rd quarter, 2021	4 th quarter, 2021
D	Identify emissions and exposure reduction measures that require South Coast AQMD Governing Board action in the annual CERP progress report to the Board	South Coast AQMD	Identify measures requiring Board action in the annual CERP progress report	1 st quarter, 2022	4 th quarter, 2022

CHAPTER 6:

COMMUNITY AIR MONITORING PLAN (CAMP) SUMMARY

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Chapter 6: Community Air Monitoring Plan (CAMP) Summary

The Community Air Monitoring Plan (CAMP) for the Southeast Los Angeles (SELA) community has been developed through close collaboration between the Community Steering Committee (CSC) and South Coast AQMD staff. It outlines the objectives and strategies for monitoring air pollution in the community based on the air quality priorities identified by the CSC. Air monitoring plays an important role in enhancing our understanding of air pollution in SELA and supporting effective actions to reduce emissions and exposure within the community. Air monitoring can provide valuable information about sources of air pollution, types of air pollutants, and their impacts in the community. Information that is collected from air monitoring can also help track the progress of emissions and exposure reduction strategies developed by the CSC in the Community Emissions Reduction Plan (CERP). Air monitoring strategies are included in the actions described in Chapters 5b Truck Traffic and Freeways, 5c Rendering Facilities, 5e Metals, and 5f Railyards and Locomotives. Air monitoring could also become a strategy to address emissions from general industrial sources based on the outcome of the actions defined by the CSC for this air quality priority. The air monitoring actions are designed to support the strategies in the CERP that address the specific air quality priorities.

Overall, while the CERP and CAMP are separate documents, they work hand-in-hand to help achieve and track emissions and exposure reductions designed to improve local air quality in SELA. It is critical to develop a scientific air monitoring approach and use appropriate monitoring methods and equipment to satisfy the community-specific air monitoring objectives. SELA covers a large geographical area that is affected by a variety of air pollution sources. Consequently, multiple air monitoring methods are necessary to address the community's air quality priorities. These methods include mobile and fixed-site air monitoring that can be supplemented by low-cost air quality sensors. Mobile air monitoring can be conducted using real-time instruments to allow for wide scale community air pollution mapping, help identify air pollution hotspots and provide more detailed information about air pollution levels at specific locations, at specific times. Fixed site air monitoring can be strategically placed at specific locations near one or more potential stationary air pollution sources of interest to better characterize emissions and provide information about air pollution exposures. Additionally, deploying low-cost air quality sensors can supplement the overall monitoring efforts by improving the geographical coverage in the community and providing real-time air pollution information, but only for a limited number of pollutants (e.g. PM_{2.5}). A detailed description of air pollutants to be measured and types of monitoring methods and technologies to be deployed in SELA is provided in Appendix 6 of the CAMP.

Overall, community air monitoring will implement the recommendations provided in CARB's "Community Air Protection Blueprint"ⁱ, support the implementation of the CERP, and track the progress towards improved air quality in the SELA community.

ⁱ CARB (2018) *Community Air Protection Blueprint*. Available at: <https://ww2.arb.ca.gov/our-work/programs/community-air-protection-program/community-air-protection-blueprint>.

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APPENDIX 2:

COMMUNITY OUTREACH,
COMMUNITY STEERING
COMMITTEE AND PUBLIC PROCESS

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Southeast Los Angeles (SELA)

The Southeast Los Angeles (SELA) Community Outreach Summary includes an overview of the public engagement efforts and the Community Steering Committee (CSC) process that has been integral in the development of the CERP. This Appendix contains additional information on committee documents, meeting materials, and additional community engagement. Many of these materials are posted on the community’s webpage:

<http://www.aqmd.gov/nav/about/initiatives/community-efforts/environmental-justice/ab617-134/southeast-los-angeles>

Table 2-1: Community Steering Committee Meeting Schedule for SELA

Meeting #	Date and Location	Approximate # of Attendees
Kick-off	January 9, 2020 Sale Lake Park, Huntington Park	65
1	February 6, 2020 Veterans Park, Bell Gardens	60
2	May 7, 2020 Virtual Zoom Webinar	85
3	June 11, 2020 Virtual Zoom Webinar	80
4	July 23, 2020 Virtual Zoom Webinar	80
5	August 27, 2020 Virtual Zoom Webinar	80
6	September 17, 2020 Virtual Zoom Webinar	80
7	October 8, 2020 Virtual Zoom Webinar	85
8	October 29, 2020 Virtual Zoom Webinar	65
CERP Question & Answer Session	November 5, 2020 Virtual Zoom Webinar	42
9	November 18, 2020 Virtual Zoom Webinar	TBD

Table 2-2: CSC Roster for the SELA community¹

Affiliation	Additional Affiliation	Primary Member	Alternate Member
Active Residents			
Active Resident – Bell Gardens		Jocelyn Del Real	Javier Garay
Active Resident – Bell Gardens		Maria Davalos	
Active Resident – Florence-Firestone	Communities for a Better Environment (CBE)	Dayana Ortega	
Active Resident – Florence-Firestone	CALSTART	Niki Okuk	
Active Resident – Huntington Park		Citlalli Gutierrez	Esmeralda Ponce
Active Resident – Huntington Park		Amanda Pantoja	
Active Resident – Huntington Park	SELA Collaborative	Jashin Liberto	
Active Resident – Huntington Park		Lena Ruvalcaba	Brittany Rivera
Active Resident – South Gate	Community Environmental Health Action Team (CEHAT)	Lizette Ruiz	
Active Resident – South Gate		Jesus Ortiz	
Active Resident – South Gate		Natalie Martinez	Brianna Guzman
Active Resident – South Gate	South Gate Running Community, South Gate Chamber of Commerce, South Gate Women’s Club, South Gate Multi-Cultural Club	Melissa Peralta Alvarado	
Active Resident – South Gate		Jasmine Beltran	
Active Resident – South Gate		Maria del Pilar Avalos	
Community Organization			
Community Environmental Health Action Team (CEHAT)	Active Resident – South Gate	Diego Retamoza	
Communities for a Better Environment (CBE)	Active Resident – South Gate	Dilia Ortega	Milton Hernandez-Nimatuj

¹ This roster was last updated September 17, 2020 at CSC Meeting #6.

East Yard Communities for Environmental Justice	Active Resident – Bell Gardens	Laura Cortez	Janet Valenzuela
Florence-Firestone Community Leaders	Active Resident – Florence-Firestone	Martha Escobedo	
SELA Collaborative		Dr. Wilma Franco	
Strong Women Healing Their Community	MBC-Education, Jovenes Escritores Latinoamericanos	Miriam Burbano	
Elected Officials			
Mayor of Cudahy	Active Resident - Cudahy	Elizabeth Alcantar	Cynthia Romero
Senator Lena Gonzalez – District 33 Representative		Leoda Valenzuela	
Assemblymember Miguel Santiago – District 53 Representative		Jorge Adame	
Assemblymember Cristina Garcia – District 58 Representative		Evelyn Nuno	
Assemblymember Anthony Rendon – District 63 Representative		Adrian Landa	
Agency, School, University or Hospital			
Department of Toxic Substances Control	Active Resident - Cudahy	Fatima Carrera	
Los Angeles County Department of Public Health		Samir Patel	Barbara DeRidder
Los Angeles County Department of Regional Planning		Tahirah Farris	
Gateway Cities Council of Governments		Stephanie Cadena	
Business, Business Organization or Labor Organization			
BNSF Railway		Lena Kent	

Farmers Insurance	Strong Women Healing Their Community	Karla Cruz	
Morales Galindo Marketing Group		Rudy Morales	
Shultz Steel		Peter Nash	
SoCalGas		Edith Moreno	Denise Campos
South Gate Chamber of Commerce	Active Resident – Huntington Park	Ana Elizarraras	
Former Members			
BNSF Railway		LaDonna DiCamillo	
South Gate Chamber of Commerce		Janet Torres	

CHARTER

A Charter was developed by South Coast AQMD and CSC member to cover committee objectives, roles and responsibilities, meeting frequency, meeting dates, times, and locations, etc.

English: <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/charter-feb-2020.pdf>

Spanish: <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/charter-feb-2020-span.pdf>

SIGN-IN SHEETS

At every CSC meeting, members of the CSC and public were requested to sign in. The initial community kick-off meeting and the first meeting of the SELA CSC were in-person meetings, but the rest of the meetings were held virtually via zoom webinars. Thus, the zoom attendance report is included for each virtual meeting.

(attached)

AGENDAS

Prior to every CSC meeting, the meeting agenda was emailed to CSC members and interested parties as well as posted online in English and Spanish.

<http://www.aqmd.gov/nav/about/initiatives/community-efforts/environmental-justice/ab617-134/southeast-los-angeles>

(attached)

MEETING DATES, TIMES, LOCATION

Recent and upcoming activities regarding the SELA community, including interactive maps, the discussion draft of the CERP and CAMP, all meeting invitations, presentations, materials and summary notes can be found on South Coast AQMD's website:

<http://www.aqmd.gov/nav/about/initiatives/community-efforts/environmental-justice/ab617-134/southeast-los-angeles>

Specific links for meeting flyers, presentations, and meeting summaries are listed below.

Table 2-3: Meeting Dates, Times, and Locations

Meeting Type / CSC Meeting #	Date and Location	Approximate # of Attendees	Approximate # of CSC Attendees	Meeting Flyer Invitation	Presentation Links	Meeting Summary/Notes Links
Public Workshop Community Kick-Off Meeting	January 9, 2020 at the Salt Lake Park Recreation Center, Huntington Park	65	n/a	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/flyer-jan9-2020.pdf?sfvrsn=8	English: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/presentation-jan9-2020.pdf?sfvrsn=8 Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/presentation-jan9-2020-span.pdf?sfvrsn=8	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/summary-jan9-2020.pdf?sfvrsn=9
CSC #1	February 6, 2020 Veterans Park, Bell Gardens	60	36	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/flyer-feb6-2020.pdf?sfvrsn=8	English: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/meeting-presentation---february-6-2020.pdf?sfvrsn=14 Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/presentation-feb6-2020-span.pdf?sfvrsn=20	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/summary-feb6-2020.pdf?sfvrsn=8
CSC #2	May 7, 2020, Virtual	80		http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/flyer-may7-2020.pdf?sfvrsn=8	English: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/meeting-summary---may-7-2020.pdf?sfvrsn=8	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/meeting-summary---may-7-2020.pdf?sfvrsn=8

	Zoom Webinar		27	t-los-angeles/flyer-may-7-2020.pdf?sfvrsn=14	<p>134/steering-committees/south-east-los-angeles/presentation-may-7-2020.pdf?sfvrsn=8</p> <p>Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/south-east-los-angeles/presentation-may-7-2020-span.pdf?sfvrsn=8</p>	
CSC #3	June 11, 2020, Virtual Zoom Webinar	80	21	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/meeting-flyer-feb21-2019.pdf?sfvrsn=8	<p>English: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/south-east-los-angeles/presentation-june11-2020.pdf?sfvrsn=8</p> <p>Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/south-east-los-angeles/presentation-june11-2020-span.pdf?sfvrsn=9</p>	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/summary-june11-2020.pdf?sfvrsn=8
CERP Public Workshop / CSC #4	July 23, 2020 Virtual Zoom Webinar	80	23	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/flyer-july23-2020.pdf?sfvrsn=8	<p>English: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/south-east-los-angeles/presentation-july23-2020.pdf?sfvrsn=8</p> <p>Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/south-east-los-angeles/presentation-july23-2020-span.pdf?sfvrsn=9</p>	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/summary-july23-2020.pdf?sfvrsn=8

					617-ab-134/steering-committees/southeast-los-angeles/presentation-july23-2020-span.pdf?sfvrsn=8	
CERP Public Workshop / CSC #5	August 27, 2020 Virtual Zoom Webinar	80	25	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/meeting-flyer-august-27-2020.pdf?sfvrsn=8	English: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/presentation-aug27-2020.pdf?sfvrsn=20 Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/presentation-aug27-2020-span.pdf?sfvrsn=26	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/summary-aug27-2020.pdf?sfvrsn=9
CERP Public Workshop / CSC #6	Sept. 17, 2020 Virtual Zoom Webinar	80	24	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/flyer-sept17-2020.pdf?sfvrsn=8	English: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/presentation-sept17-2020.pdf?sfvrsn=8 Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/presentation-sept17-2020-span.pdf?sfvrsn=8	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/summary-sept17-2020.pdf?sfvrsn=8
CSC #7	October 8, 2020	80		http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-	English: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-

	Virtual Zoom Webinar		24	committees/southeast-los-angeles/flyer-oct8-2020.pdf?sfvrsn=8	617-ab-134/steering-committees/southeast-los-angeles/presentation-oct8-2020.pdf?sfvrsn=8 Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/presentation-oct8-2020-span.pdf?sfvrsn=8	angeles/summary-oct8-2020.pdf?sfvrsn=8
CSC #8	October 29, 2020 Virtual Zoom Webinar	65	20	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/flyer-oct29-2020.pdf?sfvrsn=8	English: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/agenda-oct29-2020.pdf?sfvrsn=8 Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/agenda-oct29-2020-span.pdf?sfvrsn=8	
CERP Question & Answer Session	November 5, 2020 Virtual Zoom Webinar	42	4	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/flyer-nov5-2020.pdf?sfvrsn=14	n/a	n/a
CSC #9	November 18, 2020 Virtual Zoom Webinar	65		http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/flyer-nov18-2020.pdf?sfvrsn=14	English: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/agenda-nov18-2020.pdf?sfvrsn=14	

					nov-9-2020.pdf?sfvrsn=8 Spanish: http://www.agmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/agenda-nov9-2020-span.pdf?sfvrsn=8	
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MEETING INTERPRETATION

Spanish interpretation was available at each kick-off meeting and CSC meeting. The following interpreters were contracted through California Certified Interpreters and provided their interpretation services at the various SELA CSC meetings:

Table 2-4: Meeting Interpreters

Alejandro Franco	Monica Desiderio	Madeline Rios
Patricia Hyatt	Estela Moll	Edna L. Santizo

MEETING FACILITATION

The first two CSC meetings, occurring on February 6th and May 7th, were facilitated by Valerie Martinez of VMA Communications (www.vmapr.com). The next seven CSC meetings were facilitated by Gina Triviso, Community Liaison for the SELA community.

Figure 2-1: Facebook Live Screen Shot of a SELA CSC Meeting



Figure 2-2: Screen Shot of Community AB 617 Webpage Created for SELA

Southeast Los Angeles (SELA)

Interactive Maps

- [Story Map](#) - SELA Land Use Air Pollution Sources and Places Where Sensitive Individuals Spend Time

Informational Handouts

- Air Quality Priorities - [English \(PDF\)](#) [Español \(PDF\)](#)
- [Rendering Facilities and Rule 415](#) - English/Español (PDF)
- [SELA Vehicle Registration by Model Year](#) (PDF)

Recent & Upcoming Activity

Next Scheduled meeting:

4:00 – 6:00 p.m., Thursday, October 29, 2020 - Community Steering Committee Remote Meeting
 Zoom Link: <https://scaqmd.zoom.us/j/99752275229>
 Zoom Webinar ID: 997 5227 5229
 Teleconference Dial In: +1 669 900 6833
 Spanish Meeting ID: 932 0955 9643
 English Meeting ID: 997 5227 5229

- Meeting Flyer: [English/Español \(PDF\)](#)

Table 2-5: Technical Advisory Group Meetings in 2019-2020

Meeting #	Date	Approximate Attendees
1	February 27, 2019	45
2	May 29, 2019	45
3	July 18, 2019	40
4	July 31, 2020	40
5	October 23, 2020	40

Table 2-6: AB 617 Technical Advisory Group (TAG) Roster as of October 23, 2020

Name	Affiliation	Community
Jesse Marquez	Coalition for a Safe Environment	Wilmington, Carson, West Long Beach
Erica Blyther	City of Los Angeles	Wilmington, Carson, West Long Beach
Jill Johnston	University of Southern California	Wilmington, Carson, West Long Beach
Tim DeMoss (Alternate for Erica Blyther)	Port of Los Angeles	Wilmington, Carson, West Long Beach
Ryan Sinclair	Loma Linda University	San Bernardino, Muscoy/ Eastern Coachella Valley
Andreas Beyersdorf	California State University, San Bernardino	San Bernardino, Muscoy
Tammy Yamasaki	Southern California Edison	San Bernardino, Muscoy
Hector Garcia	Our Lady of Victory	East LA, Boyle Heights, West Commerce
Rafael Yanez	Active Resident	East LA, Boyle Heights, West Commerce
Aaron Rojas	Tribal Air Technician, Twenty-Nine Palms Band of Mission Indians	Eastern Coachella Valley
Ryan Sinclair	Loma Linda University	
Lilian Garcia	Active Resident	Eastern Coachella Valley
Laura Cortez	East Yard Communities for Environmental Justice	Southeast Los Angeles
Rudy Morales	Morales Galindo Group	Southeast Los Angeles
Manuel Pastor	Univ. Southern California, Sociology and American Studies & Ethnicity	Technical Expert
Scott Fruin	Univ. Southern California, Preventive Medicine	Technical Expert
Luis Portillo	Inland Empire Partnership	Technical Expert
Cesunica (Sunny) Ivey	UC Riverside	Technical Expert
Ken Davidson	US EPA Region 9 Air Division, Air Toxics, Radiation, and Indoor Air Office	Technical Expert

Name	Affiliation	Community
Janet Whittick	California Council for Environmental and Economic Balance (CCEEB)	Technical Expert
Melissa Lunden	Aclima	Technical Expert

ADDITIONAL OUTREACH

South Coast AQMD staff had more than 40 in-person, phone, or Zoom meetings with CSC members

Table 2-7: South Coast AQMD Staff Additional Outreach

Date	Meeting
1/21/20	Call with Victor Ferrer
1/23/20	Call with Victor Ferrer
1/24/20	Call with Martha Escobedo
1/30/20	Call with Bertha Martinez
1/30/20	Call with Edith Moreno
1/30/20	Call with Janet Torres
2/4/20	Call with Jasmine Beltran
2/5/20	Call with Karla Cruz
2/6/20	Call with Peter Nash
2/25/20	Call with Melissa Peralta Alvarado
2/25/30	Call with Martha Escobedo
3/4/20	Call with Victor Ferrer
3/11/20	Call with Martha Escobedo
4/21/20	Call with Maria Davalos
4/21/20	Call with Jocelyn Del Real
4/21/20	Call with Maria del Pilar Avalos
4/22/20	Call with Amanda Pantoja
4/22/20	Call with Jashin Liberto
4/22/20	Call with Diego Retamoza
5/6/20	Call with Rudy Morales
5/6/20	Call with Victor Ferrer
6/10/20	Call with Amanda Pantoja
6/11/20	Zoom meeting with Amanda Pantoja
7/21/20	Zoom meeting with Miriam Burbano

Date	Meeting
8/4/20	Call with Rudy Morales
8/18/20	Call with Rudy Morales
8/19/20	Call with Rudy Morales
8/21/20	Call with Ana Elizarraras
9/1/20	Call with Ana Elizarraras
9/2/20	Call with Jocelyn De Real
9/2/20	Call with Liz Ruiz
9/2/20	Zoom meeting with Rudy Morales
9/2/20	Call with Melissa Peralta Alvarado
9/2/20	Call with Jasmine Beltran
9/2/200	Call with Maria del Pilar Avalos
9/16/20	Zoom meeting with Jesus Ortiz
10/13/20	Zoom meeting with Edith Moreno
10/13/20	Zoom meeting with Laura Cortez
10/14/20	Zoom meeting with Dilia Ortega
10/14/20	Zoom meeting with Liz Ruiz
10/15/20	Call with Niki Okuk
10/22/20	Zoom meeting with CARB staff, Jasmine Beltran, Jesus Ortiz, Liz Ruiz, & Victor Ferrer
10/23/20	Call with Rudy Morales
10/28/20	Zoom meeting with Jasmine Beltran
11/17/20	Zoom meeting with Jesus Ortiz

ADDITIONAL COMMUNITY ENGAGEMENT

South Coast AQMD staff attended various meetings hosted by community organizations and local government agencies in order to better understand the unique issues facing SELA.

Table 2-8: South Coast AQMD Additional Community Engagement

Date	Meeting
1/17/20	City of Cudahy Town Hall Meeting
1/23/20	Meeting with staff from U.S. Representative Nanette Diaz Barragán’s office
2/5/20	“Speaker Series Luncheon” held by South Gate Rotary Club and South Gate Chamber of Commerce
3/4/20	Gateway Cities Council of Governments Joint Meeting of the Board of Directors and Executive Committee via Zoom
5/6/20	Gateway Cities Council of Governments Joint Meeting of the Board of Directors and Executive Committee via Zoom

Date	Meeting
5/22/20	Zoom meeting with American Cancer Society
6/3/20	Gateway Cities Council of Governments Joint Meeting of the Board of Directors and Executive Committee via Zoom
6/4/20	Zoom Webinar "The Pandemic and Pollution: COVID-19 and Asthma" held by community organization WE ACT
7/1/20	Gateway Cities Council of Governments Joint Meeting of the Board of Directors and Executive Committee via Zoom
8/5/20	Gateway Cities Council of Governments Joint Meeting of the Board of Directors and Executive Committee via Zoom
8/19/20	Teleconference meeting "Advocacy and Activism at Work: Clean Air, Climate and Equity" held by the American Lung Association
9/2/20	Gateway Cities Council of Governments Joint Meeting of the Board of Directors and Executive Committee via Zoom
10/7/20	Gateway Cities Council of Governments Joint Meeting of the Board of Directors and Executive Committee



AB 617: Community Kick-off Meeting -- Los Angeles County -- January 9, 2020 -- 6:00 to 8:30 pm

Huntington Park Department of Parks and Recreation Bldg. - Social Hall

3401 E. Florence Avenue, Huntington Park, CA 90255

SIGNING YOUR NAME IS VOLUNTARY AND IS NOT REQUIRED TO ATTEND THIS MEETING

Cualquier persona puede participar en esta reunión sin necesidad de proveer la información requerida en este documento

PLEASE PRINT CLEARLY, AND COMPLETE ALL SECTIONS

POR FAVOR ESCRIBA CLARAMENTE Y COMPLETA TODAS LAS SECCIONES

Name Nombre	Title Título	Affiliation / Organization Afilación / Organización	Email Correo Electrónico	Phone Teléfono	Address/City/Zip Dirección/Ciudad/Código Postal
1 Rudy Morales	mgngs partner	Energy marketing group			
2 Janet Torres	Executive Director	South Gate Chamber			
3 William Allen	FFCL	Public Safety			
4 Nick V. Zemor	APS	CARB			
5 Steven Theodoros	ARE	CARB			
6 Victor Ferrer	city of South Gate	Management Analyst			
7 KEVIN AGUILAR	ADMIN. ANALYST	CITY OF HUNTINGTON PARK			
8 SHANK PATEL	ANALYST	LADPS			
9 Peter Nash	Plant Eng.	Shelly Steel Co.			
10 Tiffany Rann	Director	MPC			

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POR FAVOR ESCRIBA CLARAMENTE Y COMPLETA TODAS LAS SECCIONES

Name Nombre	Title Título	Affiliation / Organization Afilación / Organización	Email Correo Electrónico	Phone Teléfono	Address/City/Zip Dirección/Ciudad/Código Postal
1 M Kios	Interpreter	CA Certified Interpreters			
2 J Hernandez	CARB	CARB			
3 J Santos	CT	CT			
4 Denise Diaz	Vice	Mayor's Office			
5 Georgina CINDY DENIS	Field Deputy	Supervisor Hidalgo-Solis			
6 Milton Nnamji	—	TYCEJ			
7 Diana Ortega		CBE			
8 Silvia Trevino		BREATHE			
9 Maria Miranda					

②



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PLEASE PRINT CLEARLY, AND COMPLETE ALL SECTIONS

POR FAVOR ESCRIBA CLARAMENTE Y COMPLETA TODAS LAS SECCIONES

	Name Nombre	Title Título	Affiliation / Organization Afilación / Organización	Email Correo Electrónico	Phone Teléfono	Address/City/Zip Dirección/Ciudad/Código Postal
1	JESUS ORTIZ	STUDENT	N/A			
2	Dave Schelomo		CAKIS			
3	CRYSTAL REAL-CHEN	DR.	CARB			
4	Lillian Nunez		CARB			
5	Tammy Yamasaki	AQ Specialist	SCE			
6	Jorge Adame		AOS3			
7	Vanessa Valenzuela	PHN	DPH			
8	Jasmine Beltrán		City of Rosemead South Gate			
9	Jashin Liberto	Resident	Southwest LA Coalition			
10	RYAN ATENCIO	CARB	CARB			



AB 617: Community Kick-off Meeting -- Los Angeles County -- January 9, 2020 -- 6:00 to 8:30 pm

Huntington Park Department of Parks and Recreation Bldg. - Social Hall

3401 E. Florence Avenue, Huntington Park, CA 90255

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PLEASE PRINT CLEARLY, AND COMPLETE ALL SECTIONS

POR FAVOR ESCRIBA CLARAMENTE Y COMPLETA TODAS LAS SECCIONES

	Name Nombre	Title Título	Affiliation / Organization Afilación / Organización	Email Correo Electrónico	Phone Teléfono	Address/City/Zip Dirección/Ciudad/Código Postal
1	Cristali Gutierrez					
2	Ashley Orona		Juntos Florence- Firestone Together			
3	NIKI OKUYK	PM	calstart			
4	Carolina Quijada	Field Deputy	Congresswoman Roybal-Atland			
5	Hahirah Ferrir	Regional Planner	LA County Regional Planning			
6	Patty Senecal	WSPA				
7	FRANCISCO COPAZ	WSPA				
8	Bertha Martinez	Teacher				
9	Edm Morand					
10						



AB 617: Community Kick-off Meeting -- Los Angeles County -- January 9, 2020 -- 6:00 to 8:30 pm

Huntington Park Department of Parks and Recreation Bldg. - Social Hall

3401 E. Florence Avenue, Huntington Park, CA 90255

SIGNING YOUR NAME IS VOLUNTARY AND IS NOT REQUIRED TO ATTEND THIS MEETING

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PLEASE PRINT CLEARLY, AND COMPLETE ALL SECTIONS

POR FAVOR ESCRIBA CLARAMENTE Y COMPLETA TODAS LAS SECCIONES

	Name Nombre	Title Título	Affiliation / Organization Afilación / Organización	Email Correo Electrónico	Phone Teléfono	Address/City/Zip Dirección/Ciudad/Código Postal
1	Crissellen	Community Liaison City of Maywood	Maywood			
2	Evelyn Nunez	Field Rep	Asm. Cristina Garcia			
3	Rafael YANEZ		City of LA			
4	Irma Galica	Field Rep	Asm. Jane Sawyer			
5	BILL Dewitt	CITY COUNCILMAN	CITY OF SOUTH GATE			
6	Lizette Ruiz	Environmental scientist	SG Resident, CEHA7 Member			
7	Alan Sako	Air Quality Scientist	ESA			
8	Diana Morales	Field Representative	Asm Anthony Rendon			
9						
10						



AB 617: Community Kick-off Meeting -- Los Angeles County -- January 9, 2020 -- 6:00 to 8:30 pm

Huntington Park Department of Parks and Recreation Bldg. - Social Hall

3401 E. Florence Avenue, Huntington Park, CA 90255

SIGNING YOUR NAME IS VOLUNTARY AND IS NOT REQUIRED TO ATTEND THIS MEETING

Cualquier persona puede participar en esta reunión sin necesidad de proveer la información requerida en este documento

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POR FAVOR ESCRIBA CLARAMENTE Y COMPLETA TODAS LAS SECCIONES

	Name Nombre	Title Título	Affiliation / Organization Afilación / Organización	Email Correo Electrónico	Phone Teléfono	Address/City/Zip Dirección/Ciudad/Código Postal
1	DeCarmo La Donna		BNSF Rugby			
2	Fatima Camera		DISC			
3	MARITZA ESLUSOS		CBE FFCL			
4						
5						
6						
7						
8						
9						
10						



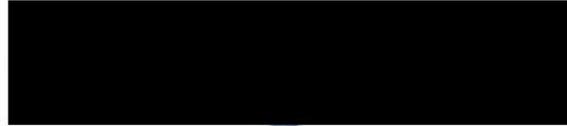
CONGRESSWOMAN NANETTE DIAZ BARRAGAN
41ST DISTRICT, CALIFORNIA

PATRICIA CAMACHO
SENIOR CASEWORKER
HARLO ESPANOL



REGINALD BYRON JONES-SAWYER, SR.
ASSEMBLYMEMBER, 49TH DISTRICT

IRMA GALICIA
FIELD REPRESENTATIVE



Bill De Witt
Council Member



CONGRESSWOMAN LUCILLE ROYBAL-ALLARD
40TH DISTRICT, CALIFORNIA

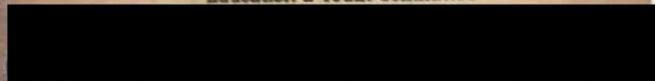
CAROLINA QUIJADA
FIELD DEPUTY



Belén Bernal
Mayor



Florence-Firestone
Community Leaders
Martha Escobedo
Education & Youth Committee



SOUTHEAST LOS ANGELES COUNTY

scadena@gatewaycog.org



Stephanie Cadena
Assistant Planner

GATEWAY CITIES
COUNCIL OF GOVERNMENTS

16401 Paramount Boulevard ■ Paramount, California 90723

[Redacted]

Silvia Treviño
Community Outreach Coordinator

BREATHELA.ORG

5858 Wilshire Blvd.
Suite 300
Los Angeles, CA 90036



BREATHE
CALIFORNIA
of Los Angeles County

[Redacted]



Department of
Toxic Substances
Control

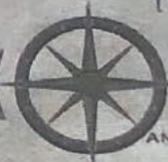
Fatima A. Carrera
Environmental Scientist
Site Mitigation and Restoration Program

[Redacted]

www.dtsc.ca.gov
9211 Oakdale Avenue
Chatsworth, CA 91311

[Redacted]

Gira, confirm receipt of form



MAKING A DIFFERENCE
BY GETTING INVOLVED

WILLIAM O ALLEN
FLORENCE FIRESTONE COMMUNITY LEADERS

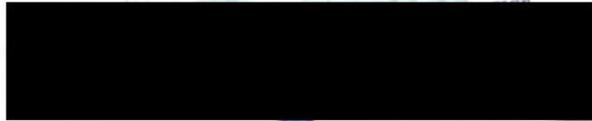
ANTWERP ENVIRONMENTAL BLOCK ORGANIZATION

[Redacted]



TOM DALY
ASSEMBLYMEMBER, 69TH DISTRICT

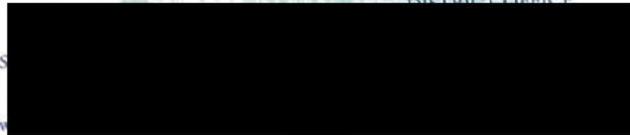
AVELINO VALENCIA III
PRINCIPAL FIELD REPRESENTATIVE



MIGUEL SANTIAGO
ASSEMBLYMEMBER, 53RD DISTRICT

JORGE ADAME
FIELD REPRESENTATIVE

DISTRICT OFFICE

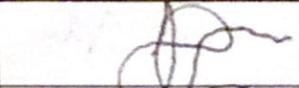
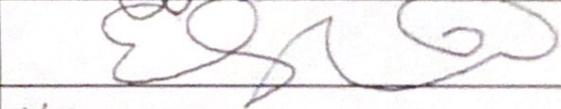
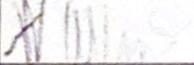
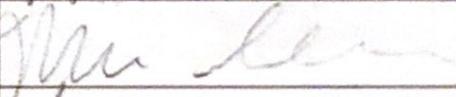
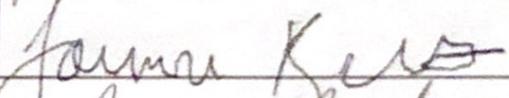
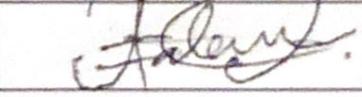
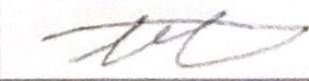
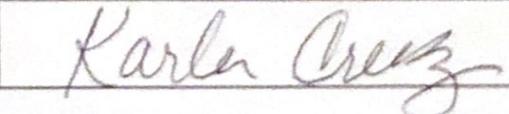


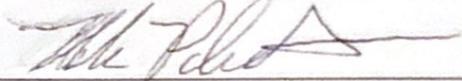
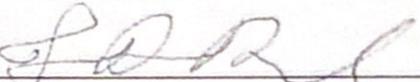
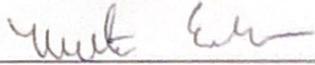
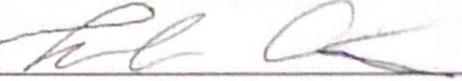
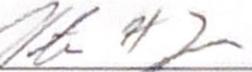
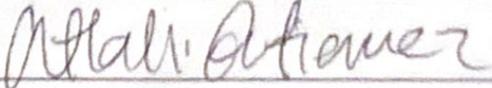
AB 617: Community Steering Committee Meeting

Southeast LA (SELA)

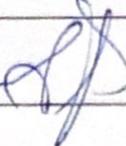
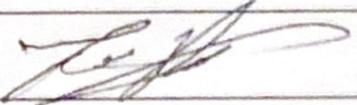
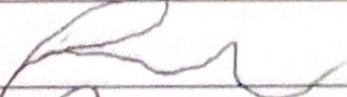
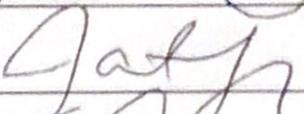
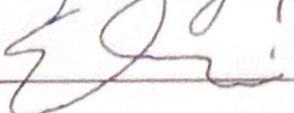
February 6, 2020 -- 6:00 PM to 8:30 PM

Ross Hall at Veterans Park - 6662 Loveland St., Bell Gardens, CA 90201

Representative	Affiliation	Signature
Jorge Adame	Assemblymember Miguel Santiago – District 53 Representative	
Elizabeth Alcantar	Mayor of Cudahy	
William Allen	Florence-Firestone Community Leaders	
Melissa Peralta Alvarado	South Gate Resident	
Jasmine Elisa Beltran	South Gate Resident	
Miriam Burbano	Strong Women Healing Their Community	
Fatima Carrera	Department of Toxic Substances Control	
Laura J. Cortez	East Yard Communities for Environmental Justice	
Karla Cruz	Farmer's Insurance	

Representative	Affiliation	Signature
Maria Davalos	South Gate Resident	
Maria del Pilar Avalos	South Gate Resident	
Jocelyn Del Real	Bell Gardens Resident	
Barbara DeRidder	DPH	B DeRidder
LaDonna DiCamillo	BNSF Railway	
Martha Escobedo	FECL	
Tahirah Farris	Los Angeles County Department of Regional Planning	
Victor Ferrer	City of South Gate	
Luis Fuentes	United Service Workers West	
Javier Garay		
Citlalli Gutierrez	Huntington Park Resident	
Brianna Guzman		

Representative	Affiliation	Signature
Milton Hernandez-Nimatuj		
Adrian Landa	Assemblymember Anthony Rendon – District 63 Representative	<i>Adrian Landa</i>
Jashin Liberto	SELA Collaborative	
Natalie Martinez	South Gate Resident	<i>Natalie Martinez</i>
Bertha Martinez	Ellen Ochoa Learning Center in Cudahy	<i>Bertha Martinez</i>
Maria Miranda	Which school in Cudahy? <i>Miramonte Florence/Firestone</i>	<i>Maria Miranda</i>
Rudy Morales	Morales Galindo Marketing Group	<i>Rudy Morales</i>
Edith Moreno	SoCalGas	<i>Edith Moreno</i>
Peter Nash	Shultz Steel	<i>Peter Nash</i>
Evelyn Nuno	Assemblymember Cristina Garcia – District 58 Representative	<i>Evelyn Nuno</i>
Niki Okuk	Florence-Firestone Resident	<i>Niki Okuk</i>
Dayana Ortega	Florence-Firestone Resident	<i>Dayana Ortega</i>

Representative	Affiliation	Signature
Dilia Ortega	Communities for a Better Environment (CBE) Member	
Jesus Ortiz	South Gate Resident	
Amanda Pantoja	Huntington Park	
Samir Patel	Los Angeles County Department of Public Health	
Esmeralda Ponce		
Diego Retamoza	Community Environmental Health Action Team	
Brittany Rivera		
Cynthia Romero		
Lizette Ruiz	South Gate Resident	
Lena Ruvalcaba	South Gate Resident	
Janet Torres	South Gate Chamber of Commerce	
Leoda Valenzuela	Senator Lena Gonzalez – District 33 Representative	
Janet Valenzuela		



AB 617: Community Meeting -- Southeast LA -- February 6, 2020 -- 6:00 PM to 8:30 PM
Ross Hall at Veterans Park
6662 Loveland St., Bell Gardens, CA 90201

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POR FAVOR ESCRIBA CLARAMENTE Y COMPLETA TODAS LAS SECCIONES

	Name Nombre	Title Titulo	Affiliation / Organization Afilación / Organización	Email Correo Electrónica	Phone Teléfono	Address/City/Zip Dirección/Ciudad/Código Postal
1	Jeremy Herbert	Staff Air Pollution Specialist	CARB			
2	Dianne Sanchez	AQS specialist	S.C. AQMD			
3	Nish Krishnamurthy	AQS	S.C. AQMD			
4	Angela Haar	Principal Air Chemist	S.C. AQMD			
5	Hang Zhang	Sr Air Chemist	SCAQMD			
6	Steven Theantano	ARE	CARB			
7	Tibbany BAM	manager	Marathon			
8	CRYSTAL REU-CHEN	Dir.	CARB			
9	Payam Pakhira	Proj. Sup	AQMD			
10	TONY RIVERA	Public.				



AB 617: Community Meeting -- Southeast LA -- February 6, 2020 -- 6:00 PM to 8:30 PM

Ross Hall at Veterans Park

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Name Nombre	Title Título	Affiliation / Organization Afilación / Organización	Email Correo Electrónico	Phone Teléfono	Address/City/Zip Dirección/Ciudad/Código Postal
1 Yvonne Martinez Watson	Chair, Environmental Justice Com.	Sierra club Angeles Chap			
2 Silvia Trevino	Outreach Coordinator	BREATHE LA			
3 Elizabeth Tom	Environmental Consultant	Ramsball			
4 ANTONZO CHAPA	DISTRICT DIRECTOR	LA COUNTY SDD			
5 Advanture (CSC)	Office of the Speaker	Field Rep.			
6 MARK SHELDON	TECHNICAL CONSULTANT	SHELDON RESEARCH & CONSULTING			
7 Crisselle Delgado	Community Liaison	City of Maywood			
8 Wilma Franco	Exec. Dir.	SELA Collab.			
9 Fatima Camera (CSC)	Project manager	SELA resident			
10 Paula Torrado	Policy Analyst	PSR-LA			



AB 617: Community Meeting -- Southeast LA -- February 6, 2020 -- 6:00 PM to 8:30 PM

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1	Bernadette Shahin		Asociación			
2	David Salazar	ARSI	CARZ			
3	HUGO ESCOBAR	SUVA LA CAUSA	SUVA LA CAUSA			
4	Martha de la Cruz	public health	DOT			
5	RAFAEL YANEZ		CITY OF LA			
6	Lizette Ruiz (USC member)	S.G./env. scientist Resident	S.G. Resident			
7	HAILES SOTO	SENIOR MANAGEMENT ANALYST	CITY OF BELL GARDENS			
8	EDUARDO SUAREZ					
9						
10						

Dr. Wilma Franco, Ed.D.
DIRECTOR

   
www.selacolab.org

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Tiffany Rau
Director, Government & Public Affairs
Southern California

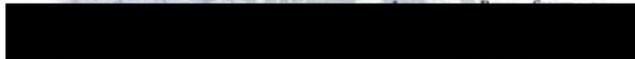


ANTHONY RENDON
ASSEMBLYMEMBER, SIXTY-THIRD DISTRICT

ADRIAN LANDA
FIELD REPRESENTATIVE

CAPITOL OFFICE

DISTRICT OFFICE


Adrian.Landa@asm.ca.gov

Bernadette Shahin
Senior Applications Manager

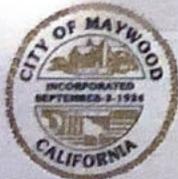
Aeroqual Inc.



 [in/bernadette-shahin](https://www.linkedin.com/in/bernadette-shahin)

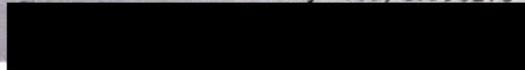
aeroqual.com

aeroqual



Gisselle S. Delgado
Community Services Liaison

City of Maywood

4319 E. Slauson Ave. • Maywood, CA 90270


SOUTHEAST LOS ANGELES COUNTY

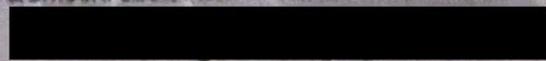
scadena@gatewaycog.org



Stephanie Cadena
Assistant Planner

GATEWAY CITIES

COUNCIL OF GOVERNMENTS

16401 Paramount Boulevard • Paramount, California 90723


AB 617 Meeting - Southeast Los Angeles (SELA)
CSC Meeting (05.07.20)

Webinar ID: 997 5227 5229

Attendee Name E-mail

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Joseph Hower
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Julia Montoya-Aguilera
Julie Cress
Julie Franco
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Kathryn Higgins
Kaya Allan Sugerman
Kelly Gamino
Krista Phipps
Kristy Monji
LaDonna DiCamillo
Laura Cortez
Laura Z. Schmidt
Lauren Daurio
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Lena Ruvalcaba
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Lisa O'Malley
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Tran Vo
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Veronica Edy
Victor Ferrer
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AB 617 Meeting - Southeast Los Angeles (SELA)
CSC Meeting (06.11.20)

Webinar ID: 997 5227 5229

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Hailes Soto	[REDACTED]

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Nish Krishnamurthy
Nahal Mogharabi
Niki Okuk
Nicholas Sanchez
Nicole Silva
Peter Nash
Peter Whittingham
Payam Pakbin
Pavan Rami
Paula Torrado
Madeline Rios
Robert Paud
Ricardo Rivera
Melissa Alvarado
Ruthanne Walker
Xilomen Rios
Lena Ruvalcaba
Ryan Atencio
Rainbow Yeung
Ross Zelen
Samir Patel
Sandy Blair
Steve Boddeker
Stephanie Cadena
Sheri Hanizavareh
Steven Theantanoo
Silvia Trevino
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Victor Juan
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S E L A

🏠 **Location:** Social Hall at Salt Lake Park
3401 E. Florence Ave., Huntington Park, CA 90255
📅 **Date/Time:** January 9, 2020
🕒 **AB 617 Community Kick-off Meeting**
6:00 p.m. to 8:30 p.m.

Southeast Los Angeles (SELA)
AB 617 Community Kick-off Meeting

Meeting Agenda

- 6:00 pm **Welcome**
- 6:10 pm **Introduction to South Coast AQMD**
- 6:20 pm **AB 617 - Overview**
- 6:30 pm **Community Steering Committee (CSC) Membership Process / Expectations**
- **CSC Interest Form (Due Date: Friday, January 16, 2020)**
- 6:40 pm **Community Emissions Reduction Plan (CERP) – Overview**
- 6:50 pm **Community Air Monitoring Plan (CAMP) – Overview**
- 7:00 pm **Questions & Answers**
- 7:10 pm **Public Comment**
- 7:20 pm **Workshop: CSC / CERP / CAMP**
- 8:30 pm **Adjournment**

For more information about AB 617, future meetings, or agenda items, please contact:

*Gina Triviso | Senior Public Information Specialist
909.396.2957 | gtriviso@aqmd.gov*



S E L A

🏠 **Location:** Social Hall at Salt Lake Park
3401 E. Florence Ave., Huntington Park, CA 90255

📅 **Date/Time:** January 9, 2020

🕒 **AB 617 Community Kick-off Meeting**
6:00 p.m. to 8:30 p.m.

Southeast Los Angeles (SELA)
Reunion Inicial del Programa AB 617

Agenda

- 6:00 pm **Bienvenida**
- 6:10 pm **Introducción Acerca de South Coast AQMD**
- 6:20 pm **Visión General de AB 617**
- 6:30 pm **Proceso de Membresía/Expectativas del Comité Directivo de la Comunidad (CDC)**
- **Formulario de Interés CDC (Fecha límite: viernes, 16 de enero del 2020)**
- 6:40 pm **La Visión General - Plan de Reducción de Emisiones en la Comunidad (CERP)**
- 6:50 pm **La Visión General - Plan de Monitoreo del Aire del Comunidad (CAMP)**
- 7:00 pm **Preguntas y Respuestas**
- 7:10 pm **Comentario Público**
- 7:20 pm **Taller: CSC / CERP / CAMP**
- 8:30 pm **Fin de la reunion**

Para más información sobre AB 617, reuniones futuras, o temas de la agenda, por favor contactar:

*Gina Triviso | Senior Public Information Specialist
909.396.2957 | gtriviso@aqmd.gov*



S E L A

🏠 **Location:** Ross Hall at Veterans Park
6662 Loveland Street, Bell Gardens, CA 90201
📅 **Date/Time:** February 6, 2020
AB 617 Community Steering Committee Mtg
6:00 p.m. to 8:30 p.m.

Southeast Los Angeles (SELA)
AB 617 Community Steering Committee Meeting #1

Agenda

- 6:00 pm **Welcome & Introductions**
- 6:20 pm **Community Steering Committee (CSC) Membership Orientation**
- 6:30 pm **Community Air Monitoring – Overview (15 min)**
 - **Monitoring Questions & Answers (15 min)**
- 7:00 pm **Air Quality Priorities – Overview (15 min)**
 - **Community Air Quality Priority Activity (45 min)**
- 8:00 pm **Questions & Answers**
- 8:15 pm **Public Comment**
- 8:30 pm **Adjournment**

For more information about AB 617, future meetings, or agenda items, please contact:

*Gina Triviso | Senior Public Information Specialist
909.396.2957 | gtriviso@aqmd.gov*



SELA

🏠 **Location:** Ross Hall at Veterans Park
6662 Loveland Street, Bell Gardens, CA 90201
📅 **Date/Time:** February 6, 2020
Reunión del Comité Directivo Comunitario
6:00 p.m. to 8:30 p.m.

Sudeste de Los Ángeles (SELA)

Reunión del Comité Directivo Comunitario sobre el Proyecto de Ley (AB) 617 N.º 1

Agendas de las reuniones

- 6:00 p.m. **Bienvenida y presentaciones**
- 6:20 p.m. **Orientación sobre la Membresía del Comité Directivo Comunitario (CSC)**
- 6:30 pm **Monitoreo del aire de la comunidad – Panorama general (15 min)**
 - **Sesión de preguntas y respuestas sobre el monitoreo (15 min)**
- 7:00 p.m. **Prioridades de la calidad del aire – Panorama general (15 min)**
 - **Actividad de prioridad de la calidad del aire de la comunidad (45 min)**
- 8:00 p.m. **Preguntas y respuestas**
- 8:15 p.m. **Comentario público**
- 8:30 p.m. **Cierre de la sesión**

Para obtener más información sobre el Proyecto de Ley AB 617, futuras reuniones o detalles de la agenda, comuníquese con:

*Gina Triviso | Especialista Sénior en Información Pública
909.396.2957 | gtriviso@aqmd.gov*



S E L A

🏠 **Location:** Virtual Meeting
📅 **Date/Time:** May 7, 2020
AB 617 Community Steering Committee Mtg
Time: 4 p.m. to 6 p.m.

Southeast Los Angeles (SELA)

AB 617 Community Steering Committee Meeting #2

Zoom Link:

<https://scaqmd.zoom.us/j/91973729566>

Virtual Meeting Agenda

- 4:00 pm **Welcome**
- 4:10 pm **Community Boundary, Air Quality Priorities, and CERP & CAMP Development Overview**
- 4:40 pm **CSC Suggestion Roundtable for Upcoming Meetings**
- 5:00 pm **California Air Resources Board (CARB) Online Blueprint Training Overview and Q&A**
- 5:20 pm **Questions & Answers**
- 5:40 pm **Public Comment**
- 6:00 pm **Adjournment**

For more information about AB 617, future meetings, or agenda items, please contact:

*Gina Triviso | Senior Public Information Specialist
909.396.2957 | gtriviso@aqmd.gov*

This virtual meeting will be open to the public and there will be an opportunity for public comment. Questions and public comments should be sent to

AB617comments@aqmd.gov

Americans with Disabilities Act and Language Accessibility

Disability and language-related accommodations can be requested to allow participation in the AB 617 Community Steering Committee meeting. The agenda will be made available, upon request, in appropriate alternative formats to assist persons with a disability (Gov't Code Section 54954.2(a)). In addition, other documents may be requested in alternative formats and languages. Any disability or language related accommodation must be requested as soon as practicable. Requests will be accommodated unless providing the accommodation would result in a fundamental alteration or undue burden to the District. Please contact the Public Advisors' Office at (909) 396-2432 from 7:00 a.m. to 5:30 p.m., Tuesday through Friday, or send the request to publicadvisor@aqmd.gov.



SELA

🏠 **Lugar:** Reunión Virtual

📅 **Fecha:** May 7, 2020

AB 617 Comité Directivo Comunitario

Time: 4 p.m. to 6 p.m.

Southeast Los Angeles (SELA)

AB 617 Comité Directivo Comunitario Reunión #2

Enlace de la Reunión Zoom:

<https://scaqmd.zoom.us/j/91973729566>

Agenda de Reunión Virtual

- 4:00 pm **Bienvenida**
- 4:10 pm **Perímetro de la Comunidad, Prioridades de la Calidad del Aire, y Descripción General Sobre el Desarrollo del CERP y CAMP**
- 4:40 pm **Sugerencias de los miembros de temas a discutir en las Próximas Reuniones**
- 5:00 pm **Entrenamiento Relacionado con el Blueprint (documento de CARB)**
- 5:20 pm **Preguntas y Respuestas**
- 5:40 pm **Comentario Público**
- 6:00 pm **Fin de la Reunión**

Para mas información sobre AB 617, reuniones futuras, o temas de la agenda, por favor contactar:

*Gina Triviso | Especialista en Información Pública
909.396.2957 | gtriviso@aqmd.gov*

Esta reunión virtual estará abierta al publico y abra oportunidad para comentarios. Las preguntas y comentarios públicos deben enviarse a

AB617comments@aqmd.gov

Ley Federal de Discapacidad y Acceso Lingüístico (ADA, por sus siglas en inglés)

Se pueden solicitar adaptaciones relacionadas con la discapacidad y el idioma para permitir la participación en la reunión del Comité Directivo de la Comunidad AB 617. La agenda estará disponible, a petición, en formatos alternativos apropiados para ayudar a las personas con una discapacidad (Código de Gobierno Sección 54954.2(a)). Además, se pueden solicitar otros documentos en formatos e idiomas alternativos. Cualquier discapacidad o adaptación relacionada con el idioma debe solicitarse tan pronto como sea posible. Las solicitudes se acomodarán a menos que pueda proporcionar el alojamiento resulte en una alteración fundamental o una carga indebida para el Distrito. Por favor contacte a la Oficina de Asesores Públicos al (909) 396-2432 de 7:00 A.M. a 5:30 P.M. los días martes a Viernes o envíe la solicitud a publicadvisor@aqmd.gov.



S E L A

🏠 **Location:** Virtual Meeting
📅 **Date/Time:** June 11, 2020
AB 617 Community Steering Committee Mtg
Time: 4 p.m. to 6 p.m.

Southeast Los Angeles (SELA)

AB 617 Community Steering Committee Meeting #3

Zoom Link:

<https://scaqmd.zoom.us/j/99752275229>

Virtual Meeting Agenda

- 4:00 pm **Welcome**
- 4:15 pm **Air Quality Priorities: Goals, Strategies, and Actions Presentation and CSC Discussion**
- 5:30 pm **Planning for future meetings/workshops**
- 5:50 pm **Public Comment**
- 6:00 pm **Adjournment**

For more information about AB 617, future meetings, or agenda items, please contact:

*Gina Triviso | Senior Public Information Specialist
909.396.2957 | gtriviso@aqmd.gov*

This virtual meeting will be open to the public and there will be an opportunity for public comment. Questions and public comments should be sent to

AB617comments@aqmd.gov

Americans with Disabilities Act and Language Accessibility

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SELA

🏠 **Lugar:** Reunión Virtual
📅 **Fecha:** 11 de junio, 2020
AB 617 Comité Directivo Comunitario
Hora: 4 p.m. to 6 p.m.

Southeast Los Angeles (SELA)
AB 617 Comité Directivo Comunitario #3
Enlace de Zoom:
<https://scaqmd.zoom.us/j/99752275229>

Agenda de Reunion Virtual

- 4:00 pm **Bienvenida**
- 4:15 pm **Prioridades de la calidad del aire: Metas, estrategias y acciones**
Presentación y discusión del CSC
- 5:30 pm **Planificación para futuras reuniones/talleres**
- 5:50 pm **Comentario Público**
- 6:00 pm **Fin de la Reunión**

Para mas información sobre AB 617, reuniones futuras, o temas de la agenda, por favor contactar:

*Gina Triviso | Especialista en Información Pública
909.396.2957 | gtriviso@aqmd.gov*

Esta reunión virtual estará abierta al publico y abra oportunidad para comentarios. Las preguntas y comentarios públicos deben enviarse a AB617comments@aqmd.gov

Ley Federal de Discapacidad y Acceso Lingüístico (ADA, por sus siglas en inglés)
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S E L A

🏠 **Location:** Virtual Meeting & Workshop
📅 **Date/Time:** July 23, 2020
AB 617 Community Steering Committee Mtg
Time: 4 p.m. to 6 p.m.

Southeast Los Angeles (SELA)

AB 617 Community Steering Committee Meeting #4 and Workshop

Zoom Link:

<https://scagmd.zoom.us/j/99752275229>

Virtual Meeting & Workshop Agenda

- 4:00 pm **Welcome**
- 4:05 pm **Air Quality Priority – Truck Traffic and Freeways**
- CARB and South Coast AQMD Presentation (30 min)
 - CSC Discussion (30 min)
- Staff will present air quality information on truck traffic and freeways (e.g., emissions data and regulatory efforts) and hear input from the CSC on potential CERP and CAMP strategies to address these sources in SELA*
- 5:05 pm **Air Quality Priority - Rail Yards and Locomotives**
- CARB and South Coast AQMD Presentation (20 min)
 - CSC Discussion (20 min)
- Staff will present air quality information on rail yards and locomotives (e.g., emissions data and regulatory efforts) and hear input from the CSC on potential CERP and CAMP strategies to address these sources in SELA*
- 5:45 pm **Update on Future CSC Meetings and Workshops**
- 5:50 pm **Public Comment**
- 6:00 pm **Adjournment**

For more information about AB 617, future meetings, or agenda items, please contact:

*Gina Triviso | Senior Public Information Specialist
909.396.2957 | gtriviso@aqmd.gov*

This virtual meeting will be open to the public and there will be an opportunity for public comment. Questions and public comments should be sent to AB617comments@aqmd.gov

Americans with Disabilities Act and Language Accessibility

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SELA

🏠 Lugar: Reunión Virtual y Taller

📅 Fecha: 23 de julio, 2020

AB 617 Comité Directivo Comunitario y Taller

Hora: 4 p.m. to 6 p.m.

Southeast Los Angeles (SELA)

AB 617 Comité Directivo Comunitario #4 y Taller

Zoom Link:

<https://scaqmd.zoom.us/j/99752275229>

Agenda de Reunión Virtual y Taller

- 4:00 pm **Bienvenida**
- 4:05 pm **Prioridad de la Calidad del Aire: Tráfico de Camiones y Autopistas**
- Presentación de CARB y South Coast AQMD (30 min)
 - Discusión del CSC Discussion (30 min)
- El personal presentará información sobre la calidad del aire sobre el tráfico de camiones y las autopistas (por ejemplo, datos de emisiones y esfuerzos reglamentarios) y escuchará las aportaciones del CSC sobre posibles estrategias del CERP y CAMP para abordar estas fuentes en SELA.*
- 5:05 pm **Prioridad de la Calidad del Aire - Ferrocarril y Locomotoras**
- Presentación de CARB y South Coast AQMD (20 min)
 - Discusión del CSC Discussion (20 min)
- El personal presentará información sobre la calidad del aire sobre los ferrocarriles y locomotoras (por ejemplo, datos de emisiones y esfuerzos reglamentarios) y escuchará las aportaciones del CSC sobre las posibles estrategias del CERP y CAMP para abordar estas fuentes en SELA.*
- 5:45 pm **Planificación para futuras reuniones/talleres**
- 5:50 pm **Comentario Público**
- 6:00 pm **Fin de la Reunión**

Para mas información sobre AB 617, reuniones futuras, o temas de la agenda, por favor contactar:

*Gina Triviso | Especialista en Información Pública
909.396.2957 | gtriviso@aqmd.gov*

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Ley Federal de Discapacidad y Acceso Lingüístico (ADA, por sus siglas en inglés)

Se pueden solicitar adaptaciones relacionadas con la discapacidad y el idioma para permitir la participación en la reunión del Comité Directivo de la Comunidad AB 617. La agenda estará disponible, a petición, en formatos alternativos apropiados para ayudar a las personas con una discapacidad (Código de Gobierno Sección 54954.2(a)). Además, se pueden solicitar otros documentos en formatos e idiomas alternativos. Cualquier discapacidad o adaptación relacionada con el idioma debe solicitarse tan pronto como sea posible. Las solicitudes se acomodarán a menos que pueda proporcionar el alojamiento resulte en una alteración fundamental o una carga indebida para el Distrito. Por favor contacte a la Oficina de Asesores Públicos al (909) 396-2432 de 7:00 A.M. a 5:30 P.M. los días martes a Viernes o envíe la solicitud a publicadvisor@aqmd.gov.



S E L A

🏠 **Location:** Virtual Meeting & Workshop
📅 **Date/Time:** August 27, 2020
AB 617 Community Steering Committee Mtg
Time: 4 p.m. to 6 p.m.

Southeast Los Angeles (SELA)

AB 617 Community Steering Committee Meeting #5 and Workshop

Zoom Link:

<https://scagmd.zoom.us/j/99752275229>

Virtual Meeting & Workshop Agenda

- 4:00 pm **Welcome & Opening Remarks (Assemblymember Cristina Garcia)**
- 4:15 pm **Air Quality Priority – Metal Processing Facilities**
 - South Coast AQMD Presentation
 - CSC Discussion

Presentation on metal processing facilities (e.g., emissions data, enforcement, and regulatory efforts) and hear input from the CSC on potential CERP and CAMP strategies to address these sources in SELA
- 5:00 pm **Air Quality Priority – Green Spaces**
 - South Coast AQMD Presentation
 - CSC Discussion

Presentation on green spaces and hear input from the CSC on potential CERP strategies for green spaces in SELA
- 5:40 pm **CSC Stipends**
- 5:45 pm **Update on Future CSC Meetings and Workshops**
- 5:50 pm **Public Comment**
- 6:00 pm **Adjournment**

For more information about AB 617, future meetings, or agenda items, please contact:

*Gina Triviso | Senior Public Information Specialist
909.396.2957 | gtriviso@aqmd.gov*

This virtual meeting will be open to the public and there will be an opportunity for public comment. Questions and public comments should be sent to AB617comments@aqmd.gov

Americans with Disabilities Act and Language Accessibility

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S E L A

🏠 Lugar: Reunión Virtual y Taller

📅 Fecha: 27 de agosto, 2020

AB 617 Comité Directivo Comunitario y Taller

Hora: 4 p.m. to 6 p.m.

Southeast Los Angeles (SELA)

AB 617 Comité Directivo Comunitario #5 y Taller

Zoom Link:

<https://scaqmd.zoom.us/j/99752275229>

Agenda de Reunión Virtual y Taller

- 4:00 pm **Bienvenida y Discurso de Apertura (Asambleista Cristina Garcia)**
- 4:15 pm **Prioridad de la Calidad del Aire - Plantas de Procesamiento de Metales**
- Presentación de South Coast AQMD
 - Discusión del CSC Discussion
- Presentación sobre las facilidades de procesamiento de metales (por ejemplo, datos de emisiones, cumplimiento y esfuerzos reglamentarios) y escuchar las aportaciones de la CSC sobre posibles estrategias de CERP y CAMP para abordar estas fuentes en el SELA*
- 5:00 pm **Prioridad de la Calidad del Aire - Espacios Verdes**
- Presentación de South Coast AQMD
 - Discusión del CSC Discussion
- Presentación sobre espacios verdes y escuchar las aportaciones del CSC sobre posibles estrategias del CERP para espacios verdes en SELA*
- 5:40 pm **Estipendios de miembros de la CSC**
- 5:45 pm **Planificación para futuras reuniones/talleres**
- 5:50 pm **Comentario Público**
- 6:00 pm **Fin de la Reunión**

Para mas información sobre AB 617, reuniones futuras, o temas de la agenda, por favor contactar:

*Gina Triviso | Especialista en Información Pública
909.396.2957 | gtriviso@aqmd.gov*

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Ley Federal de Discapacidad y Acceso Lingüístico (ADA, por sus siglas en inglés)

Se pueden solicitar adaptaciones relacionadas con la discapacidad y el idioma para permitir la participación en la reunión del Comité Directivo de la Comunidad AB 617. La agenda estará disponible, a petición, en formatos alternativos apropiados para ayudar a las personas con una discapacidad (Código de Gobierno Sección 54954.2(a)). Además, se pueden solicitar otros documentos en formatos e idiomas alternativos. Cualquier discapacidad o adaptación relacionada con el idioma debe solicitarse tan pronto como sea posible. Las solicitudes se acomodarán a menos que pueda proporcionar el alojamiento resulte en una alteración fundamental o una carga indebida para el Distrito. Por favor contacte a la Oficina de Asesores Públicos al (909) 396-2432 de 7:00 A.M. a 5:30 P.M. los días martes a Viernes o envíe la solicitud a publicadvisor@aqmd.gov.



S E L A

🏠 **Location:** Virtual Meeting & Workshop
📅 **Date/Time:** September 17, 2020
AB 617 Community Steering Committee Mtg
Time: 4 p.m. to 6 p.m.

Southeast Los Angeles (SELA)

AB 617 Community Steering Committee Meeting #6 and Workshop

Zoom Link:

<https://scagmd.zoom.us/j/99752275229>

Virtual Meeting & Workshop Agenda

- 4:00 pm **Welcome**
- 4:05 pm **Air Quality Priority – Rendering Facilities**
- South Coast AQMD Presentation
 - CSC Discussion
- Presentation on rendering facilities (e.g., monitoring information, enforcement, and regulatory efforts) and hear input from the CSC on potential CERP and CAMP strategies to address these sources in SELA*
- 5:05 pm **Air Quality Priority – General Industrial Facilities**
- South Coast AQMD Presentation
 - CSC Discussion
- Presentation on general industrial facilities and hear input from the CSC on potential CERP and CAMP strategies to address these sources in SELA*
- 5:45 pm **Update on Future CSC Meetings**
- 5:50 pm **Public Comment**
- 6:00 pm **Adjournment**

For more information about AB 617, future meetings, or agenda items, please contact:

*Gina Triviso | Senior Public Information Specialist
909.396.2957 | gtriviso@aqmd.gov*

This virtual meeting will be open to the public and there will be an opportunity for public comment. Questions and public comments should be sent to AB617comments@aqmd.gov

Americans with Disabilities Act and Language Accessibility

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SELA

🏠 Lugar: Reunión Virtual y Taller

📅 Fecha: 17 de septiembre del 2020

AB 617 Comité Directivo Comunitario y Taller

Hora: 4 p.m. to 6 p.m.

Southeast Los Angeles (SELA)

AB 617 Comité Directivo Comunitario #6 y Taller

Zoom Link:

<https://scaqmd.zoom.us/j/99752275229>

Agenda de Reunión Virtual y Taller

- 4:00 pm **Bienvenida**
- 4:05 pm **Prioridad de la Calidad del Aire – Plantas de Reciclaje de Residuos Animales**
- Presentación de South Coast AQMD
 - Discusión del CSC Discussion
- Presentación sobre las plantas de reciclaje de residuos animales (por ejemplo, información de monitoreo, cumplimiento y esfuerzos reglamentarios) y escuchar las aportaciones del CSC sobre las posibles estrategias del CERP y del CAMP para abordar estas fuentes en SELA*
- 5:05 pm **Prioridad de la Calidad del Aire – Instalaciones Industriales Generales**
- Presentación de South Coast AQMD
 - Discusión del CSC Discussion
- Presentación sobre instalaciones industriales generales y escuchar las aportaciones del CSC sobre posibles estrategias del CERP y del CAMP para abordar estas fuentes en SELA*
- 5:45 pm **Planificación para futuras reuniones**
- 5:50 pm **Comentario Público**
- 6:00 pm **Fin de la Reunión**

Para mas información sobre AB 617, reuniones futuras, o temas de la agenda, por favor contactar:

*Gina Triviso | Especialista en Información Pública
909.396.2957 | gtriviso@aqmd.gov*

Esta reunión virtual estará abierta al publico y abra oportunidad para comentarios. Las preguntas y comentarios públicos deben enviarse a AB617comments@aqmd.gov

Ley Federal de Discapacidad y Acceso Lingüístico (ADA, por sus siglas en inglés)

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S E L A

🏠 **Location:** Virtual Meeting
📅 **Date/Time:** October 8, 2020
AB 617 Community Steering Committee Mtg
Time: 4 p.m. to 6 p.m.

Southeast Los Angeles (SELA)
AB 617 Community Steering Committee Meeting #7

Zoom Link:
<https://scagmd.zoom.us/j/99752275229>

Virtual Meeting Agenda

- 4:00 pm **Welcome**
- 4:05 pm **Proposed Community Emissions Reduction Plan (CERP)
& Community Air Monitoring Plan (CAMP) Actions**
- South Coast AQMD Presentation
 - CSC Discussion
- Presentation on community's top air quality priorities followed by CSC discussion on potential CERP and CAMP strategies to address these sources in SELA*
- 5:45 pm **Update on Future CSC Meetings**
- 5:50 pm **Public Comment**
- 6:00 pm **Adjournment**

For more information about AB 617, future meetings, or agenda items, please contact:

*Gina Triviso | Senior Public Information Specialist
909.396.2957 | gtriviso@aqmd.gov*

This virtual meeting will be open to the public and there will be an opportunity for public comment. Questions and public comments should be sent to AB617comments@aqmd.gov

Americans with Disabilities Act and Language Accessibility

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S E L A

🏠 Lugar: Reunión Virtual

📅 Fecha: 8 de octubre del 2020

AB 617 Comité Directivo Comunitario

Hora: 4 p.m. to 6 p.m.

Southeast Los Angeles (SELA)

AB 617 Comité Directivo Comunitario #7

Zoom Link:

<https://scaqmd.zoom.us/j/99752275229>

Agenda de Reunión Virtual

- 4:00 pm **Bienvenida**
- 4:05 pm **Acciones para el Plan Comunitario de Reducción de Emisiones (CERP) y el Plan Comunitario de Monitoreo del Aire (CAMP)**
- Presentación de South Coast AQMD
 - Discusión del CSC Discussion
- Presentación sobre las principales prioridades de calidad del aire de la comunidad, seguido por una discusión del CSC sobre las posibles estrategias del CERP y del CAMP para abordar estas fuentes en SELA*
- 5:45 pm **Planificación para futuras reuniones**
- 5:50 pm **Comentario Público**
- 6:00 pm **Fin de la Reunión**

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S E L A

🏠 **Location:** Virtual Meeting
📅 **Date/Time:** October 29, 2020
AB 617 Community Steering Committee Mtg
Time: 4 p.m. to 6 p.m.

Southeast Los Angeles (SELA)
AB 617 Community Steering Committee Meeting #8

Zoom Link:
<https://scaqmd.zoom.us/j/99752275229>

Virtual Meeting Agenda

- 4:00 pm **Welcome**
- 4:05 pm **Discussion Draft Community Emissions Reduction Plan (CERP) & Actions**
- South Coast AQMD Presentation
 - CSC Discussion
- Presentation on potential CERP strategies to address top pollution sources in SELA*
- 5:05 pm **Discussion Draft Community Air Monitoring Plan (CAMP) & Actions**
- South Coast AQMD Presentation
 - CSC Discussion
- Presentation on potential CAMP strategies to address top pollution sources in SELA*
- 5:45 pm **Update on Future CSC Meetings**
- 5:50 pm **Public Comment**
- 6:00 pm **Adjournment**

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*Gina Triviso | Senior Public Information Specialist
909.396.2957 | gtriviso@aqmd.gov*

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S E L A

🏠 **Lugar:** Reunión Virtual

📅 **Fecha:** 29 de octubre del 2020

AB 617 Comité Directivo Comunitario

Hora: 4 p.m. to 6 p.m.

Southeast Los Angeles (SELA)

AB 617 Comité Directivo Comunitario #8

Zoom Link:

<https://scaqmd.zoom.us/j/99752275229>

Agenda de Reunión Virtual

- 4:00 pm **Bienvenida**
- 4:05 pm **Borrador de discusión del Plan Comunitario de Reducción de Emisiones (CERP) y Acciones**
- **Presentación de South Coast AQMD**
 - **Discusión del CSC Discussion**
- Presentación sobre posibles estrategias del CERP para abordar las principales fuentes de contaminación en SELA*
- 5:05 pm **Borrador de discusión del Plan Comunitario de Monitoreo del Aire (CAMP) y Acciones**
- **Presentación de South Coast AQMD**
 - **Discusión del CSC Discussion**
- Presentación sobre posibles estrategias del CAMP para abordar las principales fuentes de contaminación en SELA*
- 5:45 pm **Planificación para futuras reuniones**
- 5:50 pm **Comentario Público**
- 6:00 pm **Fin de la Reunión**

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909.396.2957 | gtriviso@aqmd.gov*

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S E L A

🏠 **Location:** Virtual Meeting
📅 **Date/Time:** November 18, 2020
AB 617 Community Steering Committee Mtg
Time: 4 p.m. to 6 p.m.

Southeast Los Angeles (SELA)
AB 617 Community Steering Committee Meeting #9

Zoom Link:
<https://scaqmd.zoom.us/j/99752275229>

Virtual Meeting Agenda

- 4:00 pm **Welcome**
- 4:05 pm **Draft Community Emissions Reduction Plan (CERP)**
- South Coast AQMD Presentation
 - CSC Discussion
- Presentation regarding CERP strategies to address top air pollution sources in SELA and how CSC comments received have been addressed in CERP*
- 5:05 pm **Draft Community Air Monitoring Plan (CAMP)**
- South Coast AQMD Presentation
 - CSC Discussion
- Presentation regarding how CSC comments received have been addressed in CAMP*
- 5:45 pm **Update on Future CSC Meetings & CSC Membership**
- 5:50 pm **Public Comment**
- 6:00 pm **Adjournment**

For more information about AB 617, future meetings, or agenda items, please contact:

*Gina Triviso | Senior Public Information Specialist
909.396.2957 | gtriviso@aqmd.gov*

This virtual meeting will be open to the public and there will be an opportunity for public comment. Questions and public comments should be sent to AB617comments@aqmd.gov

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S E L A

🏠 Lugar: Reunión Virtual

📅 Fecha: 18 de noviembre del 2020

AB 617 Comité Directivo Comunitario

Hora: 4 p.m. to 6 p.m.

Southeast Los Angeles (SELA)

AB 617 Comité Directivo Comunitario #9

Zoom Link:

<https://scaqmd.zoom.us/j/99752275229>

Agenda de Reunión Virtual

- 4:00 pm **Bienvenida**
- 4:05 pm **El Borrador del Plan Comunitario de Reducción de Emisiones (CERP)**
- **Presentación de South Coast AQMD**
 - **Discusión del CSC Discussion**
- Presentación sobre las estrategias del CERP para abordar las principales fuentes de contaminación atmosférica en SELA y cómo se han abordado los comentarios recibidos en el CERP*
- 5:05 pm **El Borrador del Plan Comunitario de Monitoreo del Aire (CAMP)**
- **Presentación de South Coast AQMD**
 - **Discusión del CSC Discussion**
- Presentación sobre cómo se han abordado los comentarios recibidos del CSC en el CAMP*
- 5:45 pm **Actualización Sobre Futuras Reuniones del CSC y la Membresía del CSC**
- 5:50 pm **Comentario Público**
- 6:00 pm **Fin de la Reunión**

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APPENDIX 3A:

COMMUNITY PROFILE

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Process of CSC Input on CERP Elements

The elements and actions described in the CERP were developed during monthly CSC meetings and workshops, where committee members, members of the public, and South Coast AQMD staff worked together to discuss the various air quality concerns within the community boundaries (Community Boundary and Emissions Study Area) and identified opportunities to address them . The input process is summarized in Table Appendix 3a-1.

Table Appendix 3a-1: Process of CSC Input on CERP Elements

CSC Meeting #	Discussion Topic(s)	CSC input	How was this CSC input used in the CERP development process?
#1 February 2020	CSC Orientation, Community Boundary, Air Monitoring, Source Attribution Air Quality Prioritization Activity	Refined community boundaries. Identified community air quality concerns. <u>Outcome:</u> List of air quality concerns	Boundaries were used to define focus area for CERP actions (see Meetings #2-6). Concerns were prioritized for inclusion in Plans (see Meeting #2).
#2 May 2020	Proposed Community Boundary, Emissions Study Area, Air Quality Priorities & Next Steps; CARB Blueprint Overview	Refined community boundaries and finalized air quality priorities <u>Outcome:</u> Community boundary and emission study area, Air Quality Priorities	Boundaries and air quality priorities were used to define focus area for CERP actions (see Meetings #3-7).
#3 June 2020	Final Community Boundary & Emissions Study Area, CERP Development Overview, Goals, Strategies, & Actions Worksheet	Refined air quality priorities goals, strategies, and actions in Plans. <u>Outcome:</u> Finalized community boundary and emissions study area, initial ideas for CERP/CAMP goals, strategies, and actions	Initial actions were discussed and developed to address air quality priorities (see Meetings #4-7)
#4 July 2020	Truck Traffic & Rail Workshops; Truck traffic Green Paper; Railyards and Locomotives Green Paper	Discussed and developed the foundation for strategies to address each air quality priority. Ideas for actions to be written into the Plans. <u>Outcome:</u> Focused air quality concerns to address through list of actions for CERP	Feedback on air quality priorities and concerns that CERP actions need to address and include in the Draft CERP.
#5 August 2020	Metal Processing Facilities and Green Spaces Workshops; Metals Green Paper; Green Spaces Green Paper		
#6 September 2020	Rendering & General Industrial Workshops;		

	Rendering Green Paper; General Industrial Green Paper		
#7 October 8, 2020	CERP Development Overview; Potential Actions, Goals and Metrics; Workshop Comments;	Ideas for actions for each CERP air quality priority. Staff will work with CSC members to write CERP actions <u>Outcome:</u> Draft CERP	Feedback on proposed ideas for specific goals will be used to inform the Draft CERP.
#8 October 29, 2020	Chapter 5 Draft CERP; Proposed actions, goals, metrics; Development Process Timeline	Feedback on Draft CERP. Ideas for specific goals for each CERP action. <u>Outcome:</u> Revised Draft CERP	Feedback on Draft CERP and ideas for specific goals will be used to inform the Draft CERP prior to Stationary Source Committee.
#9 November 2020 (TBD)	CERP final comments and CSC approval	Feedback on CERP prior to Stationary Source Committee <u>Outcome:</u> Final CERP presented to the South Coast AQMD Governing Board	Final comments will be addressed in December 2020 Governing Board Package

Additionally, the South Coast AQMD is holding a question and answer workshop on November 5, 2020 to address any questions that CSC and community members have about the Discussion Draft CERP.

Key Stationary Sources in the Community

The South Coast AQMD develops and enforces air pollution regulations to reduce emissions, improve air quality and protect public health. Many South Coast AQMD rules apply to a specific type of operation or pollution source. *Figure Appendix 3a-1* describes the number of facilities in this community that are subject to some key South Coast AQMD rules to control emissions from facilities processing metals. The figure also includes information about facilities that are in important state and federal programs, which include major sources of air pollution or other types of environmental pollution.

Figure Appendix 3a-1: Key stationary sources in the Southeast Los Angeles community,¹ by regulatory program

	26 Facilities subject to Rule 1407 or 1420	Rule 1407 reduces emissions of arsenic, cadmium, and nickel from metal melting operations. Rule 1420 reduces emissions of lead from facilities
	4 Facilities subject to Rule 1426	Rule 1426 reduces emissions from facilities performing chromium, nickel, cadmium, lead or copper electroplating operations, or chromic acid anodizing
	12 Facilities subject to Rule 1469	Rule 1469 reduces hexavalent chromium emissions from chromium electroplating and chromic acid anodizing operations
	25 Facilities in the AB2588 program	Assembly Bill 2588 (AB2588) is a statewide program that focuses on reducing air toxics pollution from facilities, and requires facilities above certain levels to disclose and/or reduce risks
	30 Facilities subject to U.S. EPA Title V	The U.S. EPA Title V program is a permitting program that includes all major sources of air pollutants across the United States.
	4 Sites in U.S. EPA Superfund program	The U.S. EPA Superfund program conducts environmental clean-ups of some of the most contaminated land, and responds to environmental emergencies, oil spills, and natural disasters

Information on Best Available Retrofit Control Technology and the AB 2588 Program

AB 617 requires air districts to implement Best Available Retrofit Control Technology (BARCT) for facilities in the state greenhouse gas cap-and-trade program by December 31, 2023. The Southeast Los Angeles community has facilities that are subject to BARCT, specifically larger facilities that are in the REgional CLean Air Incentives Market (RECLAIM) program. In addition, CARB’s Blueprint states that facilities located within the community with Risk Reduction Plans under the Assembly Bill (AB) 2588 program must be identified. Descriptions of the facilities that are subject to BARCT (specifically RECLAIM facilities) and the AB 2588 program are provided below.

Best Available Retrofit Control Technology (BARCT)

RECLAIM facilities

Facilities within the RECLAIM program are typically larger facilities that have NOx emissions greater than four tons per year. The RECLAIM program² uses a market-based approach to achieve

¹ This data reflects facilities within both the emissions study area and community boundary.

² South Coast AQMD, RECLAIM, <http://www.aqmd.gov/home/programs/business/business-detail?title=reclaim>, Accessed September 10, 2020.

emission reductions from facilities for nitrogen oxides (NOx) and sulfur oxides (SOx) in the aggregate. However, an analysis of the RECLAIM program has shown that the ability to achieve NOx emission reductions using a market-based approach has diminished; therefore, pursuant to Board direction, RECLAIM NOx facilities will transition³ to a command-and-control regulatory structure to ensure facilities meet BARCT. RECLAIM facilities that are also in the State greenhouse gas cap-and-trade program are subject to the BARCT requirements of AB 617. South Coast AQMD staff completed an analysis of the equipment at each RECLAIM facility, giving higher priority to older, higher polluting units that will need to install retrofit controls. The higher polluting units at RECLAIM facilities will be or have been evaluated for BARCT and will be subject to the following South Coast AQMD rules: Rules 1109.1,⁴ 1110.2,⁵ 1117,⁶ 1118.1,⁷ 1134,⁸ 1135,⁹ 1146, 1146.1, 1146.2,¹⁰ 1147, 1147.1,¹¹ and 1147.2.¹² A BARCT assessment includes an evaluation of emission limits for existing units, South Coast AQMD regulatory requirements, other regulatory requirements, and pollution control technologies. Table Appendix 3a-2 lists the RECLAIM facilities that may be subject to BARCT. Identification of facilities in the State cap-and-trade program is pending verification from CARB.

³ For more information on the RECLAIM transition please see: <http://www.aqmd.gov/home/rules-compliance/reclaim-transition>.

⁴ South Coast AQMD, PAR 1109.1: Refinery Equipment, <http://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/proposed-rules#1109.1>, Accessed September 10, 2020.

⁵ South Coast AQMD, PAR 1110.2: Emissions from Gaseous and Liquid-Fueled Engines, <http://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/proposed-rules#1110.2>, Accessed September 10, 2020.

⁶ South Coast AQMD, Rule 1117: Emissions of Oxides of Nitrogen from Glass Melting Furnaces, <http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1117.pdf>, Accessed September 10, 2020.

⁷ South Coast AQMD, PAR 1118.1: Control of Emissions from Non-Refinery Flares, <https://www.aqmd.gov/home/rules-compliance/compliance/r1118-1>, Accessed September 10, 2020.

⁸ South Coast AQMD, PAR 1134: Emissions of Oxides of Nitrogen, <http://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/proposed-rules#1134>, Accessed September 10, 2020.

⁹ South Coast AQMD, PAR 1135: Emissions of Oxides of Nitrogen from Electricity Generating Facilities, <http://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/proposed-rules#1135>, Accessed September 10, 2020.

¹⁰ South Coast AQMD, PAR 1146, 1146.1, 1146.2: Emissions of Oxides of Nitrogen from Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters; Emissions of Oxides of Nitrogen from Small Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters; Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters; and - Implementation Schedule for NOx Facilities, <http://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/proposed-rules#1146>, Accessed September 10, 2020.

¹¹ South Coast AQMD, PAR 1147, 1147.1: NOx Reductions from Miscellaneous Sources, NOx Reductions from Large Miscellaneous Combustion, <http://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/proposed-rules#1147>, Accessed September 10, 2020.

¹² South Coast AQMD, PAR 1147.2: NOx Reductions from Metal Processing Equipment, <http://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/proposed-rules#1147.2>, Accessed September 10, 2020.

Table Appendix 3a-2: List of NO_x RECLAIM facilities within the Southeast Los Angeles community¹³

Facility ID	RECLAIM Facility Name	Facility Address	Cap-and-Trade Facility (Yes/No) ¹⁴
7427	OWENS-BROCKWAY GLASS CONTAINER INC	2901-23 FRUITLAND AVE, VERNON, CA, 90058	Yes
11435	PQ CORPORATION	8401 QUARTZ AVE, SOUTH GATE, CA, 90280-2536	No
12155	ARMSTRONG FLOORING INC	5037 PATATA ST, SOUTH GATE, CA, 90280-3555	No
14502	VERNON PUBLIC UTILITIES	4990 SEVILLE AVE, VERNON, CA, 90058-2901	No
16338	KAISER ALUMINUM FABRICATED PRODUCTS, LLC	6250 E BANDINI BLVD, LOS ANGELES, CA, 90040	Yes
16639	SHULTZ STEEL CO	5321 FIRESTONE BLVD, SOUTH GATE, CA, 90280-3699	Yes
20203	RECONSERVE OF CALIFORNIA-LOS ANGELES INC	9112 GRAHAM AVE, LOS ANGELES, CA, 90002-1436	No
45746	PABCO BLDG PRODUCTS LLC,PABCO PAPER, DBA	4460 PACIFIC BLVD, VERNON, CA, 90058-2206	Yes
192519	LEGACY BY-PRODUCTS LLC	4105 BANDINI BLVD, VERNON, CA, 90058	No
63180	DARLING INGREDIENTS INC.	2626 E 25TH ST, LOS ANGELES, CA, 90058	Yes
89248	OLD COUNTRY MILLWORK INC	1212 E 58TH PL, LOS ANGELES, CA, 90001	No
124838	EXIDE TECHNOLOGIES, LLC	2700 S INDIANA ST, VERNON, CA, 90058	No
144455	LIFOAM INDUSTRIES, LLC	2340 E 52ND ST, VERNON, CA, 90058-3444	No
155474	BICENT (CALIFORNIA) MALBURG LLC	4963 S SOTO ST, VERNON, CA, 90058-2911	Yes
800016	BAKER COMMODITIES INC	4020 BANDINI BLVD, VERNON, CA, 90058	Yes
800080	LUNDAY-THAGARD CO DBA WORLD OIL REFINING	9301 GARFIELD AVE, SOUTH GATE, CA, 90280-3898	Yes

Non-RECLAIM facilities

As a result of the BARCT assessment conducted for RECLAIM facilities, some equipment at non-RECLAIM facilities will also be affected and will be required to meet BARCT NO_x emissions. The BARCT assessment is still currently being conducted for a number of rules and the list of affected non-RECLAIM facilities that may be subject to additional requirements is being developed.

¹³ This data reflects facilities within both the emissions study area and community boundary.

¹⁴ Cap-and-Trade designation by CARB for 2019.

AB 2588 Program

The AB 2588 Program¹⁵ is a statewide program that requires air districts to inventory air toxics from individual facilities.¹⁶ The AB 2588 program is implemented in South Coast AQMD through Rule 1402 - Control of Toxic Air Contaminants from Existing Sources¹⁷ which requires certain facilities to conduct Health Risk Assessments to assess the health risk (long-term versus short-term) to the surrounding community. Facilities are required to submit Health Risk Assessments¹⁸ based upon the toxicity and volume of toxic air contaminants released within proximity to potential receptors (e.g., hospitals, residences, work sites). Depending on the risk, facilities may be required to provide public notices and hold a public meeting. If a facility is determined to exceed the significant risk level, as determined by each air district, they are required to reduce this risk by submitting a Risk Reduction Plan (RRP).¹⁹ The RRP outlines what measures (e.g., high-efficiency particulate air (HEPA) filters) the facility will incorporate to reduce their risk. (Some facilities may be subject to the AB 2588 program, but do not exceed the action risk threshold and therefore are not required to submit a RRP.) Under Rule 1402, some facilities may also choose to voluntarily reduce their risk by submitting a voluntary RRP (VRRP).²⁰ If a facility has an approved VRRP, the risks will be reduced below the voluntary risk threshold. Table Appendix 3a-3²¹ shows facilities within the Southeast Los Angeles community that are currently in the AB 2588 program in the South Coast AQMD. This table includes the facility name, location address, and the most recent status under the AB 2588 program. Facilities in the AB 2588 program without a RRP or VRRP will have the prioritization level (High, Intermediate, or Low)²² and what year the prioritization was conducted listed as the status. Prioritization is based on reporting every four years.

¹⁵ South Coast AQMD, Air Toxics “Hot Spots” Program (AB 2588), <http://www.aqmd.gov/home/rules-compliance/compliance/toxic-hot-spots-ab-2588>, Accessed September 10, 2020.

¹⁶The South Coast AQMD’s AB 2588 Program incorporates the requirements of the state AB 2588 program, as well as additional and/or more stringent requirements.

¹⁷ South Coast AQMD, Rule 1402 – Control of Toxic Air Contaminants from Existing Sources, <http://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1402.pdf>, Accessed September 10, 2020.

¹⁸ South Coast AQMD, Health Risk Assessment, <http://www.aqmd.gov/home/rules-compliance/compliance/toxic-hot-spots-ab-2588/health-risk-assessment>, Accessed September 10, 2020.

¹⁹ South Coast AQMD, Risk Reduction, <http://www.aqmd.gov/home/rules-compliance/compliance/toxic-hot-spots-ab-2588/risk-reduction>, Accessed September 10, 2020.

²⁰ Some facilities may have submitted applications for a VRRP; however, if the facility is found to be already under the voluntary risk threshold, no further reduction measures are required.

²¹ Facilities listed in the table are reducing risk or in the process of reducing risk.

²² Facilities designated as high priority are required to submit Health Risk Assessments to assess the risk to their surrounding community based on their air toxics emissions. Facilities ranked as Intermediate priority are required to submit a complete toxics inventory once every four years. Facilities ranked as low priority are exempt from reporting.

Table Appendix 3a-3: List of facilities in the AB 2588 program within the Southeast Los Angeles community²³

Facility ID	Facility Name	Facility Address	Status within the AB 2588 Program
4988	SULLY MILLER CONTRACTING CO.	5625 SOUTHERN AVE, SOUTH GATE, CA, 90280	Prioritization from 2017 - Intermediate
7427	OWENS-BROCKWAY GLASS CONTAINER INC	2901-23 FRUITLAND AVE, VERNON, CA, 90058	Prioritization from 2019 - Intermediate
7796	TECHNI-CAST CORP	11220 S GARFIELD AVE, SOUTH GATE, CA, 90280	Prioritization from 2017 - Intermediate
8015	ANADITE INC	10647 GARFIELD AVE, SOUTH GATE, CA, 90280	Prioritization from 2019 - Low
11298	PACIFIC ALLOY CASTINGS INC	5900-10 E FIRESTONE BLVD, SOUTH GATE, CA, 90280	Prioritization from 2017 - Low
11435	PQ CORPORATION	8401 QUARTZ AVE, SOUTH GATE, CA, 90280	Prioritization from 2019 - Low
14502	VERNON PUBLIC UTILITIES	4990 SEVILLE AVE, VERNON, CA, 90058	Prioritization from 2017 - Low
16338	KAISER ALUMINUM FABRICATED PRODUCTS, LLC	6250 E BANDINI BLVD, LOS ANGELES, CA, 90040	Prioritization from 2018 - Low
16639	SHULTZ STEEL CO	5321 FIRESTONE BLVD, SOUTH GATE, CA, 90280	Prioritization from 2017 - Intermediate
19194	EPPINK OF CALIFORNIA	11900 CENTER ST, SOUTH GATE, CA, 90280	Prioritization from 2018 - Low
20000	BELL FOUNDRY CO	5310 SOUTHERN AVE, SOUTH GATE, CA, 90280	Prioritization from 2017 - Intermediate
20280	METAL SURFACES INTERNATIONAL, LLC	6048-60 SHULL ST, BELL GARDENS, CA, 90201	Prioritization from 2019 - Low
23500	COMMERCIAL SANDBLAST CO	2678 E 26TH ST, VERNON, CA, 90058	Prioritization from 2018 - Low
75513	ASSOCIATED READY MIXED CONCRETE INC	2730 E WASHINGTON BLVD, LOS ANGELES, CA, 90023	Prioritization from 2017 - Intermediate
126191	STERIGENICS US, INC.	4801-63 E 50TH ST, LOS ANGELES, CA, 90058	Prioritization from 2019 - Intermediate
126197	STERIGENICS US, INC.	4900 S GIFFORD AVE, LOS ANGELES, CA, 90058	Prioritization from 2019 - Low
155474	BICENT (CALIFORNIA) MALBURG LLC	4963 S SOTO ST, VERNON, CA, 90058	Prioritization from 2016 - Intermediate
157451	BENDER CCP INC	2150 E 37TH ST, VERNON, CA, 90058	Prioritization from 2017 - Low
174710	TESORO LOGISTICS, VINVALE TERMINAL	8601 S GARFIELD AVE, SOUTH GATE, CA, 90280	Prioritization from 2019 - Intermediate

²³ This data reflects facilities within both the emissions study area and community boundary.

Facility ID	Facility Name	Facility Address	Status within the AB 2588 Program
182752	TORRANCE LOGISTICS COMPANY LLC	2619 & 2709 E. 37TH ST, VERNON, CA, 90058	Prioritization from 2019 - Low
183926	EVONIK CORPORATION	3305 E 26TH ST, LOS ANGELES, CA, 90058	Prioritization from 2016 - High
187885	SMITHFIELD PACKAGED MEATS CORP	3049 E VERNON AVE, VERNON, CA, 90058	Prioritization from 2017 - Intermediate
189638	GRISWOLD INDUSTRIES	8616 OTIS ST, SOUTH GATE, CA, 90280	Prioritization from 2016 - Intermediate
800080	LUNDAY-THAGARD CO DBA WORLD OIL REFINING	9301 GARFIELD AVE, SOUTH GATE, CA, 90280	Prioritization from 2019 - Low
800320	AMVAC CHEMICAL CORP	4100 E WASHINGTON BLVD, LOS ANGELES, CA, 90023	Prioritization from 2019 - Intermediate

Technology Clearinghouse

South Coast AQMD staff have been conducting Best Available Control Technology (BACT) analyses and working closely with CARB to provide data for the Technology Clearinghouse. Requirements for Toxics-Best Available Control Technology (T-BACT) are established through the adoption and amendment of rules affecting air toxics (i.e., Regulation XIV). Staff will reference the Technology Clearinghouse and applicable air toxic rule requirements (inclusive of state Air Toxic Control Measures (ATCMs) and federal National Emission Standards for Hazardous Air Pollutants (NESHAPs), when available, to evaluate potential tightening of South Coast AQMD rules through the rule development process. Permit considerations for both new and modified sources throughout the district are based on rule requirements.

Community Air Pollution Profile Details and Related Data

Understanding what air pollution sources exist in the community and what air pollutants come from these sources helps identify key issues that can be addressed through CERP actions. This section presents data based on previous cumulative impact studies²⁴ to describe the impacts of toxic air pollutants in this community, as well as other environmental pollution, public health factors, and social and economic factors that make people more sensitive or vulnerable to the health effects of pollution.²⁵

Air toxics are one group of air pollutants that can affect public health on a local community scale. This includes pollutants from diesel exhaust, metal particulate pollutants (e.g., hexavalent chromium, lead, arsenic, nickel, etc.), and gases (e.g., benzene, formaldehyde, etc.). The South

²⁴ More information regarding MATES IV and the final report can be found on South Coast AQMD’s website at, <http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/matesiv>.

²⁵ Office of Environmental Health Hazard Assessment. CalEnviroScreen 3.0. <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30>, Accessed September 10, 2020.

Coast AQMD conducts the Multiple Air Toxics Exposure Study (MATES) every few years to understand the cumulative health impacts of air toxics in communities across the region. The most recently completed study was MATES IV, which was released in 2015, and used air toxics monitoring, emissions inventories, modeling, and health risk assessment techniques to calculate the cancer risk due to toxic air pollutants (“air toxics cancer risk”).²⁶ MATES V is currently in progress. Based on MATES IV modeled data, approximately three-quarters of the air toxics cancer risk in the Basin is due to diesel particulate matter (Figure Appendix 3a-2). The average air toxics cancer risk in the Southeast Los Angeles community is higher than the Basin-wide average and dominated by diesel particulate matter.

Figure Appendix 3a-2: Air toxics cancer risk, based on MATES IV modeled data

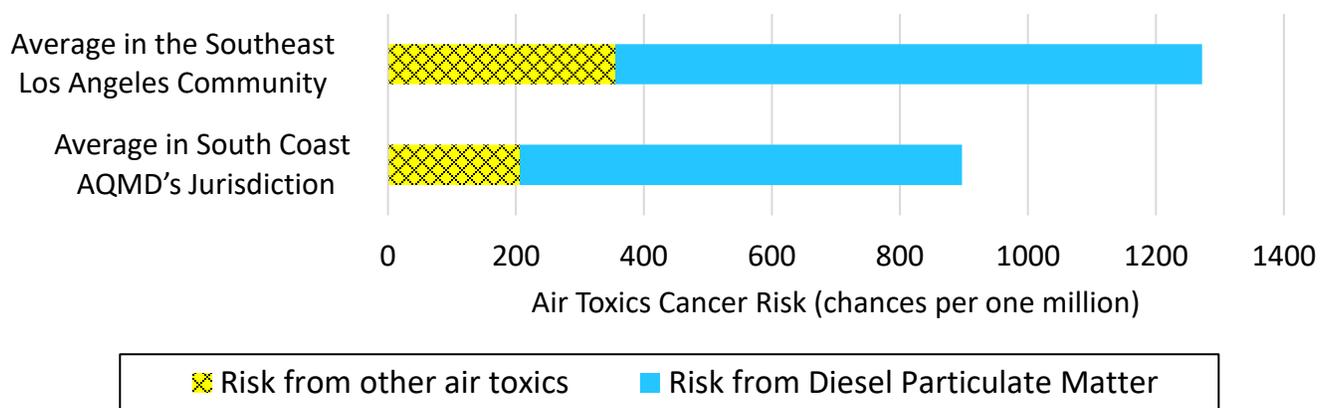
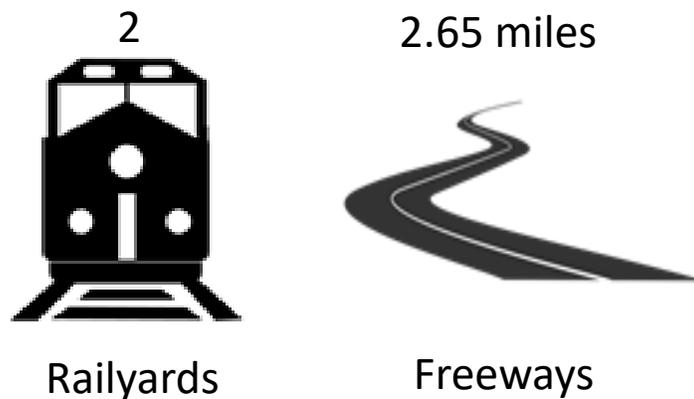


Figure Appendix 3a-3: Diesel mobile sources in Southeast Los Angeles



Mobile sources include trucks, ships, trains, cars, buses, and other mobile equipment. Much of this equipment is powered by diesel, which is the air toxic pollutant with the highest impact in

²⁶ More information regarding MATES IV and the final report can be found on South Coast AQMD’s website at: <http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/matesiv>.

this community. The community includes more than 2.65 miles of freeways and two railyards, and many of these are located near residential areas (*Figure Appendix 3a-3*).

Understanding the community's public health and socioeconomic profile helps to provide context for the work being done through this CERP. CalEnviroScreen 3.0 is a screening tool developed by the California Office of Environmental Health Hazard Assessment (OEHHA) that is used to identify communities that are most affected by various sources of pollution, and where people are especially vulnerable to the effects of pollution. The CalEnviroScreen 3.0 data show that this community has public health factors, as well as social and economic factors, that make the community more sensitive and vulnerable to the harmful effects of air pollution compared to statewide averages (

Figure Appendix 3a-4 and

Figure Appendix 3a- 5). These data show that, on average, the Southeast Los Angeles community has generally worse public health factors and more social and economic disadvantages compared to California as a whole. The public health factors specifically show that this community has higher rates of emergency department visits for asthma and heart disease, and babies born with a low weight in comparison to statewide averages.

Figure Appendix 3a-4: CalEnviroScreen 3.0 scores for public health factors in Southeast Los Angeles compared to statewide averages

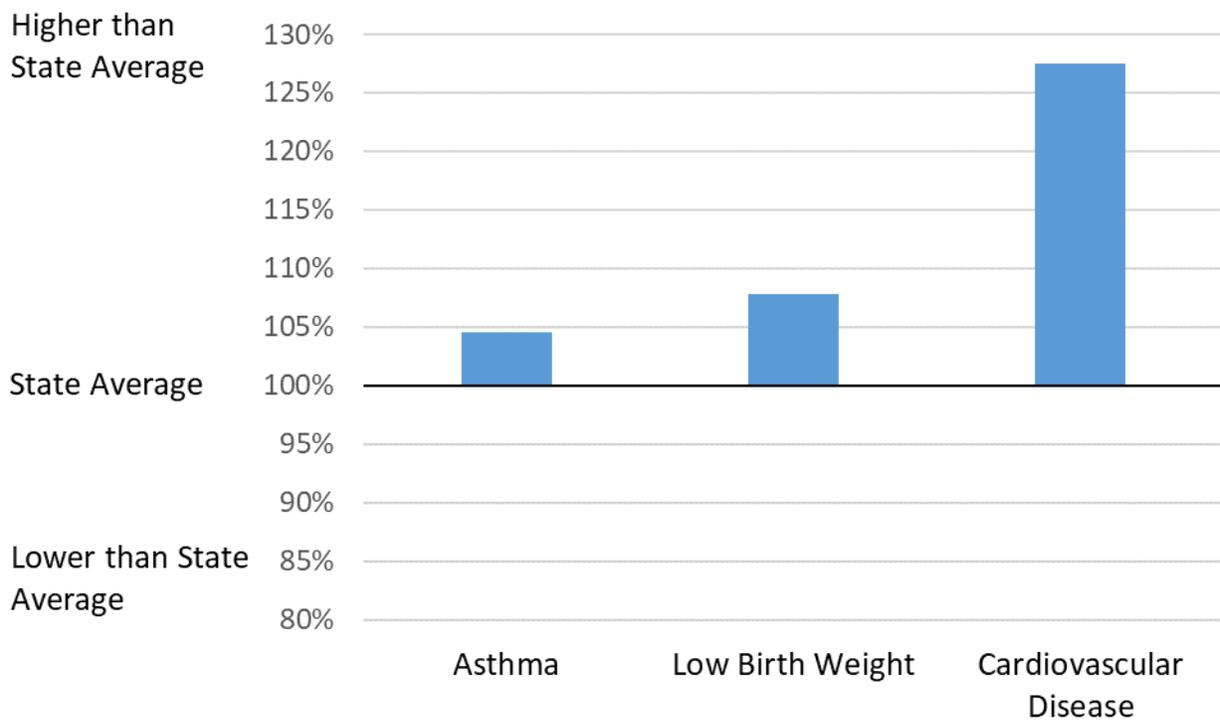
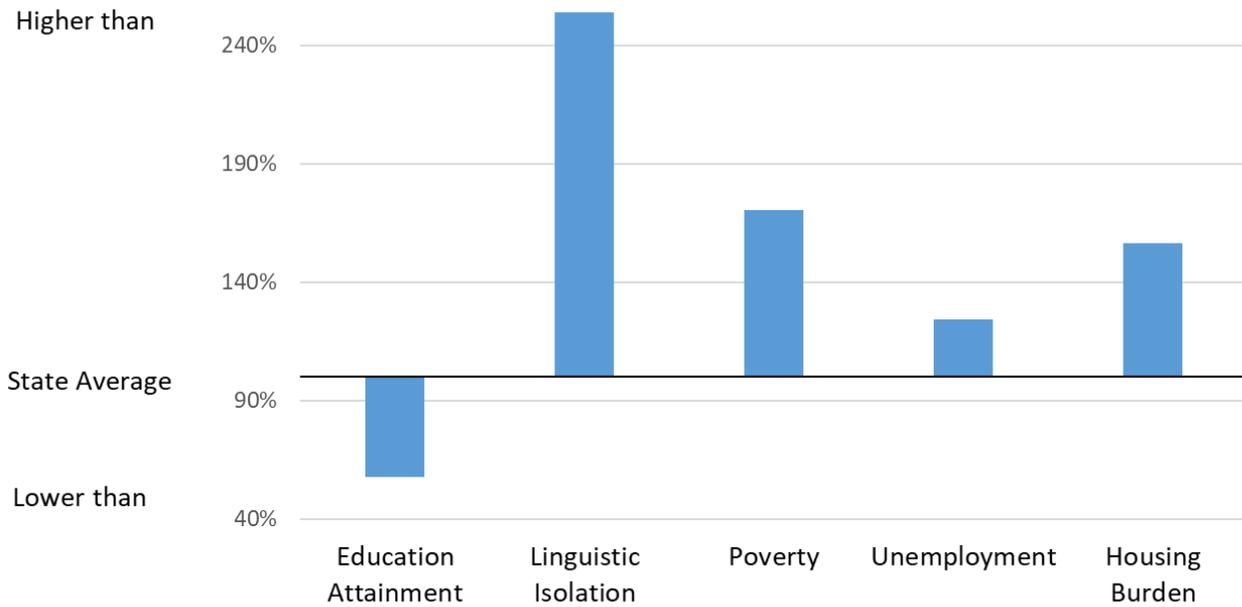


Figure Appendix 3a- 5: CalEnviroScreen 3.0 scores for social and economic factors in Southeast Los Angeles compared to statewide averages^{27, 28}



²⁷ The metric of Educational Attainment in CalEnviroScreen 3.0 is defined as the percent of people whose highest level of education is less than a high school education. A lower percentile score shown in the blue bar on the graph for this metric means the community has fewer people who have completed a high school education.

²⁸ The metric of Linguistic Isolation in CalEnviroScreen 3.0 is defined as the percent of households where no one over age 14 speaks English well. A higher percentile score shown in the blue bar on the graph for this metric means there are more households that meet this definition.

APPENDIX 3B:

EMISSIONS AND SOURCE ATTRIBUTION ANALYSIS

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Introduction

The Community Emission Reduction Plan (CERP) identifies air quality priorities based on community input and evaluation of technical data on emission sources in the community. The CERP defines actions and strategies to reduce the emissions and exposure burden from sources of criteria air pollutants (CAPs) and toxic air contaminants (TACs). To accurately determine emission reductions from these actions and strategies, a baseline emission profile needs to be established. Baseline emissions can be developed through

an emissions inventory that includes an accounting of sources and their resulting emissions. This rigorous accounting of sources, their emissions and their contribution to cumulative exposure burden is identified by CARB guidelines to conduct source attribution analysis. Per the direction of CARB guidelines, source attribution is required to meet the following AB 617 statutory requirements:

California Health and Safety Code § 44391.2 (b) (2) directs CARB to provide “[a] methodology for assessing and identifying the contributing sources or categories of sources, including, but not limited to, stationary and mobile sources, and an estimate of their relative contribution to elevated exposure to air pollution in impacted communities...”

CARB recommended five possible technical approaches to conduct the source attribution analysis: emissions inventory, air quality modeling, targeted air monitoring/back trajectory/pollution roses/inverse modeling, chemical mass balance, and positive matrix factorization. Among them, based on the availability of data and resources, an emissions inventory and an air quality modeling analysis are the source attribution tools employed here to identify sources contributing to air pollution levels in the community, with an emphasis on identifying sources within the community (emissions inventory). More information on source attribution methods is included in the Source Attribution Methodology report.¹ The most recent air quality modeling analysis was released in 2015 as part of the Multiple Air Toxics Exposure Study (MATES IV), which showed Diesel Particulate Matter (DPM) as the air pollutant that contributed most to the air toxics cancer risk in the South Coast AQMD, with the Southeast Los

Appendix 3b Highlights

- Information about the sources of air pollution in this community is presented in a “source attribution” analysis
- Diesel particulate matter is currently the main air toxic pollutant in this community, and it comes mostly from on-road and off-road mobile sources
- Other key air toxic pollutants in this community are 1,3-butadiene (mostly from the chemical industry) and benzene
- In future years, diesel emissions will decrease substantially due to ongoing and newly proposed regulations, but these emissions continue to be the main driver of air toxics cancer risk in this community

¹ South Coast Air Quality Management District, Methodology for Source Attribution Analyses for the first year AB 617 Communities in the South Coast Air Basin (Technical Report), 2019. <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/technical-advisory-group/source-attribution-methodology.pdf>. Accessed October 27, 2020.

Angeles (SELA) community having higher air toxics cancer risks compared to the overall basin-wide average. MATES V is currently under development and will update cancer risk estimates for the community as well as the South Coast Air Basin. A community-specific emissions inventory was developed for CAPs and TACs based on the most recent available datasets.

The SELA community contains sources of air pollution, including the Interstate 710 freeway (I-710), the Alameda corridor, and 3 major rail yards within the community that support the goods movement industry. The community also includes a wide range of industrial facilities, including metal processing, surface coatings, auto body shops, rendering facilities, and warehousing that attracts heavy-duty truck traffic. The source attribution analysis (discussed in the next section) highlights that in the year 2018, DPM had the highest contribution to the community's overall air toxics inventory. On-road and off-road mobile sources were the predominant sources of DPM, with the major contributors being heavy-heavy duty trucks, medium-heavy duty trucks, off-road diesel equipment, and trains. In this community, 1,3-butadiene is the second largest contributor, which is largely emitted from stationary sources and area sources in the chemical industry and plastics production. The analysis presented in this chapter provides further details on the sources of volatile organic compounds (VOC) and particulate matter with a diameter smaller than or equal to 2.5 micrometers (PM_{2.5}). Projected emissions in future years show decreases in DPM emissions, although DPM continues to be the main contributor to air toxics cancer risk.

The PM_{2.5} emissions inventory in this appendix reflect "primary", or directly emitted PM_{2.5}. However, the majority of PM_{2.5} in the air in this and most communities is formed in the atmosphere from chemical reactions of "precursor" pollutants, including SO_x, NO_x, ammonia, and VOC. Given the importance of this "secondary" PM_{2.5}, the primary emissions described in this appendix are not a good indicator of this community's overall exposure to PM_{2.5}. While the detailed methodology to develop these emissions is provided in the Source Attribution Methodology report², the community-level emissions and their sources are discussed in this appendix, including base year and future emissions of CAPs and TACs.

Base year emissions inventory and source attribution

Overall profiles of CAPs and TACs

A variety of sources contribute to the emissions of criteria pollutants in the Southeast Los Angeles community (**Figure Appendix 3b-1**). NO_x emissions are related to combustion sources, and in this community, on-road mobile sources are the largest emitters of NO_x, with heavy-duty trucks being the largest contributor. Off-road mobile sources are the second largest contributor to NO_x and include trains and off-road equipment. Stationary sources of NO_x are mainly from fuel

² South Coast Air Quality Management District, Methodology for Source Attribution Analyses for the first year AB 617 Communities in the South Coast Air Basin (Technical Report), 2019. <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/technical-advisory-group/source-attribution-methodology.pdf>. Accessed October 27, 2020.

combustion in industrial activities and for space and water heating at commercial businesses and homes.

Stationary and area sources contribute to two thirds of the VOC emissions, with consumer products and outdoor paints (architectural coatings) being the largest contributors. Mobile sources make up the remaining third of the VOC emissions, with vehicle exhaust being the largest contributor. Stationary and area sources are the largest contributors to PM2.5 emissions. Commercial cooking, fuel combustion in residential, commercial and industrial sectors, and manufacturing are the main stationary sources of PM2.5. PM2.5 is also emitted from vehicle exhaust and tire and brake wear. While paved road dust is also related to vehicles traveling on roads, it is considered a stationary source in the inventory rather than a mobile source.

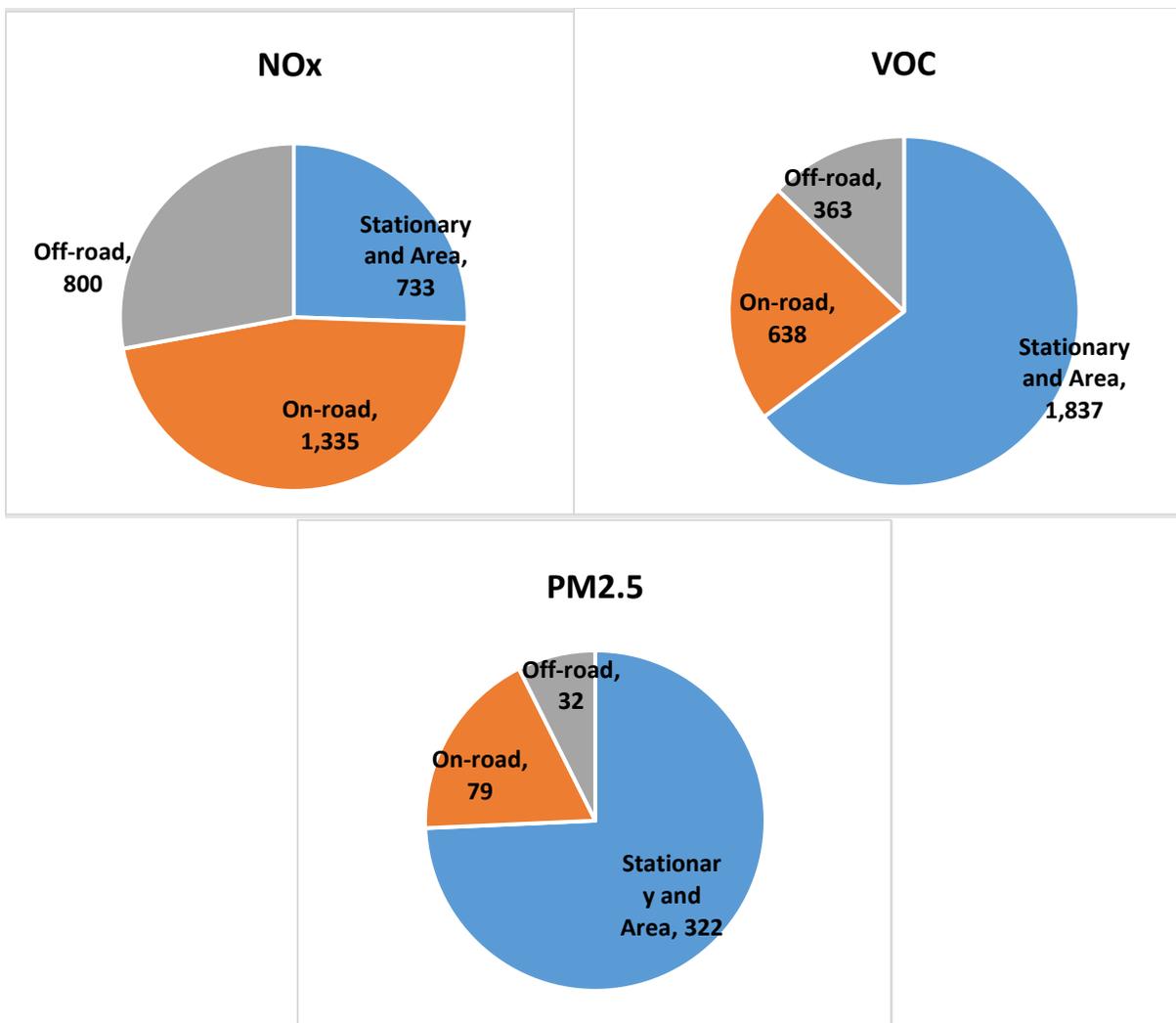


Figure Appendix 3b-1: Contribution of major source categories to NOx emissions, VOC emissions, PM2.5 emissions in the Southeast Los Angeles community in 2018 (tons/year)

TAC emissions from point sources were compiled from the emissions reported by facilities to South Coast AQMD's Annual Emissions Reporting (AER) program. TAC emissions from on-road, and off-road sources were calculated using chemical speciation profiles applied to Total Suspended Particulate matter (TSP) and Total Organic Gas (TOG) emissions. Details on the chemical speciation profiles are described in the Source Attribution Methodology report.³ pollutants were analyzed and included in this report. This list of air toxic pollutants is consistent with the list of TACs that facilities are required to report under the South Coast AQMD AER and AB2588 programs, except for chlorofluorocarbons (CFCs) and ammonia. CFCs do not have an associated air toxics cancer risk and is included in the criteria pollutant inventory because it is a PM precursor. While there is no cancer toxicity associated with ammonia, there are potential health impacts associated with ammonia, therefore, detailed ammonia emissions by major source category are included in Appendix 3b.

The contribution from stationary, on-road and off-road emission sources to TACs emissions in this community are presented in **Figure Appendix 3b-2**. Note that the emissions in the figure are weighted based on the cancer-causing potency of each TAC relative to DPM. For example, cancer potency of Cr⁶⁺ is approximately 464 times higher than the toxicity of DPM per unit of mass. Thus, Cr⁶⁺ emissions are multiplied by 464 to estimate the toxicity-weighted emissions of Cr⁶⁺. The units in the cancer-weighted DPM-equivalent emissions are expressed in pounds per year (lbs/year). This weighting approach enables a comparison of the contribution of each TAC to overall cancer risk using a consistent scale. **Figure Appendix 3b-2** indicates that DPM is the largest contributor to the overall air toxics cancer risk in the community, followed by 1,3-butadiene, benzene, Cr⁶⁺ and formaldehyde. **Figure Appendix 3b-2** also indicates the major source categories from which the five TACs originate. Most of the DPM is emitted from mobile sources. Also, mobile sources are the major contributor to benzene, Cr⁶⁺ and formaldehyde. The major contributor to 1,3-butadiene emissions is plastic production in the chemical industry, but mobile sources also contribute to 1,3 butadiene considerably. A detailed emission inventory by major source categories is provided in the Appendix.

³ South Coast Air Quality Management District, Methodology for Source Attribution Analyses for the first year AB 617 Communities in the South Coast Air Basin (Technical Report), 2019. <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/technical-advisory-group/source-attribution-methodology.pdf>. Accessed October 27, 2020.

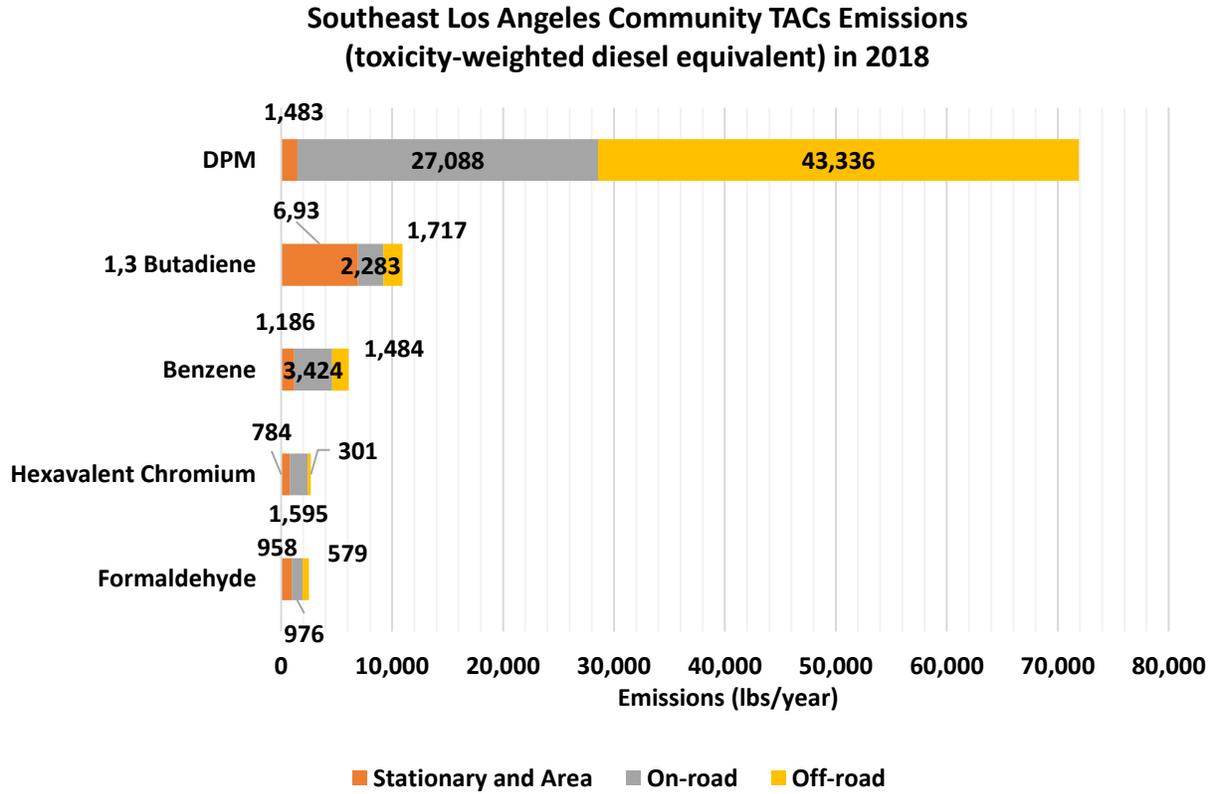


Figure Appendix 3b-2: Contribution of major sources to toxic air contaminant emissions (toxicity-weighted diesel-equivalent, lbs/year) in the Southeast Los Angeles community in 2018.

Stationary sources

Figure Appendix 3b-3 provides the source attribution of VOC and PM_{2.5} emissions from stationary sources in the SELA community in 2018. The largest contribution to VOC emissions is from consumer products. A wide range of industries also contribute significantly to total VOC emissions from stationary sources, with degreasing and surface coating being the second largest source of VOC from stationary sources, and gas stations (petroleum marketing) also being a significant source of VOC emissions.

Emissions of PM_{2.5} in the SELA community originate from a wide range of activities, including commercial cooking, wood and paper industry, fuel combustion in the manufacturing, industrial, residential and commercial sectors, and from a variety of industrial processes.

Figure Appendix 3b-4: Toxic air contaminant emissions from stationary sources in the Southeast Los Angeles community for the year 2018 (toxicity-weighted diesel-equivalent, lbs/year) illustrates the emissions of the major TACs from stationary sources in the community. The emissions of each pollutant is weighted by their corresponding cancer potency relative to Diesel PM. In this community, 1,3-butadiene is the most predominant air toxic from stationary sources, and is primarily emitted from the chemical industry (**Figure Appendix 3b-5**).

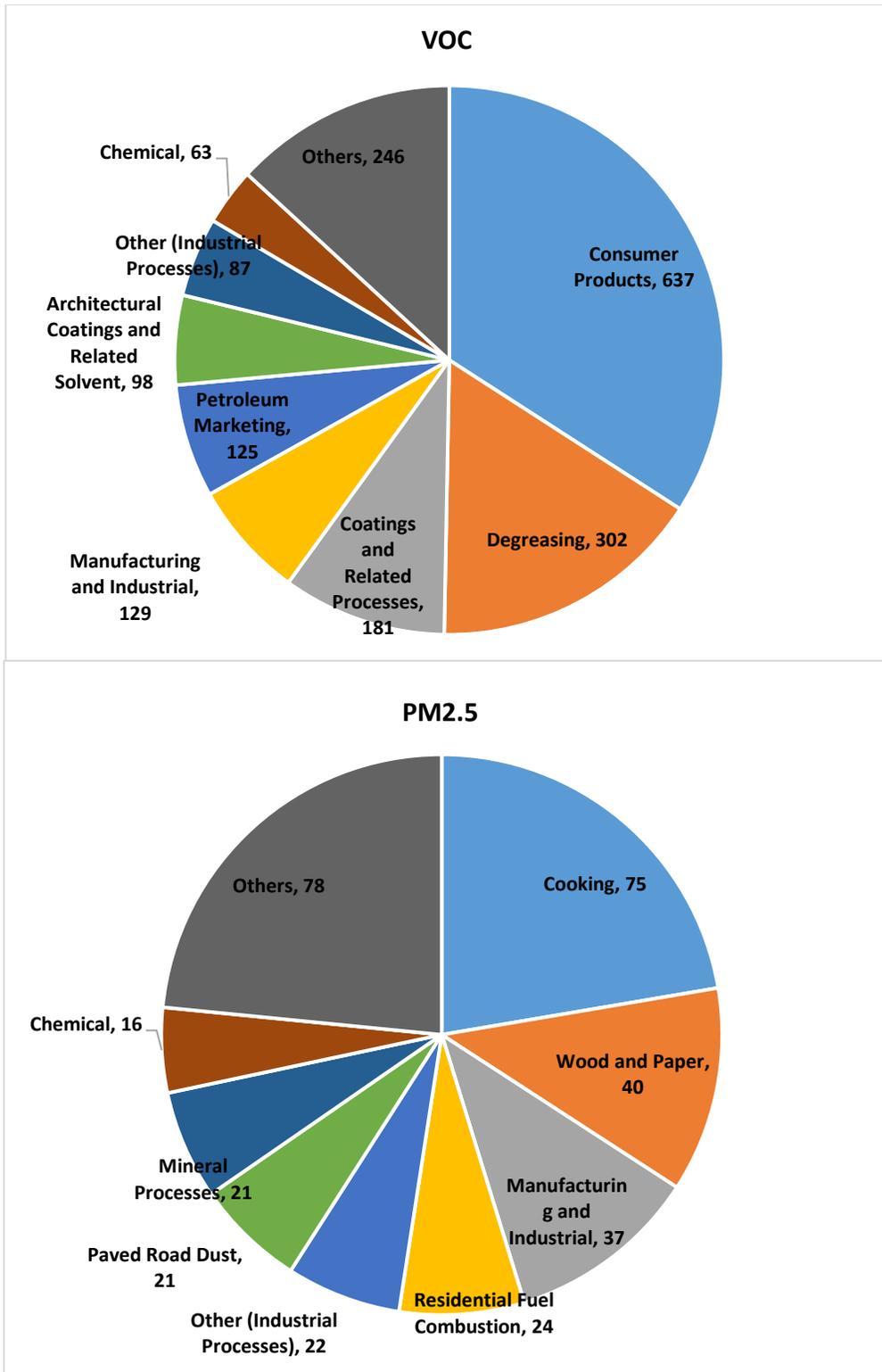


Figure Appendix 3b-3: Source attribution of VOC emissions and PM2.5 emissions from stationary sources in the Southeast Los Angeles community for the year 2018 (Emissions in tons/year)

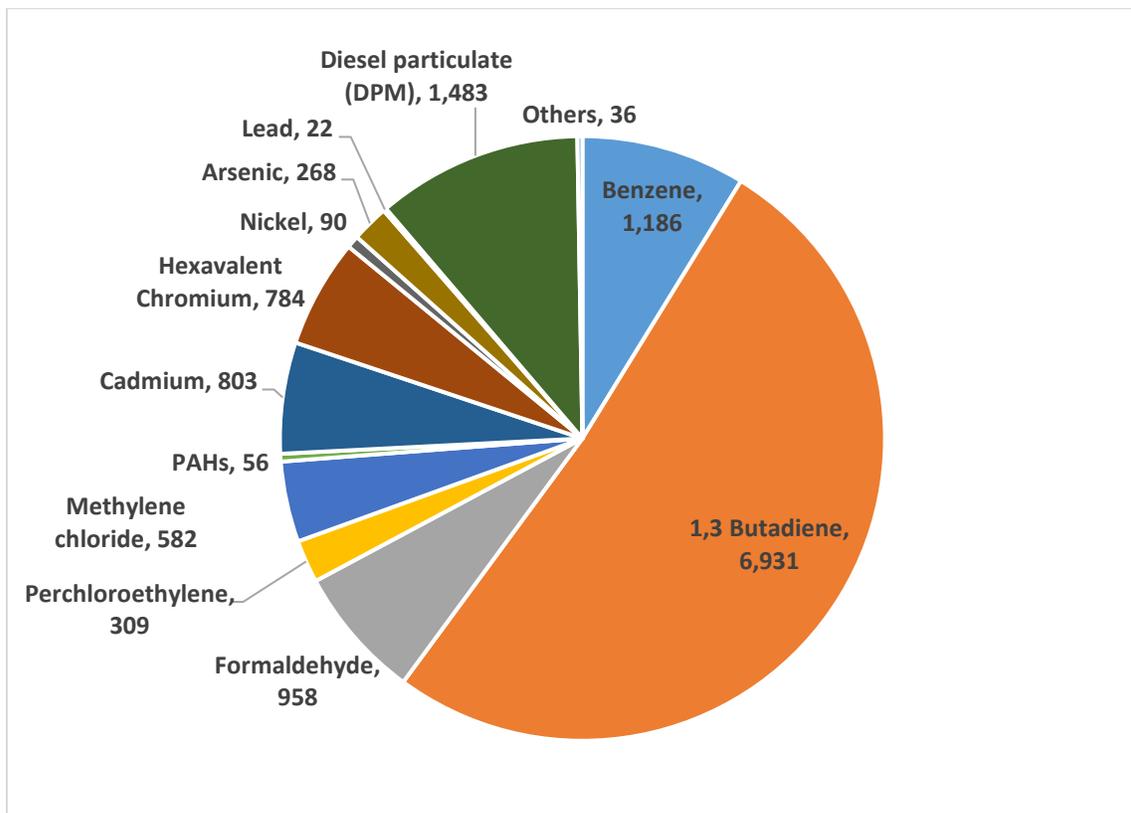


Figure Appendix 3b-4: Toxic air contaminant emissions from stationary sources in the Southeast Los Angeles community for the year 2018 (toxicity-weighted diesel-equivalent, lbs/year)

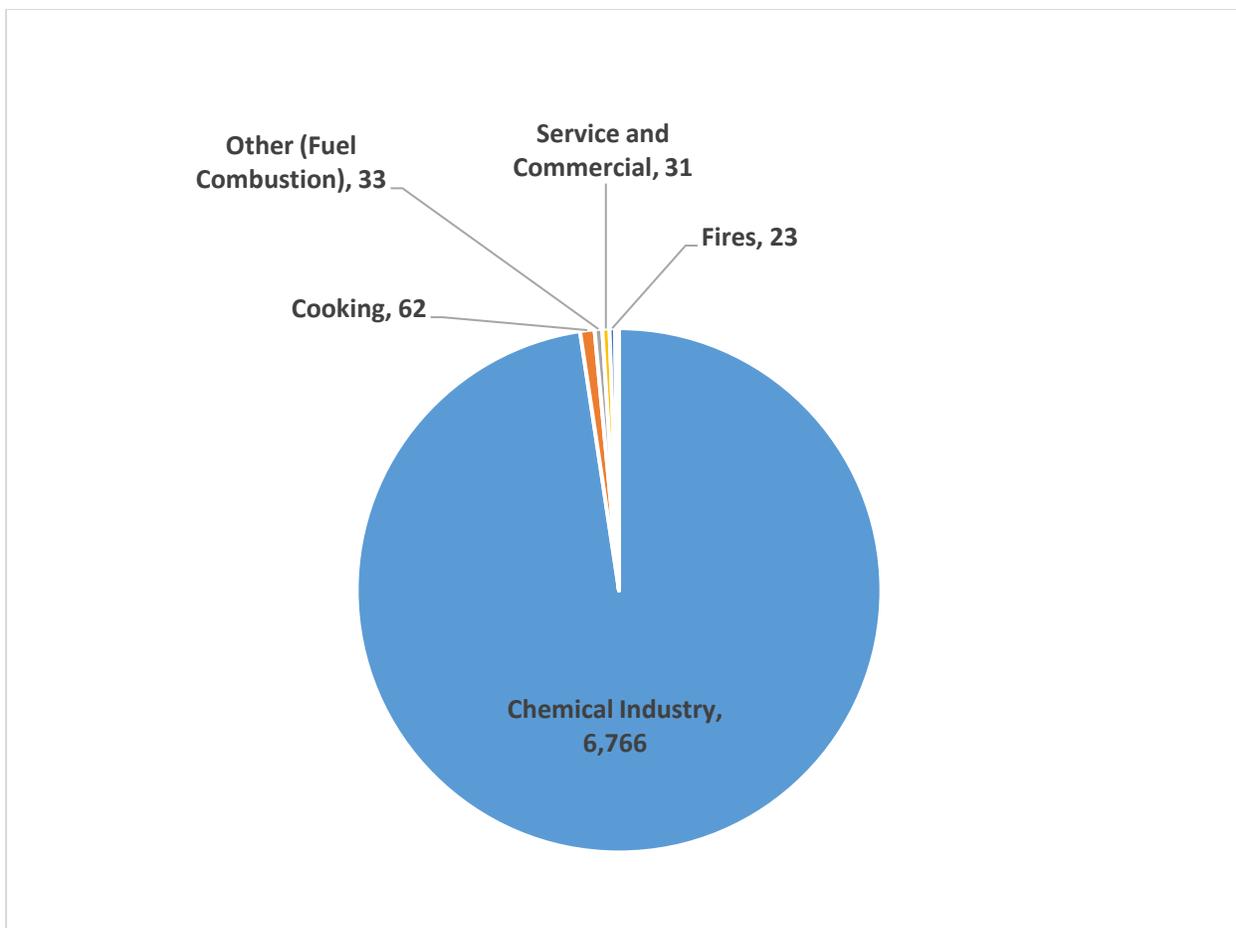


Figure Appendix 3b-5: Source attribution of 1,3-butadiene emissions from stationary sources in the Southeast Los Angeles community for 2018 (toxicity-weighted diesel equivalent, in lbs/year)

On-road mobile sources

In this community, passenger vehicles and light- and medium-duty vehicles contribute the majority of VOC and PM2.5 emissions (**Figure Appendix 3b-6**). VOC emissions are mostly from gasoline vehicles⁴, and as a result, passenger cars are the main contributor to VOC emissions because of the large number of vehicles and miles travelled by these types of vehicles. PM2.5 emissions from on-road sources are from fuel combustion as well as from tire and brake wear. Light- and medium-duty vehicles are the main contributors to the total emissions of PM2.5 because these vehicles travel the most miles within the community. Even though heavy-duty

⁴ Evaporative and running losses contribute to 50% of total gasoline vehicle VOC emissions in Los Angeles County

trucks drive less than 10% of the total vehicle miles travelled in Los Angeles County, heavy-duty trucks contribute to 24% of the total PM_{2.5} emissions from on-road sources⁵.

Toxic emissions from on-road mobile sources are largely dominated by DPM (**Figure Appendix 3b-7**). The largest contributor to DPM emissions are diesel-fueled heavy-duty trucks, and so the largest impacts from on-road mobile sources in the community are concentrated along the main goods movement corridors. Other important contributors to TACs are benzene, 1,3-butadiene and formaldehyde. The source of benzene is from evaporative losses and from the incomplete combustion of gasoline, whereas formaldehyde and 1,3-butadiene emissions are generated from fuel combustion. Hexavalent chromium also contributes to the toxicity of on-road emissions, and it is emitted from brake wear and, to a smaller extent, from fuel combustion. Because of the large contribution of DPM to overall toxicity from on-road emissions, heavy-duty trucks are the main contributor to TACs in this community (**Figure Appendix 3b-8**).

⁵ Heavy-duty diesel vehicles tend to have higher PM exhaust and tire and brake wear emissions per mile driven compared to gasoline cars.

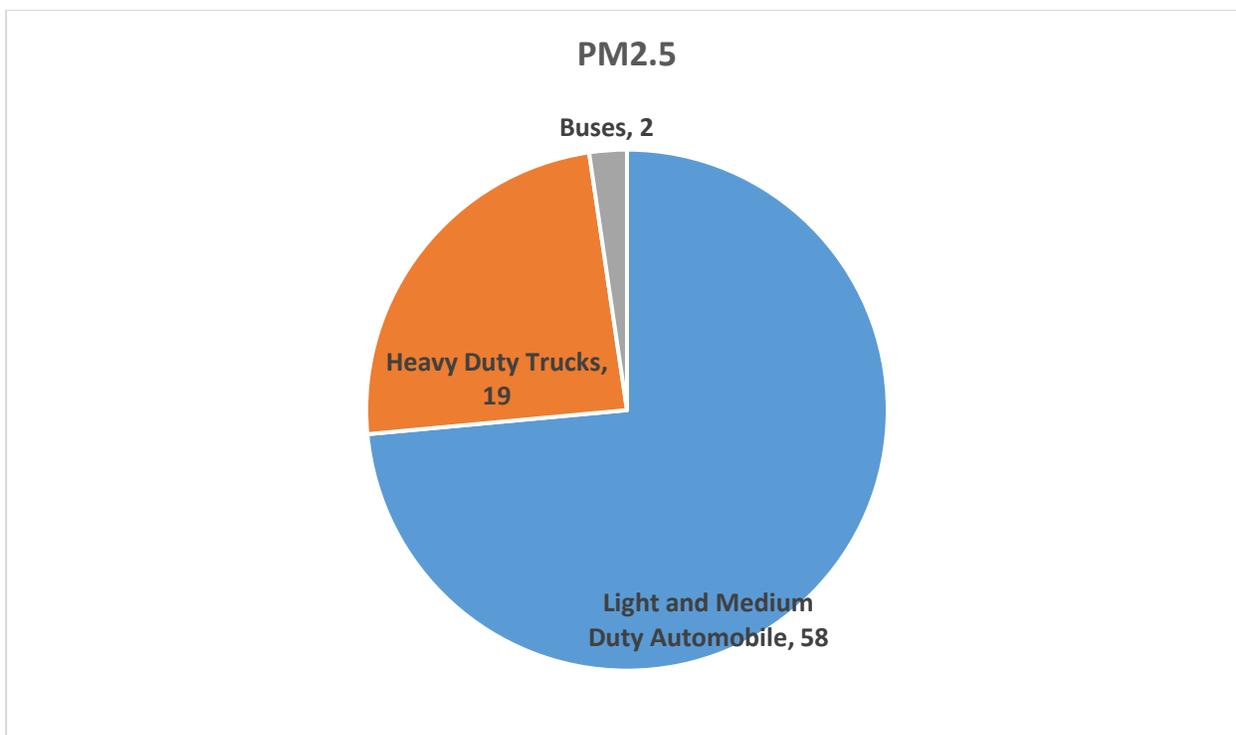
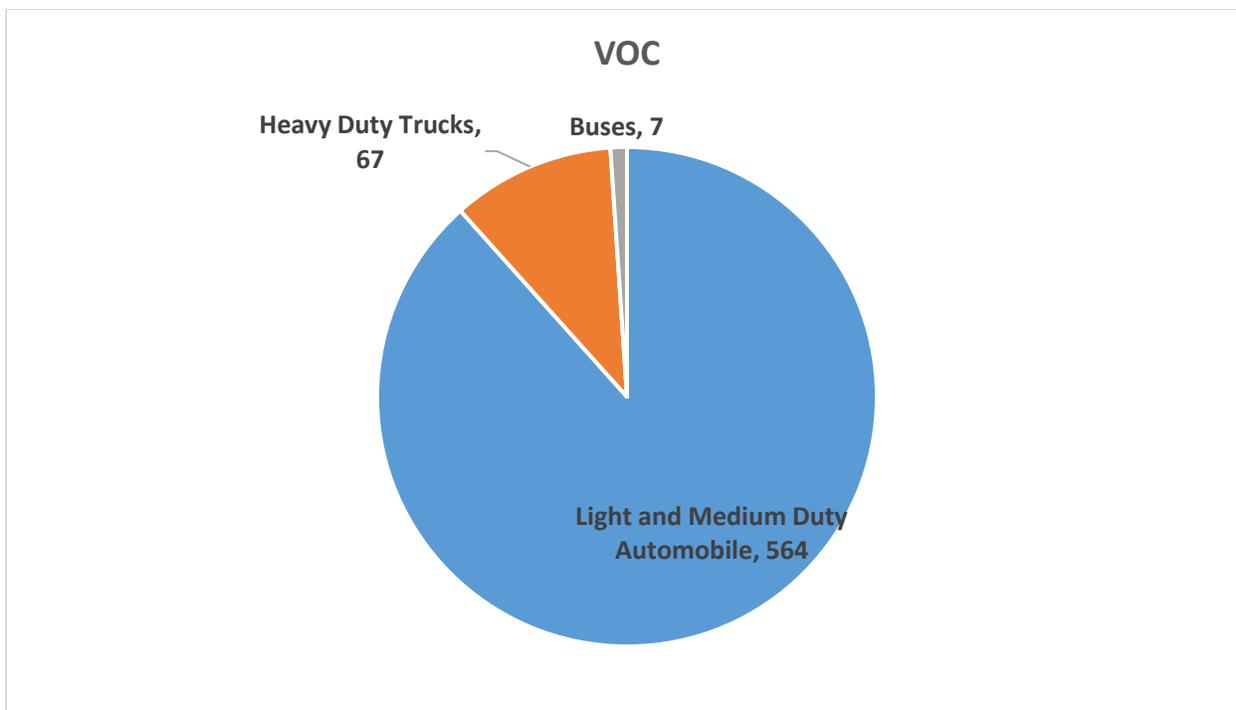


Figure Appendix 3b-6: Source attribution of VOC emissions and PM2.5 emissions from on-road mobile sources in the Southeast Los Angeles community for 2018 (tons/year)

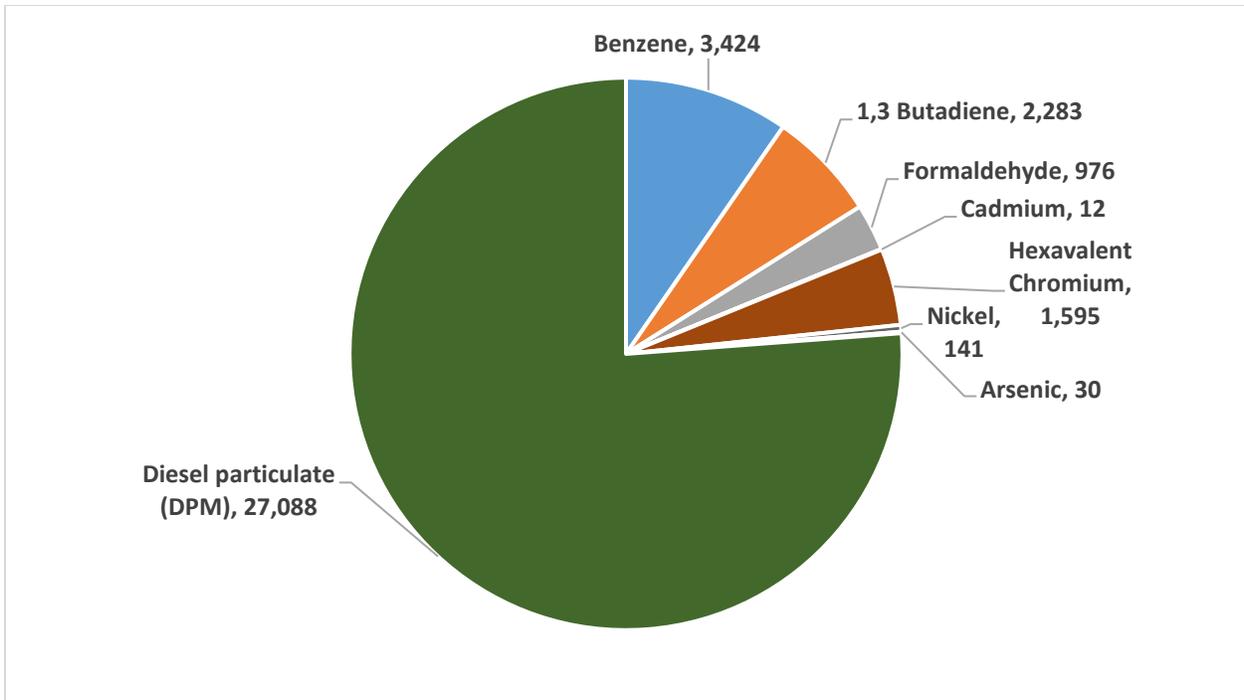


Figure Appendix 3b-7: Toxic air contaminant emissions from on-road mobile sources in the Southeast Los Angeles community for the year 2018 (toxicity-weighted diesel equivalent, in lbs/year)

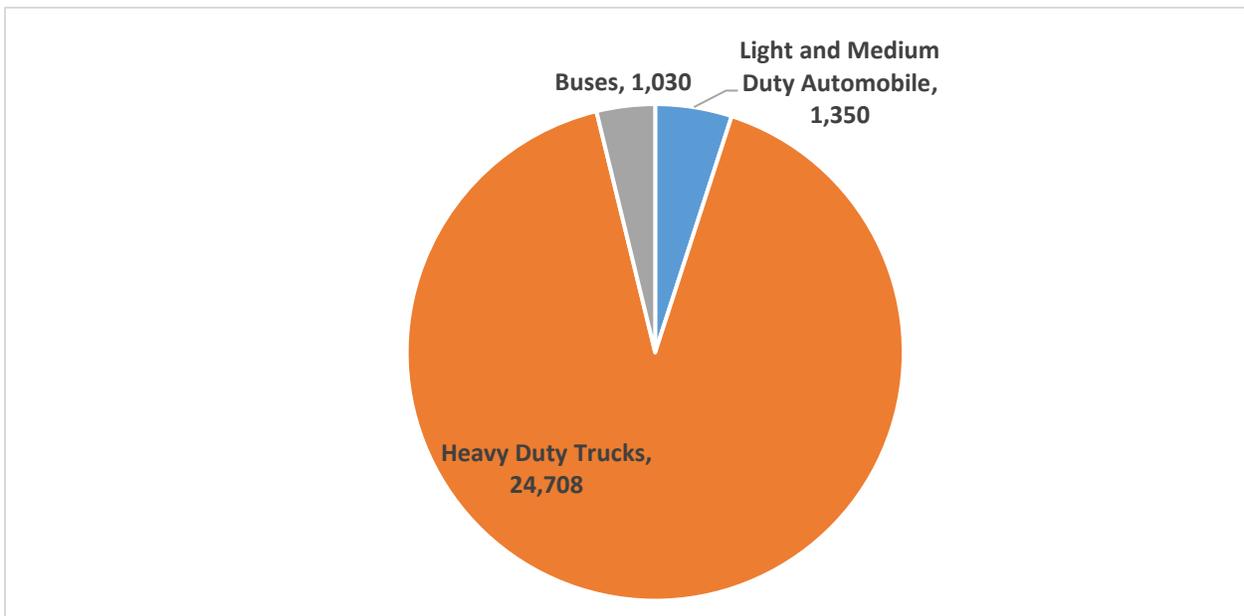


Figure Appendix 3b-8: Source attribution of Diesel PM emissions from on-road mobile sources in the Southeast Los Angeles community for 2018 (lbs/year)

Off-road mobile sources

Figure Appendix 3b-9 presents the major sources of VOC and PM_{2.5} emissions from off-road sources. The largest contributor to total VOC from off-road sources in the community is small off-road equipment. This category includes small off-road spark-ignition engines used in lawn and garden equipment, industrial and commercial utility equipment, and specialty vehicles. Other significant sources of VOC's include evaporative emissions from fuel storage and handling, recreational boats and recreational vehicles, and emissions from trains. Although there is no major waterway or waterbody in the SELA community, boats that are parked in the community still emit pollutants through fuel evaporation.

As in the case of VOC emissions, the largest off-road source contributing to PM_{2.5} emissions include industrial, commercial and construction equipment, transport refrigeration units (TRU) and lawn and garden equipment. The second largest contributor of PM_{2.5} emissions from off-road sources in the community is from trains. There are large railyards within the community boundaries, and some of them are near residential areas.

Figure Appendix 3b-10 presents the contribution of TAC emissions from off-road sources in the SELA community. Diesel PM is the toxic air contaminant that contributes the most to total air toxics cancer risk in the community from off-road sources. The two main sources of DPM are diesel off-road equipment and trains (**Figure Appendix 3b-11**). Off-road equipment encompasses a wide variety of equipment categories (**Figure Appendix 3b-12**). In this community, the largest category is construction and mining equipment, followed by industrial and commercial equipment and TRU. While construction and mining equipment is the name of a defined category used to build off-road mobile source emission inventories, this community does not have significant mining activities. Thus, emissions from this category are primarily from construction equipment.

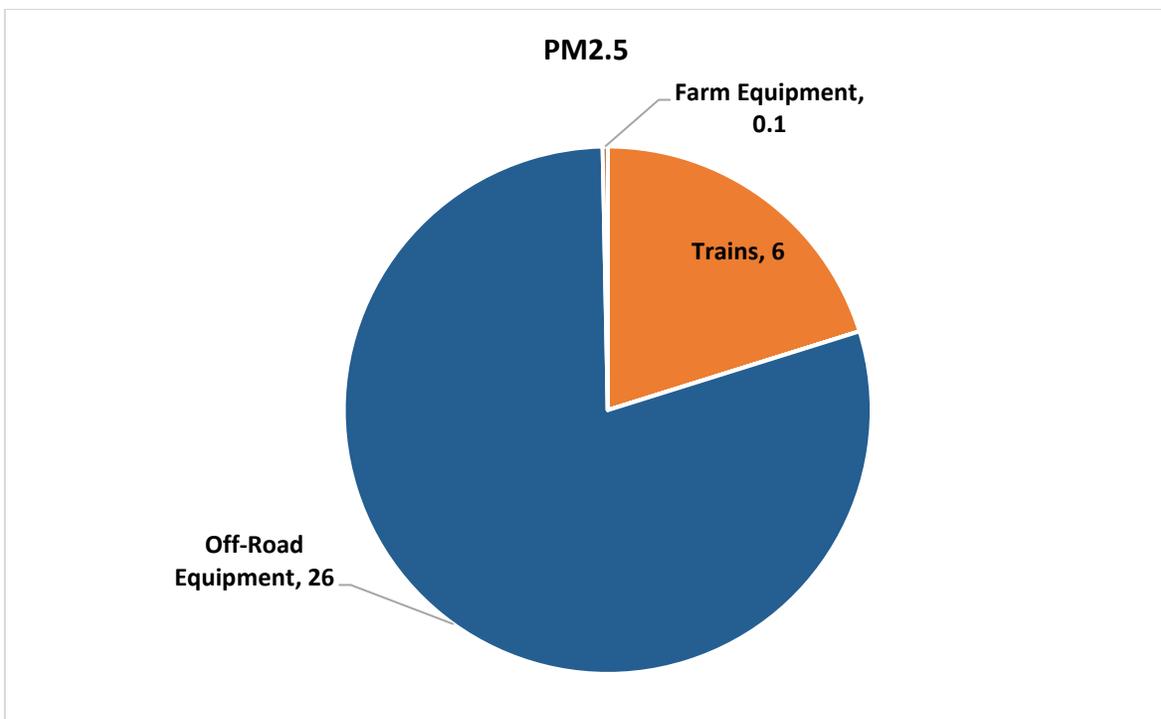
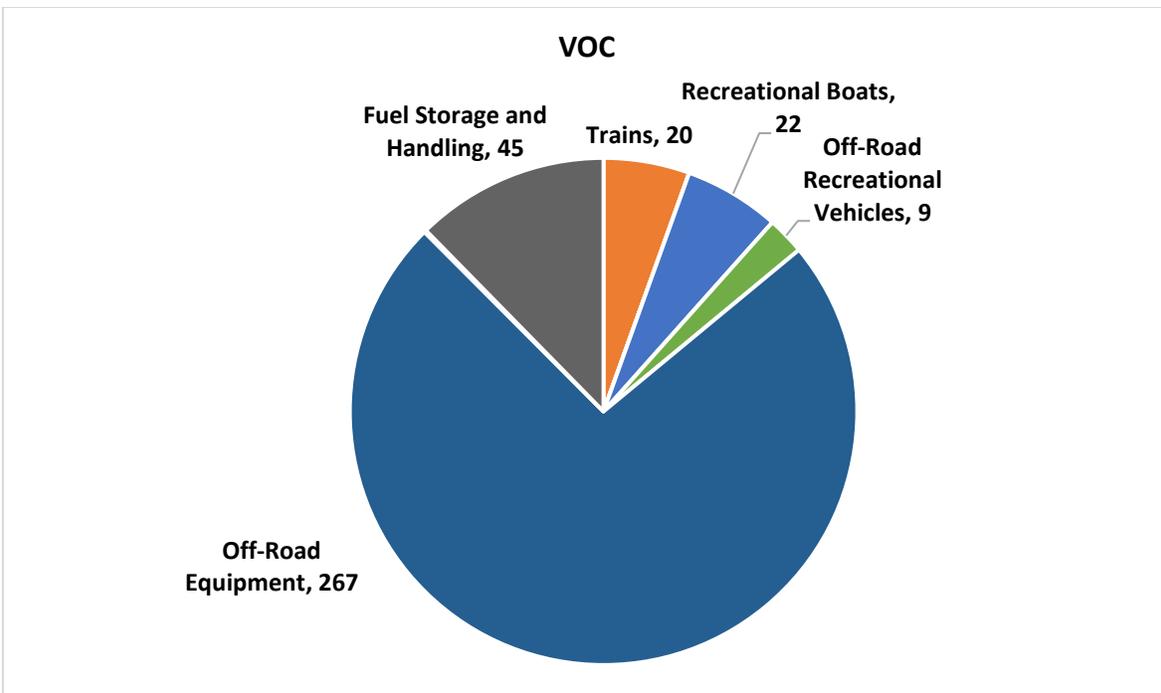


Figure Appendix 3b-9: Source attribution of VOC emissions and PM2.5 emissions from off-road sources in the Southeast Los Angeles community for the year 2018 (tons/year)

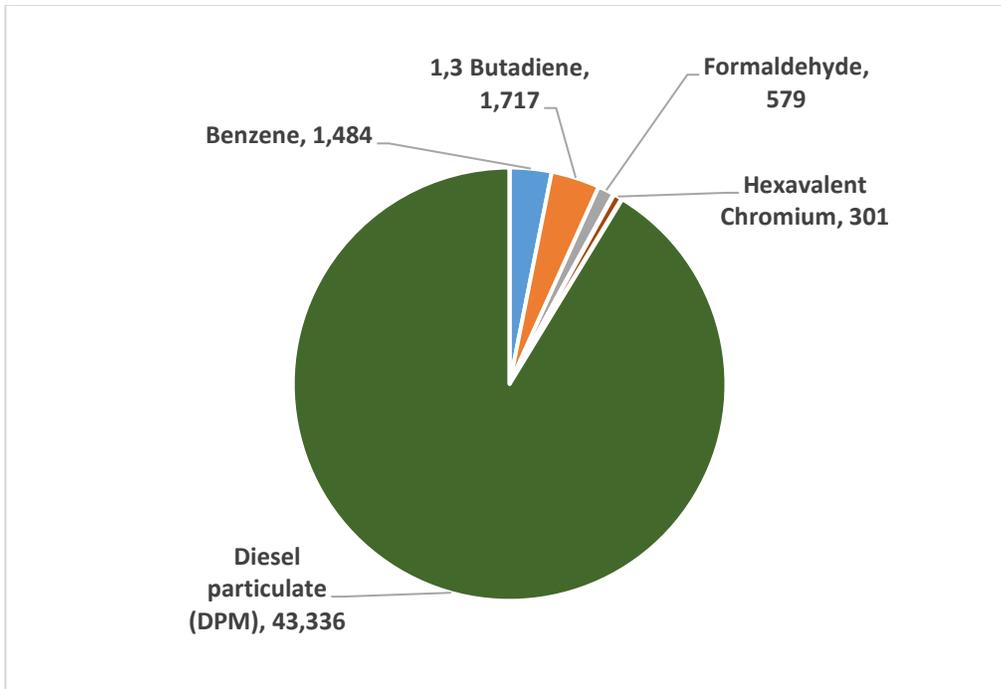


Figure Appendix 3b-10: Toxic air contaminant emissions from off-road sources in the Southeast Los Angeles community for the year 2018 (toxicity-weighted diesel equivalent, in lbs/year)

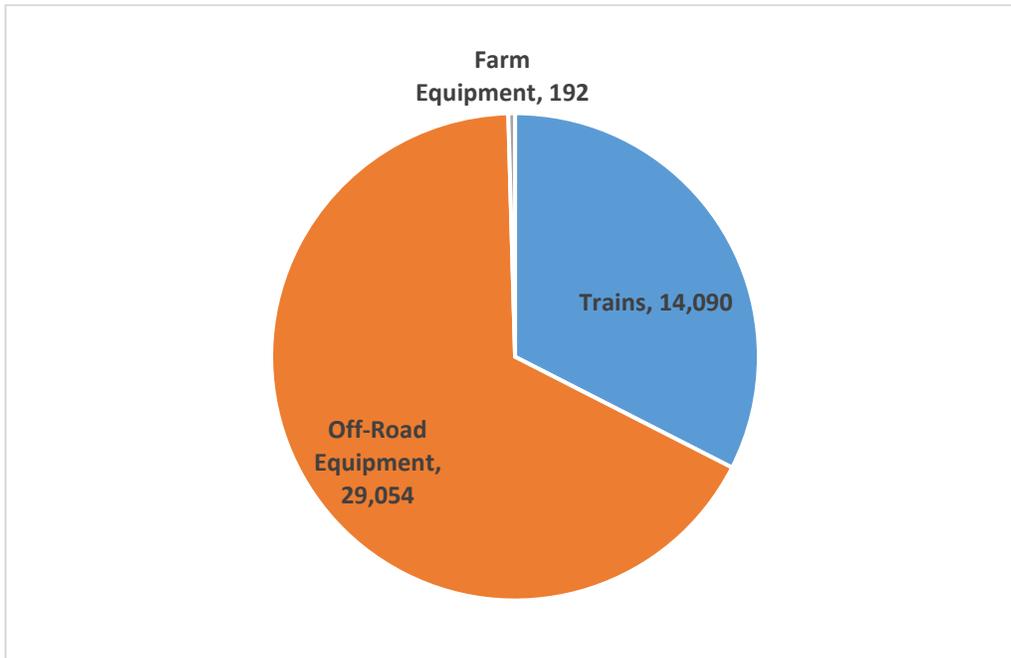


Figure Appendix 3b-11: Source attribution of DPM emissions from off-road sources in the Southeast Los Angeles community for 2018 (weighted by air toxics cancer risk, in lbs/year)

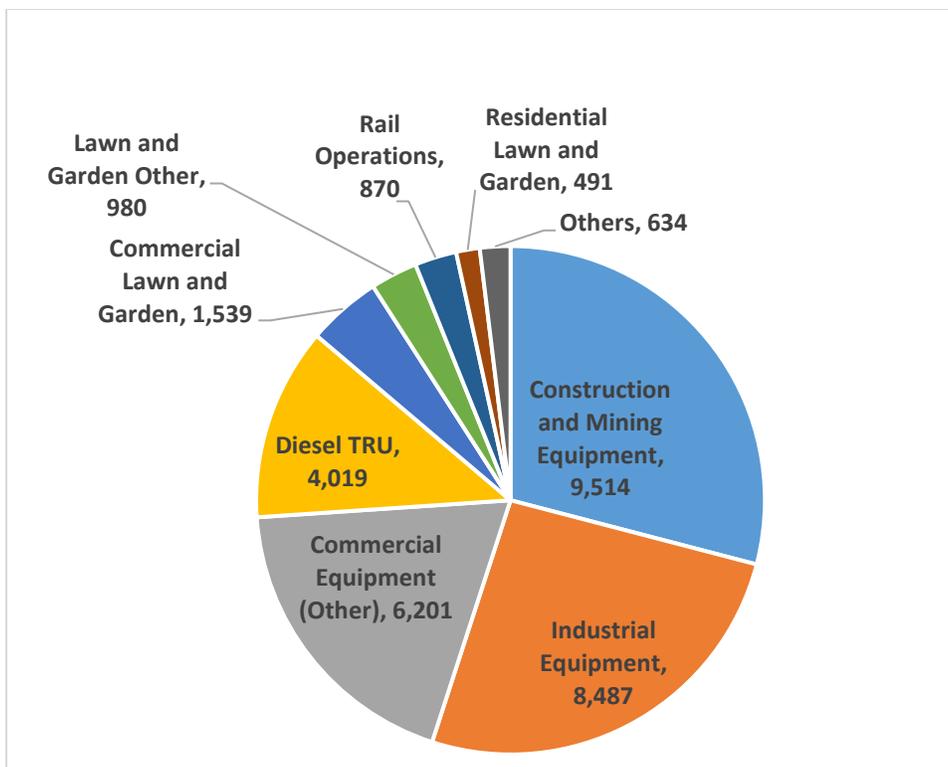


Figure Appendix 3b-12: Contribution of specific equipment categories included in the off-road equipment major source category in Southeast Los Angeles community for 2018 (toxicity-weighted diesel equivalent, in lbs/year)

Future year emissions inventory and source attribution

Trends of emission changes for CAPs and TACs

Future emissions of CAPs and TACs in the SELA community were projected using the best available information for population growth, economic growth and emission adjustments reflecting the ongoing implementation of existing regulations targeting specific air pollutants. The community includes a variety of facilities subject to toxics rules. On-road DPM emissions from heavy-duty diesel vehicles in this community will be subject to California Air Resources Board’s Truck and Bus Regulation implemented after 2018. Off-road diesel equipment is also subject to state regulations that will reduce DPM and NOx emissions. South Coast AQMD has also developed various regulations to reduce NOx and VOC emissions since the adoption of the 2016 AQMP in March 2017. However, control factors for those newer regulations are currently under development and not reflected in the current inventory. The cutoff date for stationary NOx and VOC adopted rules, for the purpose of these emissions projections, was December 2015.

Figure Appendix 3b-13 presents the projected trend in major CAPs emissions (NOx, VOC and PM2.5) in the SELA community from 2018 to the two milestone years, 2025 and 2030. NOx emissions in the community are expected to decrease substantially between 2018 and 2030, due

to the existing regulations for mobile sources and the emission reduction commitments under the RECLAIM program. VOC emissions are also expected to decrease between the years 2018 and 2030, mostly due to cleaner vehicle emissions. Unlike NO_x and VOC emissions, PM_{2.5} emissions remain virtually unchanged, with less than 1% change during the period from 2018 to 2030, reflecting that growth in population and economic activity outweighing benefits from regulations.

Trends for TAC emissions are shown in **Figure Appendix 3b-14**. Diesel PM continues to dominate the TAC emission inventory in future years, despite a significant reduction in DPM from heavy-duty trucks. DPM emissions are projected to decrease by 65% from 2018 through 2030. The second largest contributor to air toxics is 1,3-butadiene, with emissions increasing slightly due to slight increases in plastic production partially offset by reductions in emissions from vehicles. Benzene and formaldehyde emissions are projected to decrease throughout the 12-year period due to decreases in the emissions from vehicles, whereas emissions of toxic metals (i.e., cadmium, nickel, arsenic and lead) experience small variability due to changes in industrial activities. Hexavalent chromium emissions are projected to decrease from 2018 to 2030 due to decreases in vehicle emissions that is partially offset by a slight increase in industrial activity.

Many of the South Coast AQMD regulations addressing toxic metal pollution emissions from industrial facilities (e.g., South Coast AQMD Rule 1407 and Rule 1469) include requirements that reduce fugitive emissions and local air quality impacts from these facilities. Fugitive emissions often account for most of the toxic metal emissions from a facility. Unfortunately, the methods available to create an emissions inventory are not able to reflect fugitive emissions from these facilities. Therefore, while the inventory may not show an overall decrease in toxic metal emissions, the regulations result in overall decreased emissions due to measures that reduce fugitive emissions.

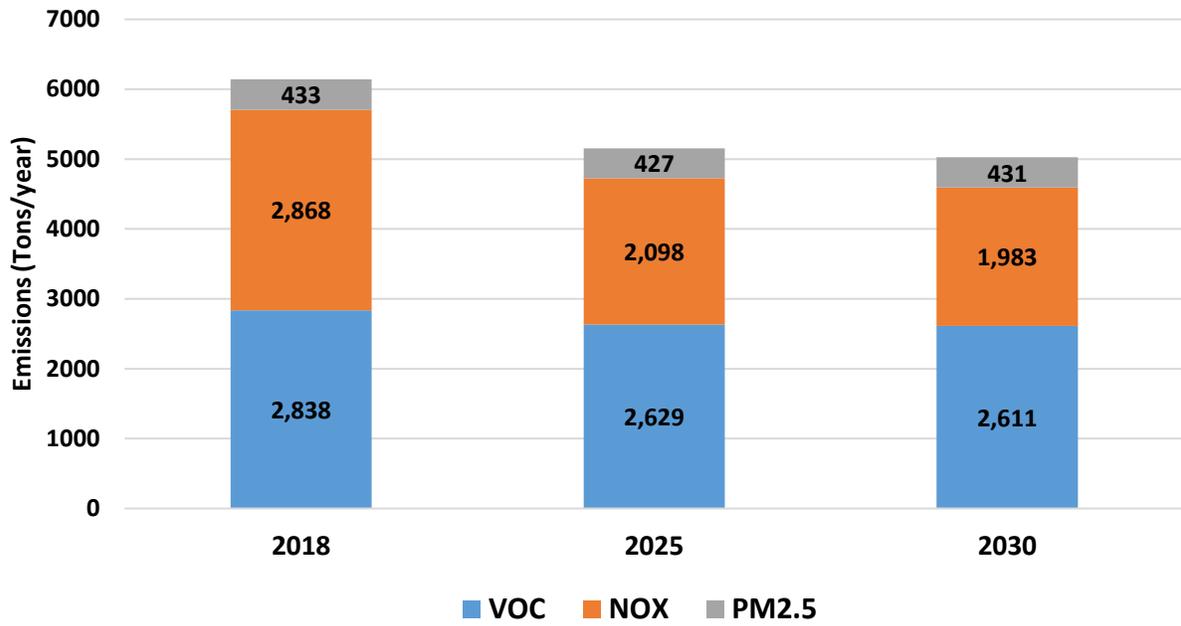


Figure Appendix 3b-13: The community total emission trends for NOx, VOC & PM2.5 (tons/year) for the years 2018, 2025 and 2030

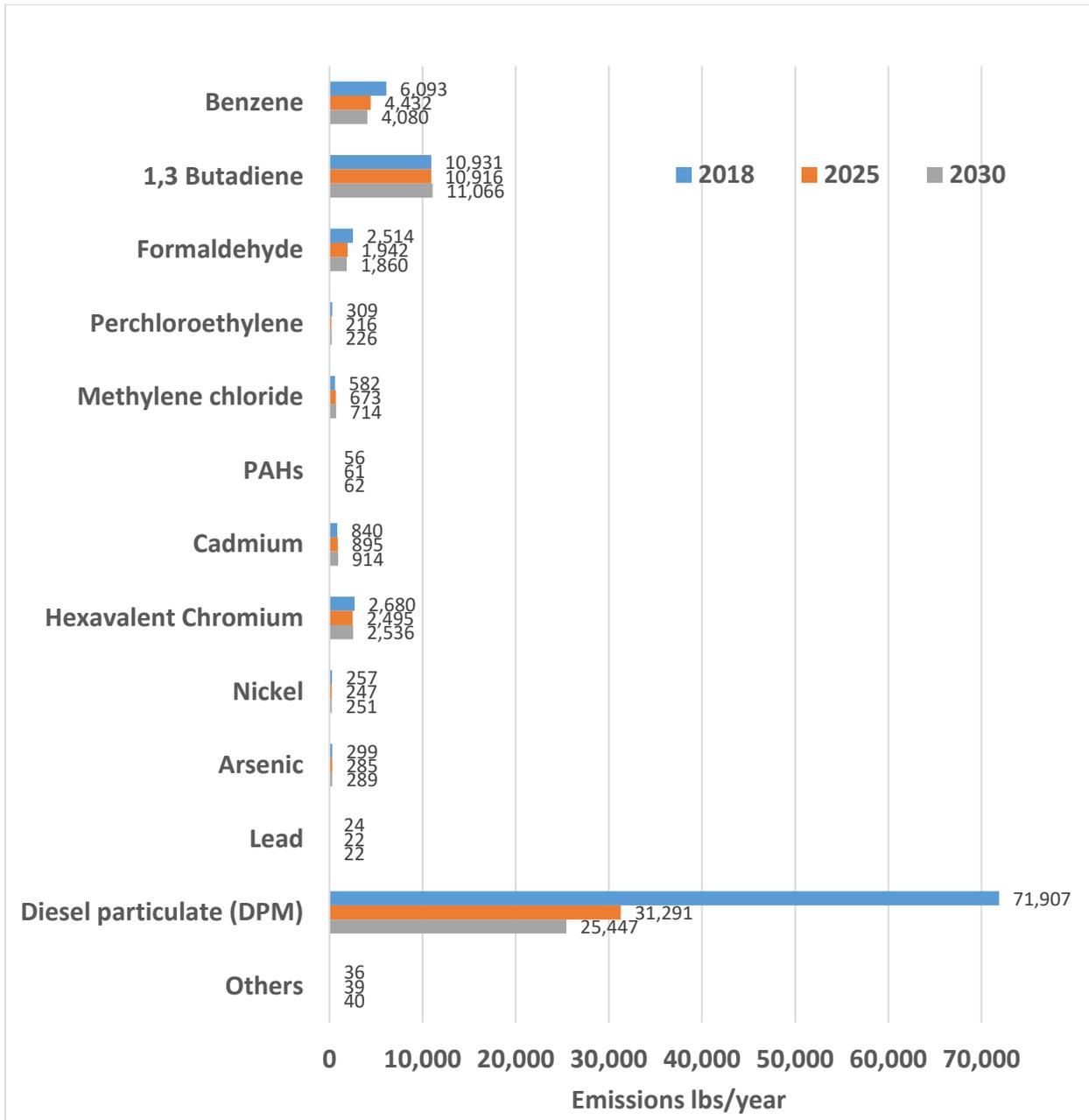


Figure Appendix 3b-14: Total emission trends for toxic air contaminants in Southeast Los Angeles (toxicity-weighted diesel-equivalent emissions, lbs/year) for the years 2018, 2025 and 2030

Figure 3b-15 presents the cumulative TAC emissions by the major categories for the three years of interest. The overall toxicity-weighted emissions are projected to decrease between 2018 and 2030. In particular, diesel heavy-duty trucks and off-road equipment are projected to decrease substantially over the 12-year period, driving down the overall TAC emissions.

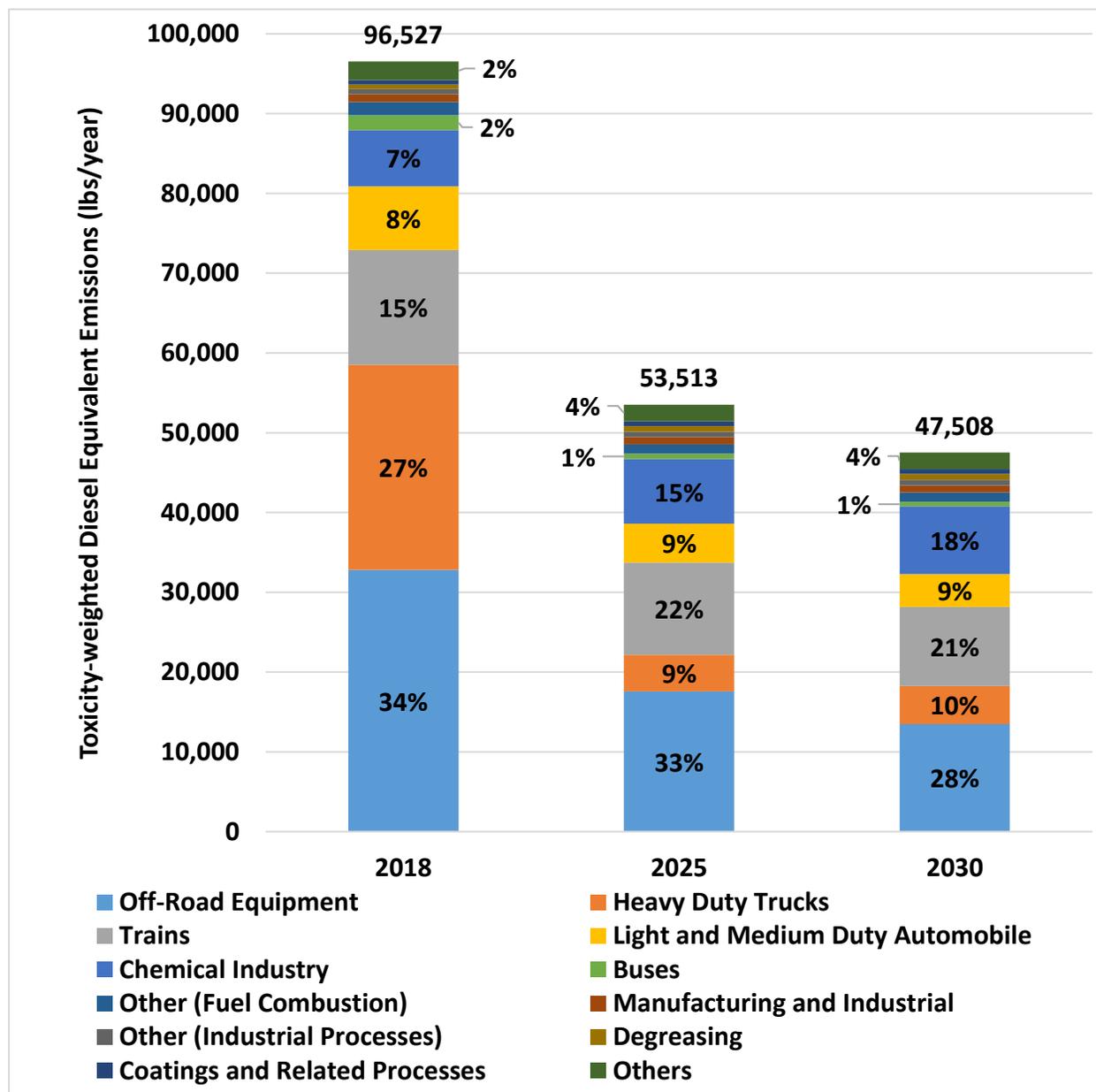


Figure 3b-15: Toxic air contaminant emissions from all sources in the Southeast Los Angeles community, shown by major categories (cancer potency-weighted diesel equivalent emissions, lbs/year)

Stationary Sources

Community-level emissions of NO_x, VOC and PM_{2.5} from stationary sources are presented in **Figure Appendix 3b-16** for the years 2018, 2025 and 2030. NO_x emissions are expected to decline from 2018 to 2025, primarily due to emission reductions from RECLAIM facilities.^{vi} VOC and PM_{2.5} emissions are expected to grow gradually due to growth in population and in economic and industrial activities.

1,3-butadiene is the largest contributor to total toxic emissions from stationary sources (**Figure Appendix 3b-17**), and 1,3-butadiene emissions are expected to grow from 2018 to 2030 due to projected industrial activity growth during the same period. The major source for 1,3-butadiene emissions is from plastic production from the chemical industry. Inventory-based emissions of other TACs that are primarily emitted from industrial activities (i.e., cadmium, hexavalent chromium, and nickel) are also expected to increase due to industrial growth. However, they are difficult to quantify and thus not reported to South Coast AQMD and are estimated for regulatory efforts. As such, reductions from fugitive emissions as a result of South Coast AQMD’s regulatory efforts are not accounted for in the analysis. Emissions of methylene chloride are expected to increase due to increase in degreasing activity and consumer products uses, whereas benzene, DPM, and perchloroethylene emissions are expected to decline due to on-going regulations.

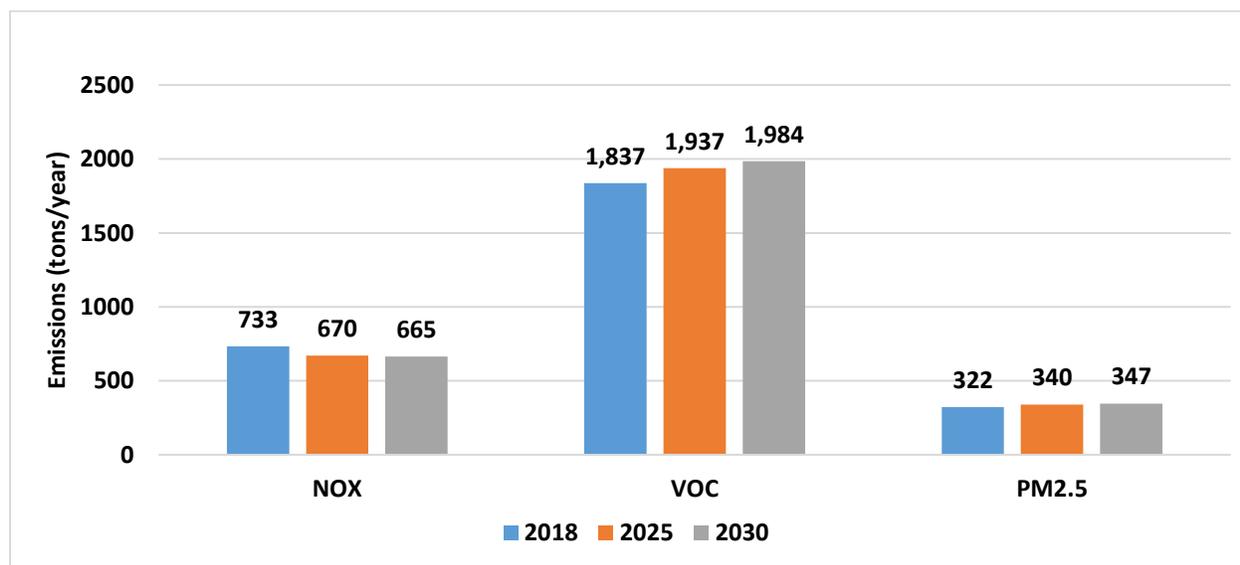


Figure Appendix 3b-16: Trends in NO_x, VOC and PM_{2.5} emissions from stationary sources in the Southeast Los Angeles community. Emissions are presented in tons per year

^{vi} NO_x RECLAIM is an emission cap-and-trade program that includes larger stationary sources located in the Basin. The current regulation, Rule 2002 requires 12 tons per year of NO_x emission reductions from 2016 to 2022. In addition, the 2016 AQMP includes a control measure to target an additional 5 tons per year of NO_x reduction from the RECLAIM facilities by 2025. The rulemaking to achieve additional 5 TPD NO_x is still ongoing and will be reflected on the inventory when it is finalized.

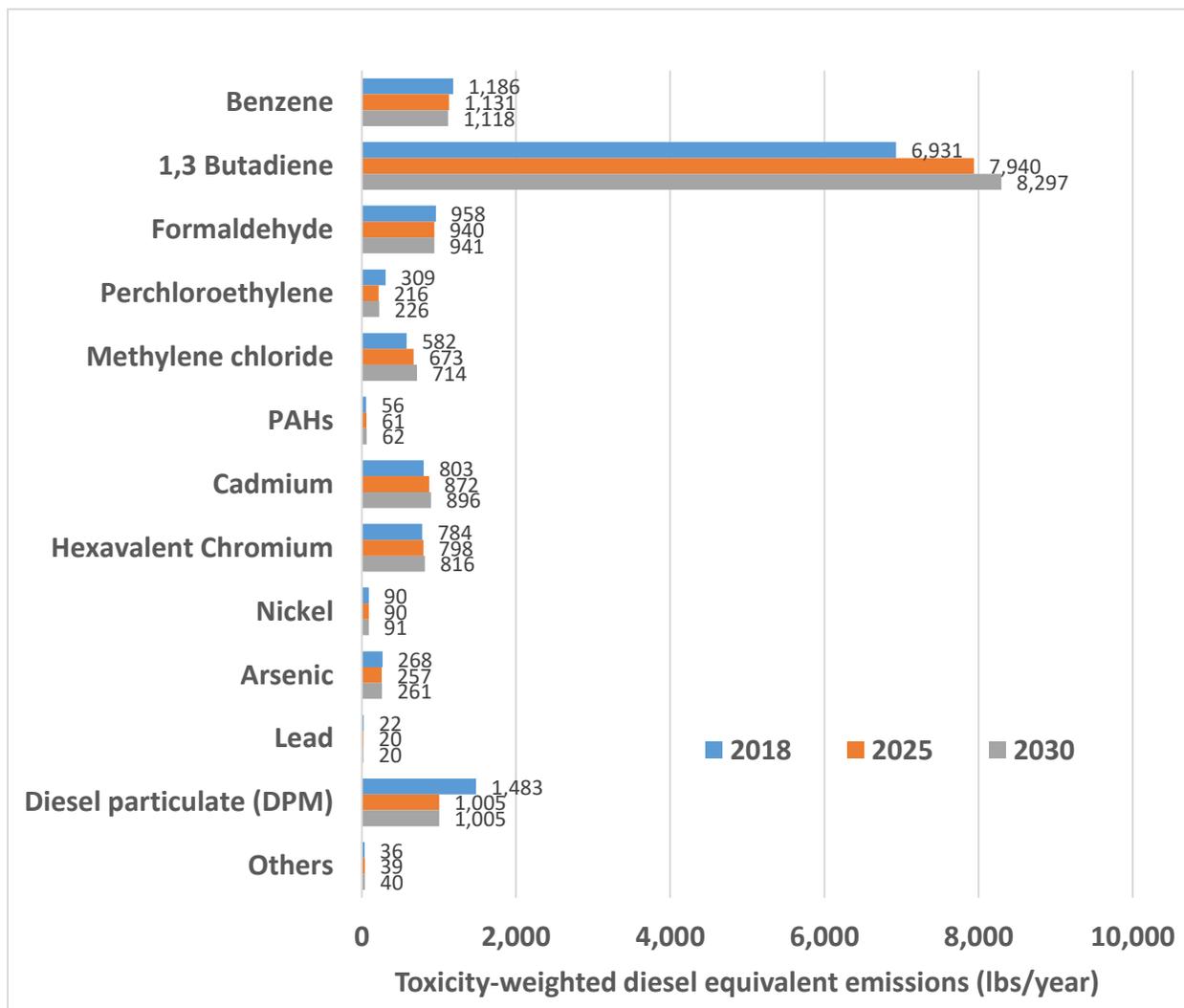


Figure Appendix 3b-17: Trends in toxic air contaminant emissions (toxicity-weighted diesel-equivalent, lbs/year) from stationary sources in the Southeast Los Angeles community

On-road mobile sources

Trends for on-road emissions are presented in **Figure Appendix 3b-18**. On-road emissions are expected to decline significantly from 2018 to 2025, due to turnover to cleaner vehicles for both light-duty vehicles and heavy-duty trucks. Vehicle emissions decrease from 2018 to 2030 despite the projected increase in vehicle activity, i.e. vehicle-miles traveled (VMT).

VOC emissions are expected to decline for all vehicle types except for motorcycles, for which emissions are projected to grow steadily from 2018 to 2030. PM2.5 emissions are expected to decline for all vehicle types from 2018 to 2025. After 2025, the effect of vehicle regulations on

light-, medium- and heavy-duty trucks is offset by growth in numbers and VMT. Tire and brake wear, the major source of PM2.5 vehicle emissions, are proportional to VMT, which increases with time due to population and economic growth in the area. Emissions of PM2.5 from heavy-duty trucks are expected to increase slightly, offsetting passenger vehicle PM2.5 emission reductions. As a result, overall PM2.5 emissions from vehicles are projected to remain the same from 2025 to 2030.

Figure Appendix 3b-19 presents the trends in emissions of toxic air contaminants from on-road mobile sources, with emissions weighted based on their cancer potency relative to DPM. In 2018, DPM is the pollutant contributing most to cancer risk, followed by benzene, 1,3-butadiene and hexavalent chromium. However, regulations for heavy-duty diesel trucks are projected to reduce the DPM emissions drastically beginning in 2018 through 2025. Beyond 2025, DPM emission reductions are anticipated to slow down due to increased vehicle activity; however, the DPM emissions in 2030 are projected to still be 83% lower than in 2018. Benzene, formaldehyde, and 1,3-butadiene emissions are projected to decline due to reductions in evaporative and exhaust emissions from vehicles. Hexavalent chromium emissions are also expected to decline.

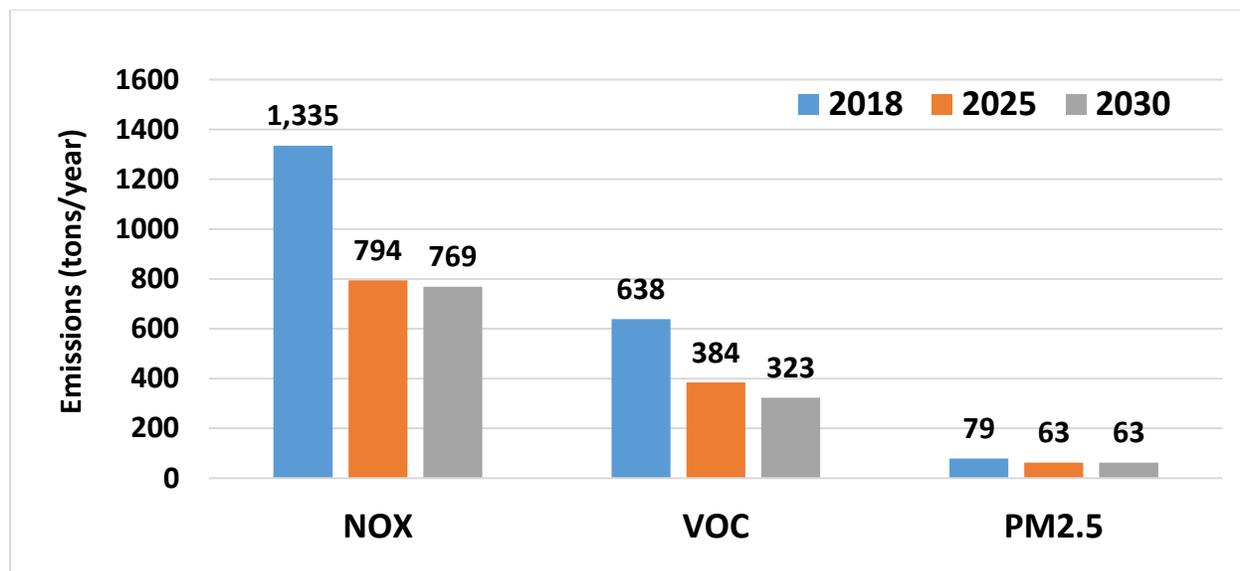


Figure Appendix 3b-18: Trends in NOx, VOC and PM2.5 emissions from on-road mobile sources in the Southeast Los Angeles community. Emission values in tons per year

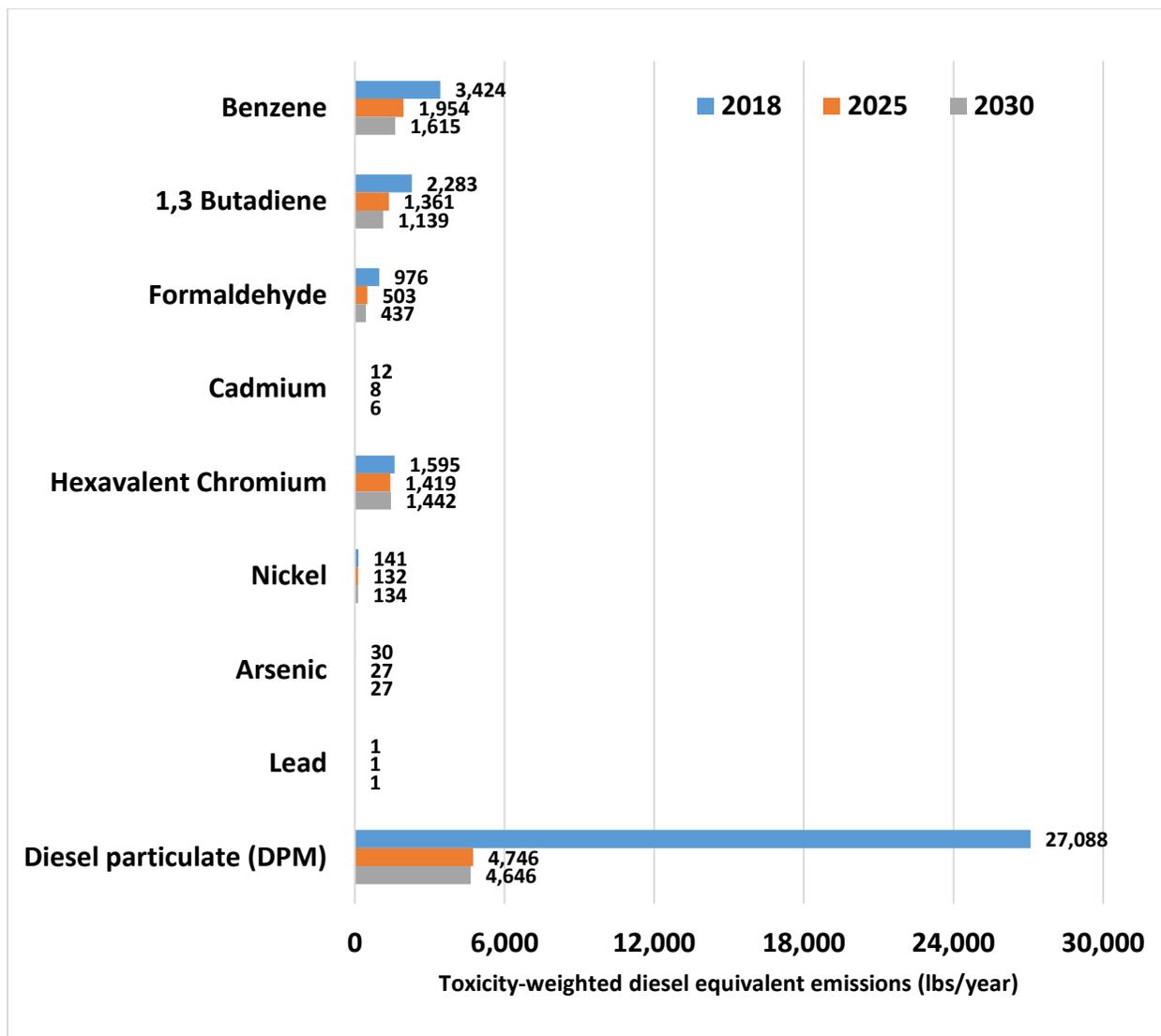


Figure Appendix 3b-19: Trends in toxic air contaminant emissions (toxicity-weighted diesel-equivalent, lbs/year) from on-road sources in Southeast Los Angeles

Off-road mobile sources

Trends in emissions of NO_x, VOC, and PM_{2.5} from off-road mobile sources in the community are presented in **Figure Appendix 3b-20**. All three pollutants are projected to decline steadily from 2018 to 2030. In general, emissions are expected to decline due to emission reductions from trains and industrial off-road equipment, due to turnover of older equipment to newer, cleaner equipment. Reductions in evaporative emissions from gasoline off-road equipment, fuel storage handling and recreational vehicles drive the overall VOC reductions in the community.

Trends in toxic air contaminant emissions are presented in **Figure Appendix 3b-21**. Emissions from off-road mobile sources in this community are dominated by diesel emissions from trains and heavy industrial and construction off-road equipment. Off-road equipment regulations and turnover to cleaner and more fuel-efficient locomotives reduce the overall TACs in the community.

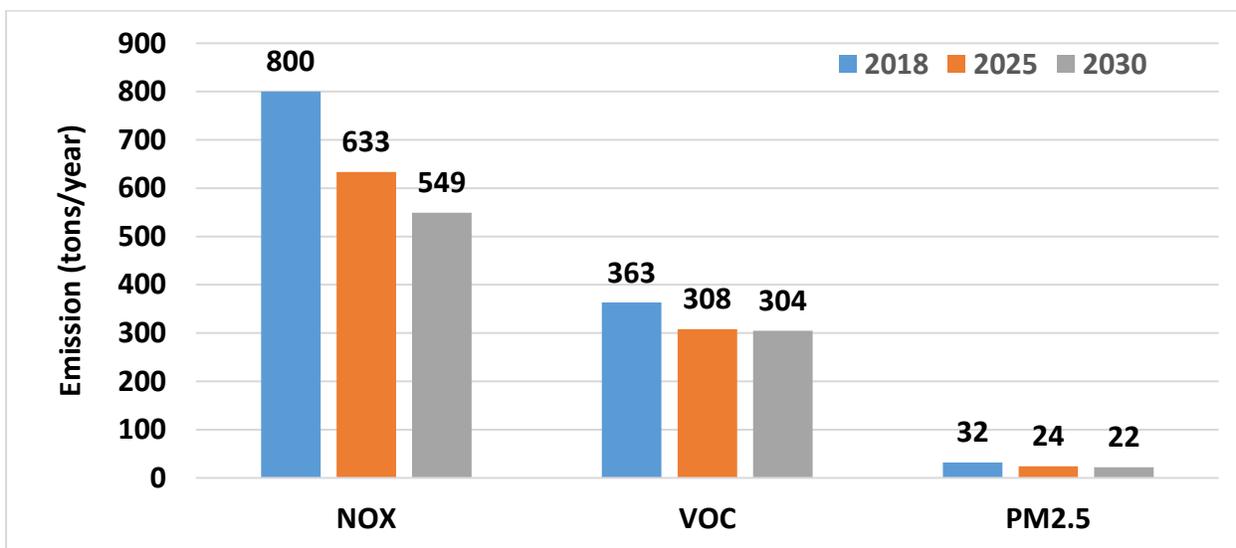


Figure Appendix 3b-20: Trends in NOx, VOC and PM2.5 emissions from off-road mobile sources in the Southeast Los Angeles community. Emission values in tons per year

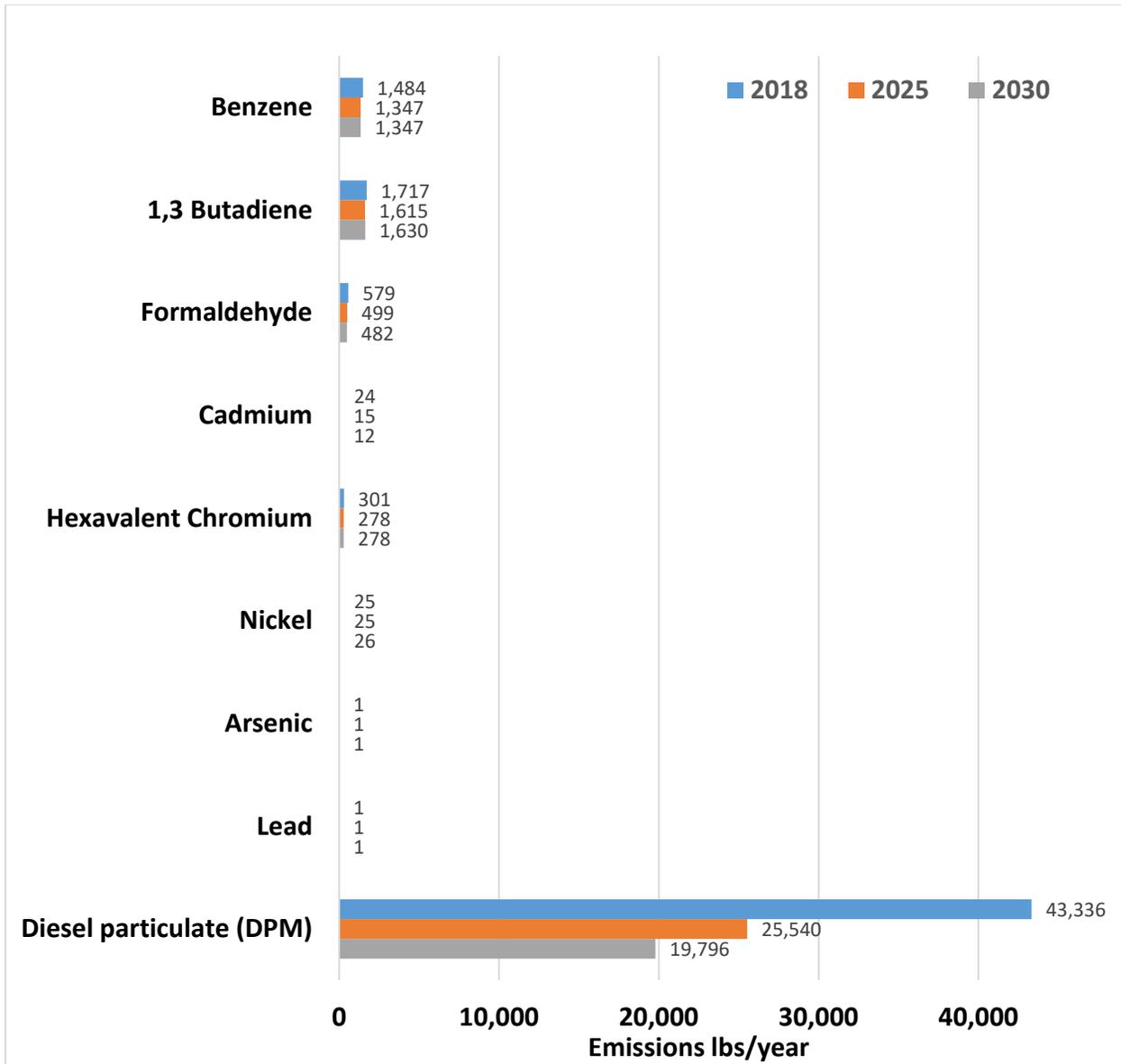


Figure Appendix 3b-21: Trends in toxic air contaminant emissions (toxicity-weighted diesel-equivalent, lbs/year) from off-road sources in Southeast Los Angeles community

Summary

The main sources of air pollutant emissions in the SELA community are on-road vehicles, trains, off-road equipment and industrial activities.

NO_x emissions in this community are dominated by mobile sources – both on-road and off-road – which account for 75% of the total emissions in 2018. Heavy-duty truck traffic, trains, and off-road equipment are the largest sources for NO_x. Stationary sources contribute to 25% of NO_x emissions in this community, mostly from fuel combustion in the residential, commercial, and industrial sectors.

VOC emissions are dominated by area sources, with consumer products being the largest source category. Passenger vehicles and off-road equipment, such as lawn mowers and other small gasoline engines, are the largest contributors to VOC emissions from on-road and off-road sources, respectively.

Unlike NO_x and VOC, sources of PM_{2.5} emissions span a wide variety of activity sectors, which include commercial cooking, light and medium automobiles, wood and paper industries, fuel combustion and off-road equipment.

Toxic air contaminants (TACs) emissions in the SELA community are dominated by diesel particulate matter (DPM) from diesel exhaust. DPM is emitted from heavy-duty trucks, trains, and industrial off-road equipment. 1,3-butadiene is the second largest component of TACs based on cancer-weighted emissions, and the major source is plastic production. Other significant TAC species includes benzene and formaldehyde, which are mostly emitted from mobile sources.

Future NO_x emissions in the community are expected to decrease due to the existing regulations on mobile sources and the emission reduction commitments for major stationary source facilities. VOC emissions are also expected to decline, although they will decline more slowly compared to NO_x reductions. Emissions of DPM from heavy-duty trucks are also expected to decrease substantially because of CARB's Truck and Bus Regulation. CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation will also contribute to reducing DPM. Emissions of 1,3-butadiene from stationary sources are expected to increase slightly in the future years, due to increased industrial activity. However, in future years, DPM continues to be the main contributor to air toxics cancer risk in this community.

2018 Annual Average Emissions by Source Category in South East Los Angeles community*

CODE	Source Category	TOG (tons/year)	VOC (tons/year)	NOx (tons/year)	CO (tons/year)	SOx (tons/year)	TSP (tons/year)	PM10 (tons/year)	PM2.5 (tons/year)	NH3 (tons/year)	Pb (lbs/year)
Fuel Combustion											
10	Electric Utilities	56.23	5.23	0.00	16.24	0.56	14.50	14.41	14.38	17.70	0.00
20	Cogeneration	0.50	0.47	0.25	2.71	0.00	0.41	0.28	0.17	5.58	0.00
30	Oil and Gas Production (combustion)	0.06	0.01	0.14	0.08	0.00	0.00	0.00	0.00	0.03	0.00
40	Petroleum Refining (Combustion)	1.12	0.33	0.00	0.78	0.00	0.41	0.41	0.41	0.00	0.00
50	Manufacturing and Industrial	853.62	127.74	321.54	454.66	5.65	36.79	36.16	35.65	54.96	5.17
52	Food and Agricultural Processing	6.74	3.02	4.65	38.55	0.31	3.88	3.88	3.88	4.29	0.00
60	Service and Commercial	46.02	19.70	41.55	62.54	2.12	4.42	4.41	4.41	17.14	0.70
99	Other (Fuel Combustion)	39.77	10.09	90.40	34.54	0.37	5.75	5.49	5.14	3.84	0.99
Total Fuel Combustion		1004.06	166.59	458.53	610.10	9.01	66.16	65.04	64.04	103.54	6.86
Waste Disposal											
110	Sewage Treatment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
120	Landfills	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
130	Incineration	12.21	2.06	60.84	14.62	5.58	8.96	4.68	4.06	6.34	1.03
140	Soil Remediation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
199	Other (Waste Disposal)	26.86	2.16	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.00
Total Waste Disposal		39.07	4.22	60.84	14.62	5.58	8.96	4.68	4.06	6.76	1.03
Cleaning and Surface Coatings											
210	Laundry	18.26	0.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
220	Degreasing	1528.67	296.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
230	Coatings and Related Processes	172.39	167.73	0.28	0.08	0.00	14.47	13.89	13.38	1.80	0.00
240	Printing	15.11	15.11	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.00
250	Adhesives and Sealants	62.41	54.46	0.00	0.00	0.00	0.04	0.04	0.04	0.00	0.00
299	Other (Cleaning and Surface Coatings)	28.66	22.31	1.22	1.23	0.02	0.26	0.25	0.25	0.10	0.00
Total Cleaning and Surface Coatings		1825.50	557.05	1.50	1.31	0.02	14.77	14.18	13.67	2.07	0.00
Petroleum Production and Marketing											
310	Oil and Gas Production	4.44	1.89	0.00	0.02	0.06	0.00	0.00	0.00	0.00	0.00
320	Petroleum Refining	8.11	6.27	0.00	0.00	0.00	6.56	4.16	3.40	0.00	0.02
330	Petroleum Marketing	161.82	124.60	0.47	0.13	0.00	1.37	0.97	0.59	0.01	0.00
399	Other (Petroleum Production and Marketing)	0.76	0.68	0.41	0.08	0.00	0.00	0.00	0.00	0.00	0.00
Total Petroleum Production and Marketing		175.13	133.44	0.88	0.23	0.06	7.93	5.13	3.99	0.01	0.02
Industrial Processes											
410	Chemical	88.06	62.66	0.00	0.00	0.00	19.33	17.01	16.34	2.73	0.52
420	Food and Agriculture	10.26	7.83	0.00	2.27	0.00	1.40	0.67	0.42	0.00	0.00
430	Mineral Processes	12.52	11.58	0.58	19.22	0.04	40.28	27.67	17.43	4.09	56.24
440	Metal Processes	2.13	2.11	0.00	0.00	0.00	10.15	8.83	7.63	0.00	117.27
450	Wood and Paper	12.30	12.30	0.00	0.00	0.00	93.71	65.36	39.53	0.00	0.00
460	Glass and Related Products	0.00	0.00	0.00	0.00	0.00	0.12	0.08	0.05	0.00	0.00
470	Electronics	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
499	Other (Industrial Processes)	92.77	86.12	0.01	0.31	0.00	31.43	24.05	19.23	283.85	0.03
Total Industrial Processes		218.04	182.60	0.59	21.80	0.04	196.42	143.67	100.63	290.67	174.06
Solvent Evaporation											
510	Consumer Products	772.96	637.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
520	Architectural Coatings and Related Solvent	104.48	98.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
530	Pesticides/Fertilizers	5.94	5.94	0.00	0.00	0.00	0.00	0.00	0.00	1.21	0.00
540	Asphalt Paving/Roofing	2.91	2.60	0.00	0.00	0.00	0.09	0.09	0.08	0.00	0.00
Total Solvent Evaporation		886.29	744.44	0.00	0.00	0.00	0.09	0.09	0.08	1.21	0.00

* Emissions in tons/year with the exception of Pb, which is reported in units of lbs/year.

(Continued)

2018 Annual Average Emissions by Source Category in South East Los Angeles community*

CODE	Source Category	TOG (tons/year)	VOC (tons/year)	NOx (tons/year)	CO (tons/year)	SOx (tons/year)	TSP (tons/year)	PM10 (tons/year)	PM2.5 (tons/year)	NH3 (tons/year)	Pb (lbs/year)
Miscellaneous Process											
610	Residential Fuel Combustion	65.24	28.44	70.03	163.74	1.84	25.83	24.68	24.05	0.38	1.52
620	Farming Operations	1.68	0.13	0.00	0.00	0.00	0.82	0.37	0.06	0.45	0.10
630	Construction and Demolition	0.00	0.00	0.00	0.00	0.00	267.25	130.68	13.10	0.00	297.71
640	Paved Road Dust	0.00	0.00	0.00	0.00	0.00	305.45	139.59	21.08	0.00	75.75
645	Unpaved Road Dust	0.00	0.00	0.00	0.00	0.00	1.01	0.60	0.06	0.00	0.26
650	Fugitive Windblown Dust	0.00	0.00	0.00	0.00	0.00	0.02	0.01	0.00	0.00	0.03
660	Fires	2.26	1.55	0.56	23.06	0.00	2.49	2.44	2.29	0.00	0.22
670	Waste Burning and Disposal	0.08	0.05	0.02	0.52	0.00	0.07	0.07	0.07	0.01	0.00
690	Cooking	26.77	18.71	0.00	0.00	3.27	74.99	74.78	74.59	0.00	19.42
699	Other (Miscellaneous Processes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	216.75	0.00
	RECLAIM			140.42		66.31					
Total Miscellaneous Processes		96.03	48.88	211.03	187.32	71.42	677.93	373.22	135.30	217.59	395.01
On-Road Motor Vehicles											
710	Light Duty Passenger Auto (LDA)	244.00	218.70	173.98	2421.13	5.29	81.61	79.86	33.98	42.74	14.62
722	Light Duty Trucks 1 (T1)	53.88	48.59	37.40	409.48	0.53	7.22	7.04	3.14	4.53	1.51
723	Light Duty Trucks 2 (T2)	138.11	123.96	129.60	1270.58	2.54	29.97	29.32	12.49	23.09	5.50
724	Medium Duty Trucks (T3)	112.67	100.75	106.77	1022.66	1.93	18.96	18.54	7.97	21.92	3.61
732	Light Heavy Duty Gas Trucks 1 (T4)	17.97	16.94	13.98	64.51	0.22	2.27	2.22	0.94	1.68	0.32
733	Light Heavy Duty Gas Trucks 2 (T5)	4.25	4.03	3.47	13.44	0.06	0.61	0.60	0.25	0.33	0.08
734	Medium Heavy Duty Gas Trucks (T6)	4.55	3.94	7.40	44.79	0.13	1.01	0.99	0.42	0.31	0.13
736	Heavy Heavy Duty Gas Trucks (HHHD)	1.62	1.27	4.85	40.37	0.02	0.06	0.06	0.02	0.03	0.01
742	Light Heavy Duty Diesel Trucks 1 (T4)	2.76	2.42	54.24	10.56	0.09	2.08	2.04	1.05	0.06	0.24
743	Light Heavy Duty Diesel Trucks 2 (T5)	1.29	1.13	24.54	4.88	0.05	1.12	1.10	0.56	0.03	0.13
744	Medium Heavy Duty Diesel Truck (T6)	14.90	13.08	201.28	34.67	0.41	11.24	11.10	7.57	1.06	0.69
746	Heavy Heavy Duty Diesel Trucks (HHHD)	35.66	24.52	488.52	99.48	1.11	12.90	12.78	8.32	1.81	1.34
750	Motorcycles (MCY)	80.66	70.54	17.57	354.29	0.04	0.29	0.28	0.13	0.12	0.12
760	Diesel Urban Buses (UB)	66.64	3.73	21.20	252.65	0.00	0.66	0.66	0.26	0.01	0.11
762	Gas Urban Buses (UB)	0.20	0.18	0.76	1.67	0.04	0.28	0.28	0.12	0.09	0.03
771	Gas School Buses (SB)	0.37	0.28	0.36	2.89	0.00	0.46	0.45	0.19	0.03	0.05
772	Diesel School Buses (SB)	0.31	0.27	15.53	0.82	0.02	1.18	1.16	0.54	0.04	0.13
777	Gas Other Buses (OB)	1.52	1.31	2.95	15.05	0.06	0.49	0.48	0.20	0.15	0.06
778	Motor Coaches	0.87	0.76	11.76	2.50	0.02	0.42	0.42	0.29	0.04	0.04
779	Diesel Other Buses (OB)	1.15	1.01	14.29	2.52	0.03	0.78	0.77	0.53	0.07	0.07
780	Motor Homes (MH)	0.66	0.53	4.19	9.75	0.05	0.49	0.48	0.24	0.10	0.06
Total On-Road Motor Vehicles		784.04	637.94	1334.64	6078.69	12.64	174.10	170.63	79.21	98.24	28.85
Other Mobile Sources											
810	Aircraft	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
820	Trains	23.79	19.92	366.82	76.81	0.25	7.05	7.05	6.47	0.13	0.42
833	Ocean Going Vessels	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
835	Commercial Harbor Crafts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
840	Recreational Boats	22.17	22.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
850	Off-Road Recreational Vehicles	8.74	8.73	0.00	0.37	0.00	0.00	0.00	0.00	0.00	0.00
860	Off-Road Equipment	310.44	266.94	431.80	4933.33	0.89	30.91	29.57	25.51	1.54	28.85
870	Farm Equipment	0.56	0.49	1.76	6.52	0.00	0.11	0.11	0.10	0.00	0.03
890	Fuel Storage and Handling	44.99	44.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Other Mobile Sources		410.69	363.06	800.38	5017.03	1.14	38.07	36.73	32.08	1.67	29.30
Total Stationary and Area Sources		4214.12	1837.22	733.37	835.38	86.13	972.26	606.01	321.77	621.85	576.98
Total On-Road Vehicles		784.04	637.94	1334.64	6078.69	12.64	174.10	170.63	79.21	98.24	28.85
Total Other Mobile		410.69	363.06	800.38	5017.03	1.14	38.07	36.73	32.08	1.67	29.30
Total		5408.85	2838.22	2868.39	11931.10	99.91	1184.43	813.37	433.06	721.76	635.13

* Emissions in tons/year with the exception of Pb, which is reported in units of lbs/year.

2018 Annual Average TAC Emissions by Source Category in South East Los Angeles community*

CODE	Source Category	Benzene (lbs/year)	1,3 Butadiene (lbs/year)	Carbon tetrachloride (lbs/year)	1,4 Dioxane (lbs/year)	Ethylene dibromide (lbs/year)	Ethylene dichloride (lbs/year)	Ethylene oxide (lbs/year)	Formalde- hyde (lbs/year)	Methylene chloride (lbs/year)	Perchloro- ethylene (lbs/year)	Vinyl chloride (lbs/year)	Trichloro- ethylene (lbs/year)	Chlorinated dibenzofurans (lbs/year)	PAH (Benzo(a)pyrene) (lbs/year)	Asbestos (lbs/year)	Cadmium (lbs/year)	Hexavalent Chromium (lbs/year)	Nickel (lbs/year)	Arsenic (lbs/year)	Beryllium (lbs/year)	Lead (lbs/year)	Diesel PM (DPM) (lbs/year)
Fuel Combustion																							
10	Electric Utilities	48.08	1.77	0.00	0.00	0.00	0.00	0.00	2842.61	0.00	0.00	0.00	0.00	0.00	3.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	Cogeneration	21.51	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30	Oil and Gas Production (combustion)	0.49	0.00	0.00	0.00	0.00	0.00	0.00	0.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.00	0.00
40	Petroleum Refining (Combustion)	4.48	0.10	0.00	0.00	0.00	0.00	0.00	3.14	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
50	Manufacturing and Industrial	4844.65	16.14	0.00	0.00	0.00	0.00	0.00	25505.83	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.22	0.01	15.22	0.13	0.00	5.17	0.77
52	Food and Agricultural Processing	8.61	0.92	0.00	0.00	0.00	0.00	0.00	13.64	0.00	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.00	0.61	0.00	0.00	0.00	0.00
60	Service and Commercial	3386.48	56.01	0.00	0.00	5.00	2.88	0.00	6821.13	10.02	0.00	1.68	0.00	0.00	0.01	0.00	0.00	0.00	2.11	0.00	0.00	0.70	0.00
99	Other (Fuel Combustion)	197.93	59.56	0.00	0.00	3.44	1.83	0.00	5329.11	1.56	0.00	1.16	0.00	0.00	4.33	0.00	0.22	0.01	0.47	0.19	0.00	0.99	1482.00
Total Fuel Combustion		8512.23	134.50	0.00	0.00	8.44	4.71	0.00	40517.44	11.59	0.00	2.84	0.00	0.00	8.36	0.00	0.44	0.02	18.58	0.32	0.00	6.86	1482.77
Waste Disposal																							
110	Sewage Treatment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
120	Landfills	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
130	Incineration	2.53	0.00	0.00	0.00	0.00	0.00	0.00	78.13	0.00	0.00	0.00	0.00	0.00	0.77	0.00	0.14	0.00	0.02	0.00	0.00	1.03	0.00
140	Soil Remediation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
199	Other (Waste Disposal)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Waste Disposal		2.53	0.00	0.00	0.00	0.00	0.00	0.00	78.13	0.00	7.25	0.00	0.00	0.00	0.77	0.00	0.14	0.00	0.02	0.00	0.00	1.03	0.00
Cleaning and Surface Coatings																							
210	Laundrying	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5874.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
220	Degreasing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	153829.66	4900.00	4.46	724.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
230	Coatings and Related Processes	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	33.82	0.16	4.02	0.00	0.00	0.00	0.00
240	Printing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
250	Adhesives and Sealants	22.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	420.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
299	Other (Cleaning and Surface Coatings)	0.42	0.00	0.00	0.00	0.00	0.00	90.71	0.80	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Cleaning and Surface Coatings		23.38	0.00	0.00	0.00	0.00	0.00	90.71	0.91	154250.03	10774.00	4.46	724.56	0.00	0.01	0.00	33.82	0.16	4.02	0.00	0.00	0.00	0.00
Petroleum Production and Marketing																							
310	Oil and Gas Production	21.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00
320	Petroleum Refining	10.60	0.00	0.00	0.00	0.04	0.04	0.00	0.09	0.37	0.04	0.00	0.03	0.00	0.00	0.00	0.01	0.00	0.08	0.01	0.00	0.02	0.00
330	Petroleum Marketing	1077.58	9.80	0.00	0.00	0.00	0.00	0.00	149.40	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
399	Other (Petroleum Production and Marketing)	2.54	0.10	0.00	0.00	0.01	0.01	0.00	12.93	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Petroleum Production and Marketing		1111.95	9.90	0.00	0.00	0.05	0.05	0.00	162.42	0.37	0.04	0.00	0.03	0.00	0.03	0.00	0.01	0.00	0.09	0.01	0.00	0.02	0.00
Industrial Processes																							
410	Chemical	2169.66	12398.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	4.16	0.00	4.76	0.03	6.99	0.00	0.00	0.52	0.00
420	Food and Agriculture	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
430	Mineral Processes	75.85	0.00	0.00	0.00	0.00	0.00	0.00	559.10	0.00	0.00	0.00	0.00	0.00	0.10	0.00	3.65	0.08	0.19	0.12	0.00	56.24	0.00
440	Metal Processes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.42	0.09	11.39	5.52	0.00	117.27	0.00
450	Wood and Paper	0.00	0.00	0.00	0.00	0.00	0.00	0.00	421.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
460	Glass and Related Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
470	Electronics	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
499	Other (Industrial Processes)	104.65	0.55	0.00	0.00	0.00	0.00	0.00	341.03	380.33	1293.29	0.99	150.46	0.00	0.09	0.02	0.01	1.26	12.82	0.02	0.01	0.03	0.00
Total Industrial Processes		2350.16	12398.55	0.00	0.00	0.00	0.00	0.00	1321.29	380.33	1293.29	0.99	150.46	0.00	4.35	0.02	10.84	1.46	31.39	5.66	0.01	174.06	0.00
Solvent Evaporation																							
510	Consumer Products	0.09	0.00	0.03	0.00	0.00	0.00	0.00	37.25	27687.07	3959.31	0.00	2433.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
520	Architectural Coatings and Related Solvent	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	407.34	137.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
530	Pesticides/Fertilizers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
540	Asphalt Paving/Roofing	19.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00
Total Solvent Evaporation		19.11	0.00	0.03	0.00	0.00	0.00	0.00	37.25	28094.41	4096.87	0.00	2433.31	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00

* Emissions in lbs/year.

(Continued)

2018 Annual Average TAC Emissions by Source Category in South East Los Angeles community*

CODE	Source Category	Benzene (lbs/year)	1,3 Butadiene (lbs/year)	Carbon tetrachloride (lbs/year)	1,4 Dioxane (lbs/year)	Ethylene dibromide (lbs/year)	Ethylene dichloride (lbs/year)	Ethylene oxide (lbs/year)	Formalde- hyde (lbs/year)	Methylene chloride (lbs/year)	Perchloro- ethylene (lbs/year)	Vinyl chloride (lbs/year)	Trichloro- ethylene (lbs/year)	Chlorinated dibenzofurans (lbs/year)	PAH (Benzo(a)pyrene) (lbs/year)	Asbestos (lbs/year)	Cadmium (lbs/year)	Hexavalent Chromium (lbs/year)	Nickel (lbs/year)	Arsenic (lbs/year)	Beryllium (lbs/year)	Lead (lbs/year)	Diesel PM (DPM) (lbs/year)
Miscellaneous Process																							
610	Residential Fuel Combustion	925.74	0.00	0.00	0.00	0.00	0.00	0.00	6395.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.24	0.05	11.52	1.20	0.00	1.52	0.00
620	Farming Operations	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.08	0.03	0.00	0.10	0.00
630	Construction and Demolition	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.22	0.00	31.54	9.09	0.00	297.71	0.00
640	Paved Road Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.83	0.00	7.33	7.94	0.00	75.75	0.00
645	Unpaved Road Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.07	0.03	0.00	0.26	0.00
650	Fugitive Windblown Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.00
660	Fires	0.00	42.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.00	0.01	0.01	0.00	0.22	0.00
670	Waste Burning and Disposal	0.00	1.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
690	Cooking	89.44	113.15	0.00	0.00	0.00	0.00	0.00	1698.62	0.00	0.00	0.00	0.00	0.00	2.23	0.00	0.25	0.00	4.46	0.25	0.00	19.42	0.00
699	Other (Miscellaneous Processes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Miscellaneous Processes		1015.18	157.29	0.00	0.00	0.00	0.00	0.00	8094.06	0.00	0.00	0.00	0.00	0.00	2.23	0.00	13.67	0.05	55.01	18.55	0.00	395.01	0.00
On-Road Motor Vehicles																							
710	Light Duty Passenger Auto (LDA)	11795.59	1303.49	0.00	0.00	0.00	0.00	0.00	5073.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.43	1.70	86.07	1.37	0.00	14.62	592.00
722	Light Duty Trucks 1 (T1)	2490.87	216.20	0.00	0.00	0.00	0.00	0.00	956.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.16	7.36	0.12	0.00	1.51	68.00
723	Light Duty Trucks 2 (T2)	6643.12	701.05	0.00	0.00	0.00	0.00	0.00	2714.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.63	31.62	0.50	0.00	5.50	24.00
724	Medium Duty Trucks (T3)	5653.00	684.49	0.00	0.00	0.00	0.00	0.00	2609.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.40	19.96	0.32	0.00	3.61	104.00
732	Light Heavy Duty Gas Trucks 1 (T4)	709.40	41.42	0.00	0.00	0.00	0.00	0.00	184.59	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.26	0.04	0.00	0.32	0.00	
733	Light Heavy Duty Gas Trucks 2 (T5)	161.87	8.60	0.00	0.00	0.00	0.00	0.00	37.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.74	0.01	0.00	0.08	0.00
734	Medium Heavy Duty Gas Trucks (T6)	237.53	19.71	0.00	0.00	0.00	0.00	0.00	99.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	1.22	0.02	0.00	0.13	0.00
736	Heavy Heavy Duty Gas Trucks (HHHD)	104.87	8.37	0.00	0.00	0.00	0.00	0.00	56.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.00	0.00	0.01	0.00
742	Light Heavy Duty Diesel Trucks 1 (T4)	110.29	10.47	0.00	0.00	0.00	0.00	0.00	811.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.04	1.95	0.03	0.00	0.24	798.00
743	Light Heavy Duty Diesel Trucks 2 (T5)	51.47	4.89	0.00	0.00	0.00	0.00	0.00	378.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.02	1.09	0.02	0.00	0.13	394.00
744	Medium Heavy Duty Diesel Truck (T6)	596.22	56.61	0.00	0.00	0.00	0.00	0.00	4384.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.16	7.04	0.12	0.00	0.69	11042.00
746	Heavy Heavy Duty Diesel Trucks (HHHD)	1426.95	135.49	0.00	0.00	0.00	0.00	0.00	10492.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.14	5.94	0.09	0.00	1.34	12474.00
750	Motorcycles (MCY)	4723.50	716.93	0.00	0.00	0.00	0.00	0.00	2958.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.31	0.00	0.00	0.12	0.00
760	Diesel Urban Buses (UB)	2667.13	253.25	0.00	0.00	0.00	0.00	0.00	19812.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.59	0.01	0.00	0.11	66.00
762	Gas Urban Buses (UB)	10.46	1.13	0.00	0.00	0.00	0.00	0.00	4.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.35	0.01	0.00	0.03	0.00
771	Gas School Buses (SB)	26.45	1.77	0.00	0.00	0.00	0.00	0.00	13.86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.60	0.01	0.00	0.05	0.00
772	Diesel School Buses (SB)	12.53	1.19	0.00	0.00	0.00	0.00	0.00	92.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	1.44	0.02	0.00	0.13	160.00
777	Gas Other Buses (OB)	80.64	7.08	0.00	0.00	0.00	0.00	0.00	34.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.59	0.01	0.00	0.06	0.00
778	Motor Coaches	34.74	3.30	0.00	0.00	0.00	0.00	0.00	255.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.26	0.00	0.00	0.04	432.00
779	Diesel Other Buses (OB)	45.94	4.36	0.00	0.00	0.00	0.00	0.00	337.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.46	0.01	0.00	0.07	804.00
780	Motor Homes (MH)	41.56	3.31	0.00	0.00	0.00	0.00	0.00	41.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.52	0.01	0.00	0.06	130.00
Total On-Road Motor Vehicles		37624.13	4183.11	0.00	0.00	0.00	0.00	0.00	51149.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.89	3.44	170.86	2.72	0.00	28.85	27088.00
Other Mobile Sources																							
810	Aircraft	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
820	Trains	952.03	90.40	0.00	0.00	0.00	0.00	0.00	7000.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.94	0.04	0.23	0.06	0.00	0.42	14090.00
833	Ocean Going Vessels	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
835	Commercial Harbor Crafts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
840	Recreational Boats	325.33	0.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
850	Off-Road Recreational Vehicles	98.60	0.75	0.00	0.00	0.00	0.00	0.00	2.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
860	Off-Road Equipment	14411.97	3052.32	0.00	0.00	0.00	0.00	0.00	23236.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.61	30.04	0.06	0.00	28.85	29054.00
870	Farm Equipment	22.69	3.44	0.00	0.00	0.00	0.00	0.00	96.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.03	0.00	0.00	0.03	192.00
890	Fuel Storage and Handling	494.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Other Mobile Sources		16304.95	3147.32	0.00	0.00	0.00	0.00	0.00	30335.93	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.79	0.65	30.30	0.12	0.00	29.30	43336.00
Total Stationary and Area Sources		13034.54	12700.24	0.03	0.00	8.49	4.76	90.71	50211.50	182736.73	16171.45	8.29	3308.36	0.00	15.75	0.02	59.17	1.69	109.11	24.54	0.01	576.98	1482.77
Total On-Road Vehicles		37624.13	4183.11	0.00	0.00	0.00	0.00	0.00	51149.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.89	3.44	170.86	2.72	0.00	28.85	27088.00
Total Other Mobile		16304.95	3147.32	0.00	0.00	0.00	0.00	0.00	30335.93	0.00	0.00	0.00											

2025 Annual Average Emissions by Source Category in South East Los Angeles community*

CODE	Source Category	TOG (tons/year)	VOC (tons/year)	NOx (tons/year)	CO (tons/year)	SOx (tons/year)	TSP (tons/year)	PM10 (tons/year)	PM2.5 (tons/year)	NH3 (tons/year)	Pb (lbs/year)
Fuel Combustion											
10	Electric Utilities	61.96	5.77	0.00	17.90	0.61	15.98	15.88	15.85	19.51	0.00
20	Cogeneration	0.55	0.52	0.27	2.98	0.00	0.45	0.31	0.19	6.16	0.00
30	Oil and Gas Production (combustion)	0.06	0.01	0.15	0.08	0.00	0.00	0.00	0.00	0.03	0.01
40	Petroleum Refining (Combustion)	1.12	0.33	0.00	0.78	0.00	0.41	0.41	0.41	0.00	0.00
50	Manufacturing and Industrial	773.76	124.29	302.40	451.96	6.08	35.31	34.66	34.15	52.37	4.75
52	Food and Agricultural Processing	7.14	3.20	5.05	40.76	0.32	4.12	4.12	4.12	4.43	0.00
60	Service and Commercial	44.35	18.93	40.27	60.56	2.53	4.30	4.30	4.30	16.33	0.67
99	Other (Fuel Combustion)	38.99	9.39	80.15	32.12	0.38	5.59	5.31	4.95	3.84	0.99
Total Fuel Combustion		927.93	162.44	428.29	607.14	9.92	66.16	64.99	63.97	102.67	6.42
Waste Disposal											
110	Sewage Treatment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
120	Landfills	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
130	Incineration	13.34	2.25	65.30	15.90	6.04	9.67	5.03	4.36	6.85	1.12
140	Soil Remediation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
199	Other (Waste Disposal)	34.49	2.77	0.00	0.00	0.00	0.00	0.00	0.00	0.52	0.00
Total Waste Disposal		47.83	5.02	65.30	15.90	6.04	9.67	5.03	4.36	7.37	1.12
Cleaning and Surface Coatings											
210	Laundry	11.94	0.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
220	Degreasing	1800.44	347.89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
230	Coatings and Related Processes	196.55	191.11	0.31	0.09	0.00	16.05	15.41	14.84	2.01	0.00
240	Printing	16.32	16.32	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.00
250	Adhesives and Sealants	73.64	64.26	0.00	0.00	0.00	0.05	0.05	0.05	0.00	0.00
299	Other (Cleaning and Surface Coatings)	31.43	25.08	1.20	1.26	0.02	0.26	0.26	0.26	0.11	0.00
Total Cleaning and Surface Coatings		2130.32	645.31	1.51	1.35	0.02	16.36	15.72	15.15	2.31	0.00
Petroleum Production and Marketing											
310	Oil and Gas Production	4.60	1.96	0.00	0.02	0.06	0.00	0.00	0.00	0.00	0.00
320	Petroleum Refining	8.11	6.27	0.00	0.00	0.00	6.56	4.16	3.40	0.00	0.02
330	Petroleum Marketing	147.60	109.99	0.39	0.10	0.00	1.50	1.06	0.64	0.01	0.00
399	Other (Petroleum Production and Marketing)	0.80	0.71	0.44	0.08	0.00	0.00	0.00	0.00	0.00	0.00
Total Petroleum Production and Marketing		131.11	118.93	0.83	0.20	0.06	8.06	5.22	4.04	0.01	0.02
Industrial Processes											
410	Chemical	101.19	72.05	0.00	0.00	0.00	21.68	19.07	18.32	3.03	0.60
420	Food and Agriculture	11.14	8.50	0.00	2.46	0.00	1.51	0.73	0.45	0.00	0.00
430	Mineral Processes	13.03	11.98	0.65	21.44	0.05	44.07	30.36	19.10	4.55	62.29
440	Metal Processes	2.40	2.38	0.00	0.00	0.00	11.43	9.95	8.59	0.00	18.58
450	Wood and Paper	13.78	13.78	0.00	0.00	0.00	106.67	74.41	44.99	0.00	0.00
460	Glass and Related Products	0.00	0.00	0.00	0.00	0.00	0.13	0.09	0.05	0.00	0.00
470	Electronics	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
499	Other (Industrial Processes)	96.03	89.14	0.01	0.34	0.00	34.04	26.07	20.94	283.85	0.03
Total Industrial Processes		237.57	197.83	0.66	24.24	0.05	219.53	160.68	112.44	291.43	81.50
Solvent Evaporation											
510	Consumer Products	784.09	646.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
520	Architectural Coatings and Related Solvent	109.30	103.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
530	Pesticides/Fertilizers	6.20	6.20	0.00	0.00	0.00	0.00	0.00	0.00	1.21	0.00
540	Asphalt Paving/Roofing	3.23	2.88	0.00	0.00	0.00	0.10	0.10	0.09	0.00	0.00
Total Solvent Evaporation		902.82	758.79	0.00	0.00	0.00	0.10	0.10	0.09	1.21	0.00

* Emissions in tons/year with the exception of Pb, which is reported in units of lbs/year.

(Continued)

2025 Annual Average Emissions by Source Category in South East Los Angeles community*

CODE	Source Category	TOG (tons/year)	VOC (tons/year)	NOx (tons/year)	CO (tons/year)	SOx (tons/year)	TSP (tons/year)	PM10 (tons/year)	PM2.5 (tons/year)	NH3 (tons/year)	Pb (lbs/year)
Miscellaneous Process											
610	Residential Fuel Combustion	64.50	28.13	58.40	161.09	1.82	25.33	24.18	23.56	0.38	1.58
620	Farming Operations	1.68	0.13	0.00	0.00	0.00	0.82	0.37	0.06	0.45	0.10
630	Construction and Demolition	0.00	0.00	0.00	0.00	0.00	295.91	144.70	14.50	0.00	329.64
640	Paved Road Dust	0.00	0.00	0.00	0.00	0.00	309.18	141.30	21.33	0.00	76.68
645	Unpaved Road Dust	0.00	0.00	0.00	0.00	0.00	1.01	0.60	0.06	0.00	0.26
650	Fugitive Windblown Dust	0.00	0.00	0.00	0.00	0.00	0.02	0.01	0.00	0.00	0.03
660	Fires	2.23	1.53	0.55	22.64	0.00	2.46	2.41	2.27	0.00	0.22
670	Waste Burning and Disposal	0.08	0.05	0.02	0.52	0.00	0.07	0.07	0.07	0.01	0.00
690	Cooking	27.59	19.28	0.00	0.00	3.27	78.49	78.28	78.09	0.00	20.40
699	Other (Miscellaneous Processes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	219.83	0.00
	RECLAIM			114.72		73.54					
Total Miscellaneous Processes		96.08	49.12	173.69	184.25	78.63	713.29	391.92	139.94	220.67	428.91
On-Road Motor Vehicles											
710	Light Duty Passenger Auto (LDA)	138.14	128.40	82.92	1450.61	4.09	73.75	72.24	30.25	32.25	12.59
722	Light Duty Trucks 1 (T1)	25.85	23.94	15.24	192.24	0.40	6.20	6.06	2.59	3.18	1.13
723	Light Duty Trucks 2 (T2)	87.46	81.05	57.58	767.12	1.96	28.53	27.93	11.73	19.27	4.95
724	Medium Duty Trucks (T3)	59.31	54.78	40.18	481.21	1.37	16.18	15.84	6.67	16.09	2.81
732	Light Heavy Duty Gas Trucks 1 (T4)	7.89	7.54	5.82	24.45	0.13	1.37	1.34	0.57	0.82	0.19
733	Light Heavy Duty Gas Trucks 2 (T5)	2.30	2.20	1.95	6.90	0.05	0.50	0.49	0.21	0.20	0.07
734	Medium Heavy Duty Gas Trucks (T6)	2.36	2.13	2.88	19.28	0.11	0.93	0.91	0.38	0.28	0.12
736	Heavy Heavy Duty Gas Trucks (HHD)	0.59	0.43	3.04	28.15	0.02	0.07	0.06	0.03	0.04	0.01
742	Light Heavy Duty Diesel Trucks 1 (T4)	2.11	1.85	23.73	6.94	0.09	2.13	2.10	1.00	0.06	0.26
743	Light Heavy Duty Diesel Trucks 2 (T5)	1.08	0.95	11.92	3.55	0.05	1.26	1.24	0.60	0.03	0.15
744	Medium Heavy Duty Diesel Truck (T6)	0.70	0.61	108.96	6.17	0.41	6.77	6.65	2.90	1.21	0.77
746	Heavy Heavy Duty Diesel Trucks (HHD)	19.16	7.35	384.15	93.31	1.09	8.93	8.83	3.97	2.07	1.38
750	Motorcycles (MCY)	81.19	69.85	19.93	356.39	0.04	0.30	0.29	0.14	0.13	0.12
760	Diesel Urban Buses (UB)	38.34	0.54	2.28	219.18	0.00	0.42	0.42	0.16	0.01	0.07
762	Gas Urban Buses (UB)	0.15	0.12	0.45	1.68	0.04	0.31	0.31	0.13	0.09	0.04
771	Gas School Buses (SB)	0.46	0.34	0.36	3.28	0.01	0.59	0.58	0.25	0.04	0.06
772	Diesel School Buses (SB)	0.25	0.22	14.27	0.81	0.02	1.08	1.06	0.48	0.04	0.11
777	Gas Other Buses (OB)	1.47	1.34	1.96	10.85	0.06	0.49	0.48	0.20	0.15	0.06
778	Motor Coaches	0.13	0.11	6.34	1.16	0.02	0.27	0.26	0.12	0.04	0.03
779	Diesel Other Buses (OB)	0.05	0.04	7.59	0.41	0.03	0.47	0.46	0.21	0.08	0.05
780	Motor Homes (MH)	0.22	0.18	2.91	2.20	0.04	0.42	0.41	0.19	0.09	0.05
Total On-Road Motor Vehicles		469.21	383.97	794.46	3675.89	10.03	150.97	147.96	62.78	76.17	25.02
Other Mobile Sources											
810	Aircraft	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
820	Trains	18.27	15.31	313.53	81.59	0.27	5.66	5.67	5.21	0.14	0.34
833	Ocean Going Vessels	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
835	Commercial Harbor Crafts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
840	Recreational Boats	16.24	16.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
850	Off-Road Recreational Vehicles	7.15	7.15	0.01	0.44	0.00	0.00	0.00	0.00	0.00	0.00
860	Off-Road Equipment	273.23	234.41	318.66	5259.01	0.92	23.78	22.42	18.94	1.70	29.03
870	Farm Equipment	0.40	0.35	1.24	6.61	0.00	0.08	0.08	0.07	0.00	0.03
890	Fuel Storage and Handling	34.41	34.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Other Mobile Sources		349.70	307.73	633.44	5347.65	1.19	29.52	28.17	24.22	1.84	29.40
Total Stationary and Area Sources		4473.66	1937.44	670.28	833.08	94.72	1033.17	643.66	339.99	625.67	517.97
Total On-Road Vehicles		469.21	383.97	794.46	3675.89	10.03	150.97	147.96	62.78	76.17	25.02
Total Other Mobile		349.70	307.73	633.44	5347.65	1.19	29.52	28.17	24.22	1.84	29.40
Total		5292.57	2629.14	2098.18	9856.62	105.94	1213.66	819.79	426.99	703.68	572.39

* Emissions in tons/year with the exception of Pb, which is reported in units of lbs/year.

2025 Annual Average TAC Emissions by Source Category in South East Los Angeles community*

CODE	Source Category	Benzene (lbs/year)	1,3 Butadiene (lbs/year)	Carbon tetrachloride (lbs/year)	1,4 Dioxane (lbs/year)	Ethylene dibromide (lbs/year)	Ethylene dichloride (lbs/year)	Ethylene oxide (lbs/year)	Formalde- hyde (lbs/year)	Methylene chloride (lbs/year)	Perchloro- ethylene (lbs/year)	Vinyl chloride (lbs/year)	Trichloro- ethylene (lbs/year)	Chlorinated dibenzofurans (lbs/year)	PAH (Benzo(a)pyrene) (lbs/year)	Asbestos (lbs/year)	Cadmium (lbs/year)	Hexavalent Chromium (lbs/year)	Nickel (lbs/year)	Arsenic (lbs/year)	Beryllium (lbs/year)	Lead (lbs/year)	Diesel PM (DPM) (lbs/year)
Fuel Combustion																							
10	Electric Utilities	52.98	1.95	0.00	0.00	0.00	0.00	0.00	3132.55	0.00	0.00	0.00	0.00	0.00	3.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	Cogeneration	23.72	0.00	0.00	0.00	0.00	0.00	0.00	1.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30	Oil and Gas Production (combustion)	0.50	0.00	0.00	0.00	0.00	0.00	0.00	1.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.01	0.00
40	Petroleum Refining (Combustion)	4.48	0.10	0.00	0.00	0.00	0.00	0.00	3.14	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
50	Manufacturing and Industrial	4349.37	18.97	0.00	0.00	0.00	0.00	0.00	24761.59	0.00	0.00	0.00	0.00	0.00	0.32	0.00	0.26	0.01	13.89	0.15	0.00	4.75	0.87
52	Food and Agricultural Processing	8.90	0.93	0.00	0.00	0.00	0.00	0.00	14.23	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.00	0.61	0.00	0.00	0.00	0.00
60	Service and Commercial	3210.93	63.05	0.00	0.00	5.63	3.24	0.00	6501.61	11.28	0.00	1.90	0.00	0.00	0.01	0.00	0.00	0.00	2.01	0.00	0.00	0.67	0.00
99	Other (Fuel Combustion)	164.60	56.39	0.00	0.00	3.44	1.83	0.00	5084.13	1.56	0.00	1.16	0.00	0.00	4.33	0.00	0.21	0.01	0.47	0.19	0.00	0.99	1004.00
Total Fuel Combustion		7815.48	141.39	0.00	0.00	9.07	5.07	0.00	39499.37	12.85	0.00	3.06	0.00	0.00	8.75	0.00	0.47	0.02	17.24	0.34	0.00	6.42	1004.87
Waste Disposal																							
110	Sewage Treatment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
120	Landfills	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
130	Incineration	2.77	0.00	0.00	0.00	0.00	0.00	0.00	84.61	0.00	0.00	0.00	0.00	0.00	0.83	0.00	0.16	0.00	0.02	0.00	0.00	1.12	0.00
140	Soil Remediation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
199	Other (Waste Disposal)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Waste Disposal		2.77	0.00	0.00	0.00	0.00	0.00	0.00	84.61	0.00	7.94	0.00	0.00	0.00	0.83	0.00	0.16	0.00	0.02	0.00	0.00	1.12	0.00
Cleaning and Surface Coatings																							
210	Laundering	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
220	Degreasing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	181590.25	5782.00	4.94	851.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
230	Coatings and Related Processes	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	37.79	0.17	4.45	0.00	0.00	0.00	0.00
240	Printing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
250	Adhesives and Sealants	27.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	498.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
299	Other (Cleaning and Surface Coatings)	0.43	0.00	0.00	0.00	0.00	0.00	98.43	0.82	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Cleaning and Surface Coatings		27.53	0.00	0.00	0.00	0.00	0.00	98.43	0.95	182086.40	5782.00	4.94	851.72	0.00	0.01	0.00	37.79	0.17	4.45	0.00	0.00	0.00	0.00
Petroleum Production and Marketing																							
310	Oil and Gas Production	21.89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00
320	Petroleum Refining	10.60	0.00	0.00	0.00	0.04	0.04	0.00	0.09	0.37	0.04	0.00	0.03	0.00	0.00	0.00	0.01	0.00	0.08	0.01	0.00	0.02	0.00
330	Petroleum Marketing	894.57	10.24	0.00	0.00	0.00	0.00	0.00	178.35	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
399	Other (Petroleum Production and Marketing)	2.67	0.10	0.00	0.00	0.01	0.01	0.00	13.61	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Petroleum Production and Marketing		929.73	10.34	0.00	0.00	0.05	0.05	0.00	192.05	0.37	0.04	0.00	0.03	0.00	0.02	0.00	0.01	0.00	0.09	0.01	0.00	0.02	0.00
Industrial Processes																							
410	Chemical	2491.10	14234.80	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	4.97	0.00	5.46	0.03	7.93	0.00	0.00	0.60	0.00
420	Food and Agriculture	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
430	Mineral Processes	76.55	0.00	0.00	0.00	0.00	0.00	0.00	560.60	0.00	0.00	0.00	0.00	0.00	0.11	0.00	4.04	0.08	0.21	0.12	0.00	62.29	0.00
440	Metal Processes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.09	0.00	6.26	3.35	0.00	18.58	0.00
450	Wood and Paper	0.00	0.00	0.00	0.00	0.00	0.00	0.00	471.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
460	Glass and Related Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
470	Electronics	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
499	Other (Industrial Processes)	109.88	0.58	0.00	0.00	0.00	0.00	0.00	341.06	393.29	1337.37	0.99	155.59	0.00	0.09	0.02	0.01	1.36	14.03	0.02	0.01	0.03	0.00
Total Industrial Processes		2677.53	14235.38	0.00	0.00	0.00	0.00	0.00	1373.35	393.29	1337.37	0.99	155.59	0.00	5.17	0.02	10.60	1.47	28.43	3.49	0.01	81.50	0.00
Solvent Evaporation																							
510	Consumer Products	0.09	0.00	0.04	0.00	0.00	0.00	0.00	37.72	28478.04	4055.00	0.00	2513.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
520	Architectural Coatings and Related Solvent	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	426.15	143.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
530	Pesticides/Fertilizers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
540	Asphalt Paving/Roofing	21.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.00	0.00
Total Solvent Evaporation		21.15	0.00	0.04	0.00	0.00	0.00	0.00	37.72	28904.19	4198.91	0.00	2513.06	0.00	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.00	0.00

* Emissions in lbs/year.

2025 Annual Average Emissions by Source Category in South East Los Angeles community (include proposed on-road regulations)*

CODE	Source Category	TOG (tons/year)	VOC (tons/year)	NOx (tons/year)	CO (tons/year)	SOx (tons/year)	TSP (tons/year)	PM10 (tons/year)	PM2.5 (tons/year)	NH3 (tons/year)	Pb (lbs/year)
Fuel Combustion											
10	Electric Utilities	61.96	5.77	0.00	17.90	0.61	15.98	15.88	15.85	19.51	0.00
20	Cogeneration	0.55	0.52	0.27	2.98	0.00	0.45	0.31	0.19	6.16	0.00
30	Oil and Gas Production (combustion)	0.06	0.01	0.15	0.08	0.00	0.00	0.00	0.00	0.03	0.01
40	Petroleum Refining (Combustion)	1.12	0.33	0.00	0.78	0.00	0.41	0.41	0.41	0.00	0.00
50	Manufacturing and Industrial	773.76	124.29	302.40	451.96	6.08	35.31	34.66	34.15	52.37	4.75
52	Food and Agricultural Processing	7.14	3.20	5.05	40.76	0.32	4.12	4.12	4.12	4.43	0.00
60	Service and Commercial	44.35	18.93	40.27	60.56	2.53	4.30	4.30	4.30	16.33	0.67
99	Other (Fuel Combustion)	38.99	9.39	80.15	32.12	0.38	5.59	5.31	4.95	3.84	0.99
Total Fuel Combustion		927.93	162.44	428.29	607.14	9.92	66.16	64.99	63.97	102.67	6.42
Waste Disposal											
110	Sewage Treatment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
120	Landfills	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
130	Incineration	13.34	2.25	65.30	15.90	6.04	9.67	5.03	4.36	6.85	1.12
140	Soil Remediation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
199	Other (Waste Disposal)	34.49	2.77	0.00	0.00	0.00	0.00	0.00	0.00	0.52	0.00
Total Waste Disposal		47.83	5.02	65.30	15.90	6.04	9.67	5.03	4.36	7.37	1.12
Cleaning and Surface Coatings											
210	Laundry	11.94	0.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
220	Degreasing	1800.44	347.89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
230	Coatings and Related Processes	196.55	191.11	0.31	0.09	0.00	16.05	15.41	14.84	2.01	0.00
240	Printing	16.32	16.32	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.00
250	Adhesives and Sealants	73.64	64.26	0.00	0.00	0.00	0.05	0.05	0.05	0.00	0.00
299	Other (Cleaning and Surface Coatings)	31.43	25.08	1.20	1.26	0.02	0.26	0.26	0.26	0.11	0.00
Total Cleaning and Surface Coatings		2130.32	645.31	1.51	1.35	0.02	16.36	15.72	15.15	2.31	0.00
Petroleum Production and Marketing											
310	Oil and Gas Production	4.60	1.96	0.00	0.02	0.06	0.00	0.00	0.00	0.00	0.00
320	Petroleum Refining	8.11	6.27	0.00	0.00	0.00	6.56	4.16	3.40	0.00	0.02
330	Petroleum Marketing	147.60	109.99	0.39	0.10	0.00	1.50	1.06	0.64	0.01	0.00
399	Other (Petroleum Production and Marketing)	0.80	0.71	0.44	0.08	0.00	0.00	0.00	0.00	0.00	0.00
Total Petroleum Production and Marketing		131.11	118.93	0.83	0.20	0.06	8.06	5.22	4.04	0.01	0.02
Industrial Processes											
410	Chemical	101.19	72.05	0.00	0.00	0.00	21.68	19.07	18.32	3.03	0.60
420	Food and Agriculture	11.14	8.50	0.00	2.46	0.00	1.51	0.73	0.45	0.00	0.00
430	Mineral Processes	13.03	11.98	0.65	21.44	0.05	44.07	30.36	19.10	4.55	62.29
440	Metal Processes	2.40	2.38	0.00	0.00	0.00	11.43	9.95	8.59	0.00	18.58
450	Wood and Paper	13.78	13.78	0.00	0.00	0.00	106.67	74.41	44.99	0.00	0.00
460	Glass and Related Products	0.00	0.00	0.00	0.00	0.00	0.13	0.09	0.05	0.00	0.00
470	Electronics	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
499	Other (Industrial Processes)	96.03	89.14	0.01	0.34	0.00	34.04	26.07	20.94	283.85	0.03
Total Industrial Processes		237.57	197.83	0.66	24.24	0.05	219.53	160.68	112.44	291.43	81.50
Solvent Evaporation											
510	Consumer Products	784.09	646.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
520	Architectural Coatings and Related Solvent	109.30	103.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
530	Pesticides/Fertilizers	6.20	6.20	0.00	0.00	0.00	0.00	0.00	0.00	1.21	0.00
540	Asphalt Paving/Roofing	3.23	2.88	0.00	0.00	0.00	0.10	0.10	0.09	0.00	0.00
Total Solvent Evaporation		902.82	758.79	0.00	0.00	0.00	0.10	0.10	0.09	1.21	0.00

* Emissions in tons/year with the exception of Pb, which is reported in units of lbs/year.

(Continued)

2025 Annual Average Emissions by Source Category in South East Los Angeles community (include on-road regulations)*

CODE	Source Category	TOG (tons/year)	VOC (tons/year)	NOx (tons/year)	CO (tons/year)	SOx (tons/year)	TSP (tons/year)	PM10 (tons/year)	PM2.5 (tons/year)	NH3 (tons/year)	Pb (lbs/year)
Miscellaneous Process											
610	Residential Fuel Combustion	64.50	28.13	58.40	161.09	1.82	25.33	24.18	23.56	0.38	1.58
620	Farming Operations	1.68	0.13	0.00	0.00	0.00	0.82	0.37	0.06	0.45	0.10
630	Construction and Demolition	0.00	0.00	0.00	0.00	0.00	295.91	144.70	14.50	0.00	329.64
640	Paved Road Dust	0.00	0.00	0.00	0.00	0.00	309.18	141.30	21.33	0.00	76.68
645	Unpaved Road Dust	0.00	0.00	0.00	0.00	0.00	1.01	0.60	0.06	0.00	0.26
650	Fugitive Windblown Dust	0.00	0.00	0.00	0.00	0.00	0.02	0.01	0.00	0.00	0.03
660	Fires	2.23	1.53	0.55	22.64	0.00	2.46	2.41	2.27	0.00	0.22
670	Waste Burning and Disposal	0.08	0.05	0.02	0.52	0.00	0.07	0.07	0.07	0.01	0.00
690	Cooking	27.59	19.28	0.00	0.00	3.27	78.49	78.28	78.09	0.00	20.40
699	Other (Miscellaneous Processes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	219.83	0.00
	RECLAIM			114.72		73.54					
Total Miscellaneous Processes		96.08	49.12	173.69	184.25	78.63	713.29	391.92	139.94	220.67	428.91
On-Road Motor Vehicles											
710	Light Duty Passenger Auto (LDA)	138.14	128.40	82.92	1450.61	4.09	73.75	72.24	30.25	32.25	12.59
722	Light Duty Trucks 1 (T1)	25.85	23.94	15.24	192.24	0.40	6.20	6.06	2.59	3.18	1.13
723	Light Duty Trucks 2 (T2)	87.46	81.05	57.58	767.12	1.96	28.53	27.93	11.73	19.27	4.95
724	Medium Duty Trucks (T3)	59.31	54.78	40.18	481.21	1.37	16.18	15.84	6.67	16.09	2.81
732	Light Heavy Duty Gas Trucks 1 (T4)	7.89	7.54	5.82	24.45	0.13	1.37	1.34	0.57	0.82	0.19
733	Light Heavy Duty Gas Trucks 2 (T5)	2.30	2.20	1.95	6.90	0.05	0.50	0.49	0.21	0.20	0.07
734	Medium Heavy Duty Gas Trucks (T6)	2.36	2.13	2.79	19.28	0.11	0.93	0.91	0.38	0.28	0.12
736	Heavy Heavy Duty Gas Trucks (HHD)	0.59	0.43	3.01	28.15	0.02	0.07	0.06	0.03	0.04	0.01
742	Light Heavy Duty Diesel Trucks 1 (T4)	2.11	1.85	23.73	6.94	0.09	2.13	2.10	1.00	0.06	0.26
743	Light Heavy Duty Diesel Trucks 2 (T5)	1.08	0.95	11.92	3.55	0.05	1.26	1.24	0.60	0.03	0.15
744	Medium Heavy Duty Diesel Truck (T6)	0.70	0.61	90.16	6.17	0.41	6.66	6.54	2.80	1.21	0.77
746	Heavy Heavy Duty Diesel Trucks (HHD)	19.16	7.35	324.31	93.31	1.09	8.43	8.33	3.49	2.07	1.38
750	Motorcycles (MCY)	81.19	69.85	19.93	356.39	0.04	0.30	0.29	0.14	0.13	0.12
760	Diesel Urban Buses (UB)	38.34	0.54	2.28	219.18	0.00	0.42	0.42	0.16	0.01	0.07
762	Gas Urban Buses (UB)	0.15	0.12	0.45	1.68	0.04	0.31	0.31	0.13	0.09	0.04
771	Gas School Buses (SB)	0.46	0.34	0.36	3.28	0.01	0.59	0.58	0.25	0.04	0.06
772	Diesel School Buses (SB)	0.25	0.22	11.96	0.81	0.02	1.06	1.04	0.46	0.04	0.11
777	Gas Other Buses (OB)	1.47	1.34	1.93	10.85	0.06	0.49	0.48	0.20	0.15	0.06
778	Motor Coaches	0.13	0.11	5.31	1.16	0.02	0.25	0.25	0.11	0.04	0.03
779	Diesel Other Buses (OB)	0.05	0.04	6.37	0.41	0.03	0.46	0.45	0.20	0.08	0.05
780	Motor Homes (MH)	0.22	0.18	2.91	2.20	0.04	0.42	0.41	0.19	0.09	0.05
Total On-Road Motor Vehicles		469.21	383.97	711.11	3675.89	10.03	150.31	147.31	62.16	76.17	25.02
Other Mobile Sources											
810	Aircraft	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
820	Trains	18.27	15.31	313.53	81.59	0.27	5.66	5.67	5.21	0.14	0.34
833	Ocean Going Vessels	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
835	Commercial Harbor Crafts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
840	Recreational Boats	16.24	16.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
850	Off-Road Recreational Vehicles	7.15	7.15	0.01	0.44	0.00	0.00	0.00	0.00	0.00	0.00
860	Off-Road Equipment	273.23	234.41	318.66	5259.01	0.92	23.78	22.42	18.94	1.70	29.03
870	Farm Equipment	0.40	0.35	1.24	6.61	0.00	0.08	0.08	0.07	0.00	0.03
890	Fuel Storage and Handling	34.41	34.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Other Mobile Sources		349.70	307.73	633.44	5347.65	1.19	29.52	28.17	24.22	1.84	29.40
Total Stationary and Area Sources		4473.66	1937.44	670.28	833.08	94.72	1033.17	643.66	339.99	625.67	517.97
Total On-Road Vehicles		469.21	383.97	711.11	3675.89	10.03	150.31	147.31	62.16	76.17	25.02
Total Other Mobile		349.70	307.73	633.44	5347.65	1.19	29.52	28.17	24.22	1.84	29.40
Total		5292.57	2629.14	2014.83	9856.62	105.94	1213.00	819.14	426.37	703.68	572.39

*Emissions in tons/year with the exception of Pb, which is reported in units of lbs/year.

2025 Annual Average TAC Emissions by Source Category in South East Los Angeles community (include proposed on-road regulations)*

CODE	Source Category	Benzene (lbs/year)	1,3 Butadiene (lbs/year)	Carbon tetrachloride (lbs/year)	1,4 Dioxane (lbs/year)	Ethylene dibromide (lbs/year)	Ethylene dichloride (lbs/year)	Ethylene oxide (lbs/year)	Formalde- hyde (lbs/year)	Methylene chloride (lbs/year)	Perchloro- ethylene (lbs/year)	Vinyl chloride (lbs/year)	Trichloro- ethylene (lbs/year)	Chlorinated dibenzofurans (lbs/year)	PAH (Benzo(a)pyrene) (lbs/year)	Asbestos (lbs/year)	Cadmium (lbs/year)	Hexavalent Chromium (lbs/year)	Nickel (lbs/year)	Arsenic (lbs/year)	Beryllium (lbs/year)	Lead (lbs/year)	Diesel PM (DPM) (lbs/year)
Fuel Combustion																							
10	Electric Utilities	52.98	1.95	0.00	0.00	0.00	0.00	0.00	3132.55	0.00	0.00	0.00	0.00	0.00	3.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	Cogeneration	23.72	0.00	0.00	0.00	0.00	0.00	0.00	1.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30	Oil and Gas Production (combustion)	0.50	0.00	0.00	0.00	0.00	0.00	0.00	1.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.01	0.00
40	Petroleum Refining (Combustion)	4.48	0.10	0.00	0.00	0.00	0.00	0.00	3.14	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
50	Manufacturing and Industrial	4349.37	18.97	0.00	0.00	0.00	0.00	0.00	24761.59	0.00	0.00	0.00	0.00	0.00	0.32	0.00	0.26	0.01	13.89	0.15	0.00	4.75	0.87
52	Food and Agricultural Processing	8.90	0.93	0.00	0.00	0.00	0.00	0.00	14.23	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.00	0.61	0.00	0.00	0.00	0.00
60	Service and Commercial	3210.93	63.05	0.00	0.00	5.63	3.24	0.00	6501.61	11.28	0.00	1.90	0.00	0.00	0.01	0.00	0.00	0.00	2.01	0.00	0.00	0.67	0.00
99	Other (Fuel Combustion)	164.60	56.39	0.00	0.00	3.44	1.83	0.00	5084.13	1.56	0.00	1.16	0.00	0.00	4.33	0.00	0.21	0.01	0.47	0.19	0.00	0.99	1004.00
Total Fuel Combustion		7815.48	141.39	0.00	0.00	9.07	5.07	0.00	39499.37	12.85	0.00	3.06	0.00	0.00	8.75	0.00	0.47	0.02	17.24	0.34	0.00	6.42	1004.87
Waste Disposal																							
110	Sewage Treatment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
120	Landfills	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
130	Incineration	2.77	0.00	0.00	0.00	0.00	0.00	0.00	84.61	0.00	0.00	0.00	0.00	0.00	0.83	0.00	0.16	0.00	0.02	0.00	0.00	1.12	0.00
140	Soil Remediation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
199	Other (Waste Disposal)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Waste Disposal		2.77	0.00	0.00	0.00	0.00	0.00	0.00	84.61	0.00	7.94	0.00	0.00	0.00	0.83	0.00	0.16	0.00	0.02	0.00	0.00	1.12	0.00
Cleaning and Surface Coatings																							
210	Laundering	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
220	Degreasing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	181590.25	5782.00	4.94	851.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
230	Coatings and Related Processes	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	37.79	0.17	4.45	0.00	0.00	0.00	0.00
240	Printing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
250	Adhesives and Sealants	27.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	498.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
299	Other (Cleaning and Surface Coatings)	0.43	0.00	0.00	0.00	0.00	0.00	98.43	0.82	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Cleaning and Surface Coatings		27.53	0.00	0.00	0.00	0.00	0.00	98.43	0.95	182086.40	5782.00	4.94	851.72	0.00	0.01	0.00	37.79	0.17	4.45	0.00	0.00	0.00	0.00
Petroleum Production and Marketing																							
310	Oil and Gas Production	21.89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00
320	Petroleum Refining	10.60	0.00	0.00	0.00	0.04	0.04	0.00	0.09	0.37	0.04	0.00	0.03	0.00	0.00	0.00	0.01	0.00	0.08	0.01	0.00	0.02	0.00
330	Petroleum Marketing	894.57	10.24	0.00	0.00	0.00	0.00	0.00	178.35	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
399	Other (Petroleum Production and Marketing)	2.67	0.10	0.00	0.00	0.01	0.01	0.00	13.61	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Petroleum Production and Marketing		929.73	10.34	0.00	0.00	0.05	0.05	0.00	192.05	0.37	0.04	0.00	0.03	0.00	0.02	0.00	0.01	0.00	0.09	0.01	0.00	0.02	0.00
Industrial Processes																							
410	Chemical	2491.10	14234.80	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	4.97	0.00	5.46	0.03	7.93	0.00	0.00	0.60	0.00
420	Food and Agriculture	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
430	Mineral Processes	76.55	0.00	0.00	0.00	0.00	0.00	0.00	560.60	0.00	0.00	0.00	0.00	0.00	0.11	0.00	4.04	0.08	0.21	0.12	0.00	62.29	0.00
440	Metal Processes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.09	0.00	6.26	3.35	0.00	18.58	0.00
450	Wood and Paper	0.00	0.00	0.00	0.00	0.00	0.00	0.00	471.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
460	Glass and Related Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
470	Electronics	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
499	Other (Industrial Processes)	109.88	0.58	0.00	0.00	0.00	0.00	0.00	341.06	393.29	1337.37	0.99	155.59	0.00	0.09	0.02	0.01	1.36	14.03	0.02	0.01	0.03	0.00
Total Industrial Processes		2677.53	14235.38	0.00	0.00	0.00	0.00	0.00	1373.35	393.29	1337.37	0.99	155.59	0.00	5.17	0.02	10.60	1.47	28.43	3.49	0.01	81.50	0.00
Solvent Evaporation																							
510	Consumer Products	0.09	0.00	0.04	0.00	0.00	0.00	0.00	37.72	28478.04	4055.00	0.00	2513.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
520	Architectural Coatings and Related Solvent	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	426.15	143.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
530	Pesticides/Fertilizers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
540	Asphalt Paving/Roofing	21.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.00	0.00
Total Solvent Evaporation		21.15	0.00	0.04	0.00	0.00	0.00	0.00	37.72	28904.19	4198.91	0.00	2513.06	0.00	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.00	0.00

* Emissions in lbs/year.

2030 Annual Average Emissions by Source Category in South East Los Angeles community (include proposed on-road regulations)*

CODE	Source Category	TOG (tons/year)	VOC (tons/year)	NOx (tons/year)	CO (tons/year)	SOx (tons/year)	TSP (tons/year)	PM10 (tons/year)	PM2.5 (tons/year)	NH3 (tons/year)	Pb (lbs/year)
Fuel Combustion											
10	Electric Utilities	61.96	5.77	0.00	17.90	0.61	15.98	15.88	15.85	19.51	0.00
20	Cogeneration	0.55	0.52	0.27	2.98	0.00	0.45	0.31	0.19	6.16	0.00
30	Oil and Gas Production (combustion)	0.06	0.01	0.15	0.08	0.00	0.00	0.00	0.00	0.03	0.01
40	Petroleum Refining (Combustion)	1.12	0.33	0.00	0.78	0.00	0.41	0.41	0.41	0.00	0.00
50	Manufacturing and Industrial	751.35	124.14	299.72	454.73	6.30	34.98	34.33	33.81	51.75	4.63
52	Food and Agricultural Processing	7.26	3.25	5.16	41.41	0.33	4.19	4.19	4.19	4.47	0.00
60	Service and Commercial	44.52	18.99	40.59	60.82	2.71	4.32	4.32	4.32	16.31	0.67
99	Other (Fuel Combustion)	38.99	9.39	80.15	32.12	0.38	5.59	5.31	4.95	3.84	0.99
Total Fuel Combustion		905.81	162.40	426.04	610.82	10.33	65.92	64.75	63.72	102.07	6.30
Waste Disposal											
110	Sewage Treatment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
120	Landfills	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
130	Incineration	13.86	2.34	67.97	16.53	6.30	10.05	5.21	4.51	7.12	1.16
140	Soil Remediation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
199	Other (Waste Disposal)	35.40	2.84	0.00	0.00	0.00	0.00	0.00	0.00	0.53	0.00
Total Waste Disposal		49.26	5.18	67.97	16.53	6.30	10.05	5.21	4.51	7.65	1.16
Cleaning and Surface Coatings											
210	Laundering	12.26	0.66	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
220	Degreasing	1919.95	370.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
230	Coatings and Related Processes	203.24	197.59	0.34	0.10	0.00	16.45	15.80	15.21	2.09	0.00
240	Printing	16.76	16.76	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.00
250	Adhesives and Sealants	78.57	68.56	0.00	0.00	0.00	0.05	0.05	0.05	0.00	0.00
299	Other (Cleaning and Surface Coatings)	32.66	26.31	1.23	1.28	0.02	0.27	0.26	0.26	0.11	0.00
Total Cleaning and Surface Coatings		2263.44	680.33	1.57	1.38	0.02	16.77	16.11	15.52	2.39	0.00
Petroleum Production and Marketing											
310	Oil and Gas Production	4.65	1.99	0.00	0.02	0.06	0.00	0.00	0.00	0.00	0.00
320	Petroleum Refining	8.11	6.27	0.00	0.00	0.00	6.56	4.16	3.40	0.00	0.02
330	Petroleum Marketing	108.77	100.93	0.34	0.09	0.00	1.50	1.06	0.64	0.01	0.00
399	Other (Petroleum Production and Marketing)	0.83	0.73	0.45	0.08	0.00	0.00	0.00	0.00	0.00	0.00
Total Petroleum Production and Marketing		122.36	109.92	0.79	0.19	0.06	8.06	5.22	4.04	0.01	0.02
Industrial Processes											
410	Chemical	106.08	75.55	0.00	0.00	0.00	22.50	19.79	19.01	3.13	0.63
420	Food and Agriculture	11.39	8.69	0.00	2.52	0.00	1.55	0.74	0.46	0.00	0.00
430	Mineral Processes	13.21	12.12	0.69	22.20	0.05	45.39	31.30	19.69	4.70	64.31
440	Metal Processes	2.53	2.50	0.00	0.00	0.00	12.05	10.48	9.04	0.00	19.59
450	Wood and Paper	14.33	14.33	0.00	0.00	0.00	111.25	77.60	46.92	0.00	0.00
460	Glass and Related Products	0.00	0.00	0.00	0.00	0.00	0.13	0.09	0.06	0.00	0.00
470	Electronics	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
499	Other (Industrial Processes)	97.94	90.91	0.01	0.35	0.00	35.00	26.83	21.59	283.85	0.03
Total Industrial Processes		245.48	204.10	0.70	25.07	0.05	227.87	166.83	116.77	291.68	84.56
Solvent Evaporation											
510	Consumer Products	796.80	657.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
520	Architectural Coatings and Related Solvent	112.27	105.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
530	Pesticides/Fertilizers	6.36	6.36	0.00	0.00	0.00	0.00	0.00	0.00	1.21	0.00
540	Asphalt Paving/Roofing	3.34	2.97	0.00	0.00	0.00	0.10	0.10	0.10	0.00	0.00
Total Solvent Evaporation		918.77	772.87	0.00	0.00	0.00	0.10	0.10	0.10	1.21	0.00

* Emissions in tons/year with the exception of Pb, which is reported in units of lbs/year.

(Continued)

2030 Annual Average Emissions by Source Category in South East Los Angeles community (include proposed on-road regulations)*

CODE	Source Category	TOG (tons/year)	VOC (tons/year)	NOx (tons/year)	CO (tons/year)	SOx (tons/year)	TSP (tons/year)	PM10 (tons/year)	PM2.5 (tons/year)	NH3 (tons/year)	Pb (lbs/year)
Miscellaneous Process											
610	Residential Fuel Combustion	64.40	28.09	52.37	160.74	1.83	25.26	24.11	23.49	0.38	1.61
620	Farming Operations	1.68	0.13	0.00	0.00	0.00	0.82	0.37	0.06	0.45	0.10
630	Construction and Demolition	0.00	0.00	0.00	0.00	0.00	305.88	149.58	14.99	0.00	340.75
640	Paved Road Dust	0.00	0.00	0.00	0.00	0.00	303.61	138.75	20.95	0.00	75.30
645	Unpaved Road Dust	0.00	0.00	0.00	0.00	0.00	1.01	0.60	0.06	0.00	0.26
650	Fugitive Windblown Dust	0.00	0.00	0.00	0.00	0.00	0.02	0.01	0.00	0.00	0.03
660	Fires	2.21	1.52	0.55	22.42	0.00	2.45	2.40	2.26	0.00	0.22
670	Waste Burning and Disposal	0.08	0.05	0.02	0.52	0.00	0.07	0.07	0.07	0.01	0.00
690	Cooking	28.05	19.60	0.00	0.00	3.27	80.44	80.23	80.04	0.00	20.94
699	Other (Miscellaneous Processes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	222.67	0.00
	RECLAIM			114.72		73.54					
Total Miscellaneous Processes		96.42	49.39	167.66	183.68	78.64	719.56	396.12	141.92	223.51	439.21
On-Road Motor Vehicles											
710	Light Duty Passenger Auto (LDA)	109.12	102.71	66.89	1293.25	3.62	73.57	72.15	29.76	30.64	11.92
722	Light Duty Trucks 1 (T1)	17.57	16.49	10.20	146.09	0.36	6.11	5.98	2.50	2.97	1.03
723	Light Duty Trucks 2 (T2)	70.68	66.29	43.35	687.72	1.74	29.01	28.44	11.77	19.43	4.78
724	Medium Duty Trucks (T3)	45.05	42.27	27.28	396.10	1.18	16.02	15.71	6.51	15.68	2.64
732	Light Heavy Duty Gas Trucks 1 (T4)	5.69	5.50	3.96	16.86	0.10	1.16	1.14	0.48	0.62	0.16
733	Light Heavy Duty Gas Trucks 2 (T5)	1.68	1.62	1.57	5.92	0.04	0.50	0.49	0.21	0.19	0.06
734	Medium Heavy Duty Gas Trucks (T6)	2.00	1.83	1.73	15.51	0.11	0.95	0.93	0.39	0.30	0.12
736	Heavy Heavy Duty Gas Trucks (HHD)	0.51	0.36	2.84	31.76	0.02	0.07	0.07	0.03	0.04	0.01
742	Light Heavy Duty Diesel Trucks 1 (T4)	1.94	1.71	13.59	6.80	0.10	2.24	2.21	1.02	0.07	0.28
743	Light Heavy Duty Diesel Trucks 2 (T5)	1.02	0.90	7.48	3.60	0.05	1.37	1.35	0.65	0.04	0.16
744	Medium Heavy Duty Diesel Truck (T6)	0.72	0.63	79.69	7.28	0.41	7.18	7.05	3.00	1.35	0.83
746	Heavy Heavy Duty Diesel Trucks (HHD)	20.73	7.60	318.78	113.64	1.12	9.53	9.41	3.88	2.39	1.58
750	Motorcycles (MCY)	82.20	70.63	22.01	378.44	0.04	0.31	0.30	0.15	0.14	0.12
760	Diesel Urban Buses (UB)	30.56	0.43	1.33	192.00	0.00	0.35	0.35	0.13	0.01	0.06
762	Gas Urban Buses (UB)	0.20	0.17	0.51	2.12	0.04	0.33	0.33	0.14	0.10	0.04
771	Gas School Buses (SB)	0.54	0.39	0.31	3.69	0.01	0.68	0.67	0.28	0.04	0.07
772	Diesel School Buses (SB)	0.17	0.15	7.86	0.83	0.02	1.05	1.03	0.45	0.04	0.11
777	Gas Other Buses (OB)	1.50	1.38	1.46	9.47	0.05	0.50	0.49	0.20	0.16	0.06
778	Motor Coaches	0.14	0.13	5.19	1.43	0.02	0.28	0.27	0.12	0.05	0.03
779	Diesel Other Buses (OB)	0.05	0.04	6.39	0.48	0.03	0.50	0.50	0.21	0.09	0.06
780	Motor Homes (MH)	0.14	0.11	2.56	1.03	0.04	0.42	0.41	0.19	0.10	0.05
Total On-Road Motor Vehicles		392.21	321.34	624.98	3314.02	9.10	152.13	149.28	62.07	74.45	24.17
Other Mobile Sources											
810	Aircraft	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
820	Trains	15.89	13.30	265.08	84.63	0.28	4.85	4.85	4.45	0.15	0.29
833	Ocean Going Vessels	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
835	Commercial Harbor Crafts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
840	Recreational Boats	15.59	15.59	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
850	Off-Road Recreational Vehicles	7.28	7.27	0.01	0.47	0.00	0.00	0.00	0.00	0.00	0.00
860	Off-Road Equipment	276.33	237.73	283.21	5468.46	0.93	22.14	20.76	17.38	1.78	29.49
870	Farm Equipment	0.35	0.30	0.99	6.77	0.00	0.07	0.07	0.06	0.00	0.04
890	Fuel Storage and Handling	30.39	30.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Other Mobile Sources		345.83	304.46	549.29	5560.33	1.21	27.06	25.68	21.89	1.93	29.82
Total Stationary and Area		4601.54	1984.19	664.73	837.67	95.40	1048.33	654.34	346.58	628.52	531.25
Sources Total On-Road Vehicles		392.21	321.34	624.98	3314.02	9.10	152.13	149.28	62.07	74.45	24.17
Total Other Mobile		345.83	304.46	549.29	5560.33	1.21	27.06	25.68	21.89	1.93	29.82
Total		5339.58	2609.99	1839.00	9712.02	105.71	1227.52	829.30	430.54	704.90	585.24

* Emissions in tons/year with the exception of Pb, which is reported in units of lbs/year.

2030 Annual Average TAC Emissions by Source Category in South East Los Angeles community*

CODE	Source Category	Benzene (lbs/year)	1,3 Butadiene (lbs/year)	Carbon tetrachloride (lbs/year)	1,4 Dioxane (lbs/year)	Ethylene dibromide (lbs/year)	Ethylene dichloride (lbs/year)	Ethylene oxide (lbs/year)	Formalde- hyde (lbs/year)	Methylene chloride (lbs/year)	Perchloro- ethylene (lbs/year)	Vinyl chloride (lbs/year)	Trichloro- ethylene (lbs/year)	Chlorinated dibenzofurans (lbs/year)	PAH (Benzo(a)pyrene) (lbs/year)	Asbestos (lbs/year)	Cadmium (lbs/year)	Hexavalent Chromium (lbs/year)	Nickel (lbs/year)	Arsenic (lbs/year)	Beryllium (lbs/year)	Lead (lbs/year)	Diesel PM (DPM) (lbs/year)
Fuel Combustion																							
10	Electric Utilities	52.98	1.95	0.00	0.00	0.00	0.00	0.00	3132.55	0.00	0.00	0.00	0.00	0.00	3.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	Cogeneration	23.72	0.00	0.00	0.00	0.00	0.00	0.00	1.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30	Oil and Gas Production (combustion)	0.50	0.00	0.00	0.00	0.00	0.00	0.00	1.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.01	0.00
40	Petroleum Refining (Combustion)	4.48	0.10	0.00	0.00	0.00	0.00	0.00	3.14	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
50	Manufacturing and Industrial	4206.86	20.21	0.00	0.00	0.00	0.00	0.00	24729.06	0.00	0.00	0.00	0.00	0.00	0.32	0.00	0.28	0.01	13.53	0.16	0.00	4.63	0.92
52	Food and Agricultural Processing	8.98	0.93	0.00	0.00	0.00	0.00	0.00	14.40	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.00	0.61	0.00	0.00	0.00	0.00
60	Service and Commercial	3206.85	66.46	0.00	0.00	5.94	3.41	0.00	6506.17	11.89	0.00	2.00	0.00	0.00	0.01	0.00	0.00	0.00	2.02	0.00	0.00	0.67	0.00
99	Other (Fuel Combustion)	164.60	56.39	0.00	0.00	3.44	1.83	0.00	5084.18	1.56	0.00	1.16	0.00	0.00	4.33	0.00	0.20	0.01	0.47	0.19	0.00	0.99	1004.00
Total Fuel Combustion		7668.97	146.04	0.00	0.00	9.38	5.24	0.00	39471.63	13.46	0.00	3.16	0.00	0.00	8.75	0.00	0.48	0.02	16.89	0.35	0.00	6.30	1004.92
Waste Disposal																							
110	Sewage Treatment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
120	Landfills	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
130	Incineration	2.87	0.00	0.00	0.00	0.00	0.00	0.00	88.07	0.00	0.00	0.00	0.00	0.00	0.87	0.00	0.16	0.00	0.02	0.00	0.00	1.16	0.00
140	Soil Remediation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
199	Other (Waste Disposal)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Waste Disposal		2.87	0.00	0.00	0.00	0.00	0.00	0.00	88.07	0.00	8.15	0.00	0.00	0.00	0.87	0.00	0.16	0.00	0.02	0.00	0.00	1.16	0.00
Cleaning and Surface Coatings																							
210	Laundering	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
220	Degreasing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	193813.53	6166.00	5.10	903.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
230	Coatings and Related Processes	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	38.73	0.18	4.59	0.00	0.00	0.00	0.00
240	Printing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
250	Adhesives and Sealants	28.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	529.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
299	Other (Cleaning and Surface Coatings)	0.44	0.00	0.00	0.00	0.00	0.00	102.60	0.83	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Cleaning and Surface Coatings		29.36	0.00	0.00	0.00	0.00	0.00	102.60	0.97	194343.02	6166.00	5.10	903.99	0.00	0.01	0.00	38.73	0.18	4.59	0.00	0.00	0.00	0.00
Petroleum Production and Marketing																							
310	Oil and Gas Production	22.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00
320	Petroleum Refining	10.60	0.00	0.00	0.00	0.04	0.04	0.00	0.09	0.37	0.04	0.00	0.03	0.00	0.00	0.00	0.01	0.00	0.08	0.01	0.00	0.02	0.00
330	Petroleum Marketing	782.45	10.52	0.00	0.00	0.00	0.00	0.00	189.54	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
399	Other (Petroleum Production and Marketing)	2.75	0.10	0.00	0.00	0.01	0.01	0.00	14.02	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Petroleum Production and Marketing		817.92	10.62	0.00	0.00	0.05	0.05	0.00	203.65	0.37	0.04	0.00	0.03	0.00	0.02	0.00	0.01	0.00	0.09	0.01	0.00	0.02	0.00
Industrial Processes																							
410	Chemical	2604.29	14881.60	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	5.28	0.00	5.71	0.03	8.26	0.00	0.00	0.63	0.00
420	Food and Agriculture	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
430	Mineral Processes	76.79	0.00	0.00	0.00	0.00	0.00	0.00	561.12	0.00	0.00	0.00	0.00	0.00	0.11	0.00	4.17	0.08	0.21	0.12	0.00	64.31	0.00
440	Metal Processes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.14	0.00	6.60	3.53	0.00	19.59	0.00
450	Wood and Paper	0.00	0.00	0.00	0.00	0.00	0.00	0.00	490.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
460	Glass and Related Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
470	Electronics	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
499	Other (Industrial Processes)	112.91	0.60	0.00	0.00	0.00	0.00	0.00	341.07	402.54	1368.82	0.99	159.25	0.00	0.09	0.02	0.01	1.39	14.40	0.02	0.01	0.03	0.00
Total Industrial Processes		2793.99	14882.20	0.00	0.00	0.00	0.00	0.00	1392.84	402.54	1368.82	0.99	159.25	0.00	5.48	0.02	11.03	1.50	29.47	3.67	0.01	84.56	0.00
Solvent Evaporation																							
510	Consumer Products	0.10	0.00	0.04	0.00	0.00	0.00	0.00	38.18	29052.48	4126.96	0.00	2567.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
520	Architectural Coatings and Related Solvent	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	437.72	147.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
530	Pesticides/Fertilizers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
540	Asphalt Paving/Roofing	21.78	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.00	0.00
Total Solvent Evaporation		21.88	0.00	0.04	0.00	0.00	0.00	0.00	38.18	29490.20	4274.78	0.00	2567.05	0.00	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.00	0.00

* Emissions in lbs/year.

2030 Annual Average Emissions by Source Category in South East Los Angeles community*

CODE	Source Category	TOG (tons/year)	VOC (tons/year)	NOx (tons/year)	CO (tons/year)	SOx (tons/year)	TSP (tons/year)	PM10 (tons/year)	PM2.5 (tons/year)	NH3 (tons/year)	Pb (lbs/year)
Fuel Combustion											
10	Electric Utilities	61.96	5.77	0.00	17.90	0.61	15.98	15.88	15.85	19.51	0.00
20	Cogeneration	0.55	0.52	0.27	2.98	0.00	0.45	0.31	0.19	6.16	0.00
30	Oil and Gas Production (combustion)	0.06	0.01	0.15	0.08	0.00	0.00	0.00	0.00	0.03	0.01
40	Petroleum Refining (Combustion)	1.12	0.33	0.00	0.78	0.00	0.41	0.41	0.41	0.00	0.00
50	Manufacturing and Industrial	751.35	124.14	299.72	454.73	6.30	34.98	34.33	33.81	51.75	4.63
52	Food and Agricultural Processing	7.26	3.25	5.16	41.41	0.33	4.19	4.19	4.19	4.47	0.00
60	Service and Commercial	44.52	18.99	40.59	60.82	2.71	4.32	4.32	4.32	16.31	0.67
99	Other (Fuel Combustion)	38.99	9.39	80.15	32.12	0.38	5.59	5.31	4.95	3.84	0.99
Total Fuel Combustion		905.81	162.40	426.04	610.82	10.33	65.92	64.75	63.72	102.07	6.30
Waste Disposal											
110	Sewage Treatment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
120	Landfills	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
130	Incineration	13.86	2.34	67.97	16.53	6.30	10.05	5.21	4.51	7.12	1.16
140	Soil Remediation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
199	Other (Waste Disposal)	35.40	2.84	0.00	0.00	0.00	0.00	0.00	0.00	0.53	0.00
Total Waste Disposal		49.26	5.18	67.97	16.53	6.30	10.05	5.21	4.51	7.65	1.16
Cleaning and Surface Coatings											
210	Laundering	12.26	0.66	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
220	Degreasing	1919.95	370.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
230	Coatings and Related Processes	203.24	197.59	0.34	0.10	0.00	16.45	15.80	15.21	2.09	0.00
240	Printing	16.76	16.76	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.00
250	Adhesives and Sealants	78.57	68.56	0.00	0.00	0.00	0.05	0.05	0.05	0.00	0.00
299	Other (Cleaning and Surface Coatings)	32.66	26.31	1.23	1.28	0.02	0.27	0.26	0.26	0.11	0.00
Total Cleaning and Surface Coatings		2263.44	680.33	1.57	1.38	0.02	16.77	16.11	15.52	2.39	0.00
Petroleum Production and Marketing											
310	Oil and Gas Production	4.65	1.99	0.00	0.02	0.06	0.00	0.00	0.00	0.00	0.00
320	Petroleum Refining	8.11	6.27	0.00	0.00	0.00	6.56	4.16	3.40	0.00	0.02
330	Petroleum Marketing	108.77	100.93	0.34	0.09	0.00	1.50	1.06	0.64	0.01	0.00
399	Other (Petroleum Production and Marketing)	0.83	0.73	0.45	0.08	0.00	0.00	0.00	0.00	0.00	0.00
Total Petroleum Production and Marketing		122.36	109.92	0.79	0.19	0.06	8.06	5.22	4.04	0.01	0.02
Industrial Processes											
410	Chemical	106.08	75.55	0.00	0.00	0.00	22.50	19.79	19.01	3.13	0.63
420	Food and Agriculture	11.39	8.69	0.00	2.52	0.00	1.55	0.74	0.46	0.00	0.00
430	Mineral Processes	13.21	12.12	0.69	22.20	0.05	45.39	31.30	19.69	4.70	64.31
440	Metal Processes	2.53	2.50	0.00	0.00	0.00	12.05	10.48	9.04	0.00	19.59
450	Wood and Paper	14.33	14.33	0.00	0.00	0.00	111.25	77.60	46.92	0.00	0.00
460	Glass and Related Products	0.00	0.00	0.00	0.00	0.00	0.13	0.09	0.06	0.00	0.00
470	Electronics	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
499	Other (Industrial Processes)	97.94	90.91	0.01	0.35	0.00	35.00	26.83	21.59	283.85	0.03
Total Industrial Processes		245.48	204.10	0.70	25.07	0.05	227.87	166.83	116.77	291.68	84.56
Solvent Evaporation											
510	Consumer Products	796.80	657.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
520	Architectural Coatings and Related Solvent	112.27	105.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
530	Pesticides/Fertilizers	6.36	6.36	0.00	0.00	0.00	0.00	0.00	0.00	1.21	0.00
540	Asphalt Paving/Roofing	3.34	2.97	0.00	0.00	0.00	0.10	0.10	0.10	0.00	0.00
Total Solvent Evaporation		918.77	772.87	0.00	0.00	0.00	0.10	0.10	0.10	1.21	0.00

* Emissions in tons/year with the exception of Pb, which is reported in units of lbs/year.

(Continued)

2030 Annual Average Emissions by Source Category in South East Los Angeles community*

CODE	Source Category	TOG (tons/year)	VOC (tons/year)	NOx (tons/year)	CO (tons/year)	SOx (tons/year)	TSP (tons/year)	PM10 (tons/year)	PM2.5 (tons/year)	NH3 (tons/year)	Pb (lbs/year)
Miscellaneous Process											
610	Residential Fuel Combustion	64.40	28.09	52.37	160.74	1.83	25.26	24.11	23.49	0.38	1.61
620	Farming Operations	1.68	0.13	0.00	0.00	0.00	0.82	0.37	0.06	0.45	0.10
630	Construction and Demolition	0.00	0.00	0.00	0.00	0.00	305.88	149.58	14.99	0.00	340.75
640	Paved Road Dust	0.00	0.00	0.00	0.00	0.00	303.61	138.75	20.95	0.00	75.30
645	Unpaved Road Dust	0.00	0.00	0.00	0.00	0.00	1.01	0.60	0.06	0.00	0.26
650	Fugitive Windblown Dust	0.00	0.00	0.00	0.00	0.00	0.02	0.01	0.00	0.00	0.03
660	Fires	2.21	1.52	0.55	22.42	0.00	2.45	2.40	2.26	0.00	0.22
670	Waste Burning and Disposal	0.08	0.05	0.02	0.52	0.00	0.07	0.07	0.07	0.01	0.00
690	Cooking	28.05	19.60	0.00	0.00	3.27	80.44	80.23	80.04	0.00	20.94
699	Other (Miscellaneous Processes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	222.67	0.00
	RECLAIM			114.72		73.54					
Total Miscellaneous Processes		96.42	49.39	167.66	183.68	78.64	719.56	396.12	141.92	223.51	439.21
On-Road Motor Vehicles											
710	Light Duty Passenger Auto (LDA)	110.00	103.53	70.04	1293.25	3.62	73.63	72.20	29.81	30.64	11.97
722	Light Duty Trucks 1 (T1)	17.57	16.49	10.20	146.09	0.36	6.11	5.98	2.50	2.97	1.03
723	Light Duty Trucks 2 (T2)	71.10	66.69	44.01	687.72	1.74	29.03	28.46	11.79	19.43	4.79
724	Medium Duty Trucks (T3)	45.14	42.35	27.36	396.10	1.18	16.03	15.71	6.52	15.68	2.64
732	Light Heavy Duty Gas Trucks 1 (T4)	5.69	5.50	3.96	16.86	0.10	1.16	1.14	0.48	0.62	0.16
733	Light Heavy Duty Gas Trucks 2 (T5)	1.68	1.62	1.57	5.92	0.04	0.50	0.49	0.21	0.19	0.06
734	Medium Heavy Duty Gas Trucks (T6)	2.00	1.83	2.12	15.51	0.11	0.95	0.93	0.39	0.30	0.12
736	Heavy Heavy Duty Gas Trucks (HHD)	0.51	0.36	3.05	31.76	0.02	0.07	0.07	0.03	0.04	0.01
742	Light Heavy Duty Diesel Trucks 1 (T4)	1.94	1.71	13.59	6.80	0.10	2.24	2.21	1.02	0.07	0.28
743	Light Heavy Duty Diesel Trucks 2 (T5)	1.02	0.90	7.48	3.60	0.05	1.37	1.35	0.65	0.04	0.16
744	Medium Heavy Duty Diesel Truck (T6)	0.72	0.63	118.34	7.28	0.41	7.31	7.18	3.12	1.35	0.83
746	Heavy Heavy Duty Diesel Trucks (HHD)	20.73	7.60	412.80	113.64	1.12	10.12	10.00	4.44	2.39	1.58
750	Motorcycles (MCY)	82.20	70.63	22.01	378.44	0.04	0.31	0.30	0.15	0.14	0.12
760	Diesel Urban Buses (UB)	30.56	0.43	1.33	192.00	0.00	0.35	0.35	0.13	0.01	0.06
762	Gas Urban Buses (UB)	0.20	0.17	0.51	2.12	0.04	0.33	0.33	0.14	0.10	0.04
771	Gas School Buses (SB)	0.54	0.39	0.34	3.69	0.01	0.68	0.67	0.28	0.04	0.07
772	Diesel School Buses (SB)	0.17	0.15	10.56	0.83	0.02	1.06	1.04	0.46	0.04	0.11
777	Gas Other Buses (OB)	1.50	1.38	1.62	9.47	0.05	0.50	0.49	0.20	0.16	0.06
778	Motor Coaches	0.14	0.13	6.98	1.43	0.02	0.29	0.28	0.13	0.05	0.03
779	Diesel Other Buses (OB)	0.05	0.04	8.58	0.48	0.03	0.52	0.51	0.23	0.09	0.06
780	Motor Homes (MH)	0.14	0.11	2.56	1.03	0.04	0.42	0.41	0.19	0.10	0.05
Total On-Road Motor Vehicles		393.60	322.64	769.01	3314.02	9.10	152.98	150.10	62.87	74.45	24.23
Other Mobile Sources											
810	Aircraft	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
820	Trains	15.89	13.30	265.08	84.63	0.28	4.85	4.85	4.45	0.15	0.29
833	Ocean Going Vessels	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
835	Commercial Harbor Crafts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
840	Recreational Boats	15.59	15.59	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
850	Off-Road Recreational Vehicles	7.28	7.27	0.01	0.47	0.00	0.00	0.00	0.00	0.00	0.00
860	Off-Road Equipment	276.33	237.73	283.21	5468.46	0.93	22.14	20.76	17.38	1.78	29.49
870	Farm Equipment	0.35	0.30	0.99	6.77	0.00	0.07	0.07	0.06	0.00	0.04
890	Fuel Storage and Handling	30.39	30.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Other Mobile Sources		345.83	304.46	549.29	5560.33	1.21	27.06	25.68	21.89	1.93	29.82
Total Stationary and Area Sources		4601.54	1984.19	664.73	837.67	95.40	1048.33	654.34	346.58	628.52	531.25
Total On-Road Vehicles		393.60	322.64	769.01	3314.02	9.10	152.98	150.10	62.87	74.45	24.23
Total Other Mobile		345.83	304.46	549.29	5560.33	1.21	27.06	25.68	21.89	1.93	29.82
Total		5340.97	2611.29	1983.03	9712.02	105.71	1228.37	830.12	431.34	704.90	585.30

* Emissions in tons/year with the exception of Pb, which is reported in units of lbs/year.

2030 Annual Average TAC Emissions by Source Category in South East Los Angeles community (include proposed on-road regulations)*

CODE	Source Category	Benzene (lbs/year)	1,3 Butadiene (lbs/year)	Carbon tetrachloride (lbs/year)	1,4 Dioxane (lbs/year)	Ethylene dibromide (lbs/year)	Ethylene dichloride (lbs/year)	Ethylene oxide (lbs/year)	Formalde- hyde (lbs/year)	Methylene chloride (lbs/year)	Perchloro- ethylene (lbs/year)	Vinyl chloride (lbs/year)	Trichloro- ethylene (lbs/year)	Chlorinated dibenzofurans (lbs/year)	PAH (Benzo(a)pyrene) (lbs/year)	Asbestos (lbs/year)	Cadmium (lbs/year)	Hexavalent Chromium (lbs/year)	Nickel (lbs/year)	Arsenic (lbs/year)	Beryllium (lbs/year)	Lead (lbs/year)	Diesel PM (DPM) (lbs/year)
Fuel Combustion																							
10	Electric Utilities	52.98	1.95	0.00	0.00	0.00	0.00	0.00	3132.55	0.00	0.00	0.00	0.00	0.00	3.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	Cogeneration	23.72	0.00	0.00	0.00	0.00	0.00	0.00	1.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30	Oil and Gas Production (combustion)	0.50	0.00	0.00	0.00	0.00	0.00	0.00	1.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.01	0.00
40	Petroleum Refining (Combustion)	4.48	0.10	0.00	0.00	0.00	0.00	0.00	3.14	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
50	Manufacturing and Industrial	4206.86	20.21	0.00	0.00	0.00	0.00	0.00	24729.06	0.00	0.00	0.00	0.00	0.00	0.32	0.00	0.28	0.01	13.53	0.16	0.00	4.63	0.92
52	Food and Agricultural Processing	8.98	0.93	0.00	0.00	0.00	0.00	0.00	14.40	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.00	0.61	0.00	0.00	0.00	0.00
60	Service and Commercial	3206.85	66.46	0.00	0.00	5.94	3.41	0.00	6506.17	11.89	0.00	2.00	0.00	0.00	0.01	0.00	0.00	0.00	2.02	0.00	0.00	0.67	0.00
99	Other (Fuel Combustion)	164.60	56.39	0.00	0.00	3.44	1.83	0.00	5084.18	1.56	0.00	1.16	0.00	0.00	4.33	0.00	0.20	0.01	0.47	0.19	0.00	0.99	1004.00
Total Fuel Combustion		7668.97	146.04	0.00	0.00	9.38	5.24	0.00	39471.63	13.46	0.00	3.16	0.00	0.00	8.75	0.00	0.48	0.02	16.89	0.35	0.00	6.30	1004.92
Waste Disposal																							
110	Sewage Treatment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
120	Landfills	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
130	Incineration	2.87	0.00	0.00	0.00	0.00	0.00	0.00	88.07	0.00	0.00	0.00	0.00	0.00	0.87	0.00	0.16	0.00	0.02	0.00	0.00	1.16	0.00
140	Soil Remediation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
199	Other (Waste Disposal)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Waste Disposal		2.87	0.00	0.00	0.00	0.00	0.00	0.00	88.07	0.00	8.15	0.00	0.00	0.00	0.87	0.00	0.16	0.00	0.02	0.00	0.00	1.16	0.00
Cleaning and Surface Coatings																							
210	Laundering	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
220	Degreasing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	193813.53	6166.00	5.10	903.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
230	Coatings and Related Processes	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	38.73	0.18	4.59	0.00	0.00	0.00	0.00
240	Printing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
250	Adhesives and Sealants	28.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	529.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
299	Other (Cleaning and Surface Coatings)	0.44	0.00	0.00	0.00	0.00	0.00	102.60	0.83	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Cleaning and Surface Coatings		29.36	0.00	0.00	0.00	0.00	0.00	102.60	0.97	194343.02	6166.00	5.10	903.99	0.00	0.01	0.00	38.73	0.18	4.59	0.00	0.00	0.00	0.00
Petroleum Production and Marketing																							
310	Oil and Gas Production	22.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00
320	Petroleum Refining	10.60	0.00	0.00	0.00	0.04	0.04	0.00	0.09	0.37	0.04	0.00	0.03	0.00	0.00	0.00	0.01	0.00	0.08	0.01	0.00	0.02	0.00
330	Petroleum Marketing	782.45	10.52	0.00	0.00	0.00	0.00	0.00	189.54	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
399	Other (Petroleum Production and Marketing)	2.75	0.10	0.00	0.00	0.01	0.01	0.00	14.02	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Petroleum Production and Marketing		817.92	10.62	0.00	0.00	0.05	0.05	0.00	203.65	0.37	0.04	0.00	0.03	0.00	0.02	0.00	0.01	0.00	0.09	0.01	0.00	0.02	0.00
Industrial Processes																							
410	Chemical	2604.29	14881.60	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	5.28	0.00	5.71	0.03	8.26	0.00	0.00	0.63	0.00
420	Food and Agriculture	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
430	Mineral Processes	76.79	0.00	0.00	0.00	0.00	0.00	0.00	561.12	0.00	0.00	0.00	0.00	0.00	0.11	0.00	4.17	0.08	0.21	0.12	0.00	64.31	0.00
440	Metal Processes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.14	0.00	6.60	3.53	0.00	19.59	0.00
450	Wood and Paper	0.00	0.00	0.00	0.00	0.00	0.00	0.00	490.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
460	Glass and Related Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
470	Electronics	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
499	Other (Industrial Processes)	112.91	0.60	0.00	0.00	0.00	0.00	0.00	341.07	402.54	1368.82	0.99	159.25	0.00	0.09	0.02	0.01	1.39	14.40	0.02	0.01	0.03	0.00
Total Industrial Processes		2793.99	14882.20	0.00	0.00	0.00	0.00	0.00	1392.84	402.54	1368.82	0.99	159.25	0.00	5.48	0.02	11.03	1.50	29.47	3.67	0.01	84.56	0.00
Solvent Evaporation																							
510	Consumer Products	0.10	0.00	0.04	0.00	0.00	0.00	0.00	38.18	29052.48	4126.96	0.00	2567.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
520	Architectural Coatings and Related Solvent	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	437.72	147.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
530	Pesticides/Fertilizers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
540	Asphalt Paving/Roofing	21.78	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.00	0.00
Total Solvent Evaporation		21.88	0.00	0.04	0.00	0.00	0.00	0.00	38.18	29490.20	4274.78	0.00	2567.05	0.00	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.00	0.00

* Emissions in lbs/year.

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APPENDIX 4:

ENFORCEMENT OVERVIEW AND HISTORY

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South Coast AQMD

The primary goal of South Coast AQMD enforcement activities is for regulated entities to achieve compliance with air quality rules and regulations, and to protect public health. Part of this process involves consistently identifying and resolving violations, thereby ensuring a level playing field for all regulated entities and preventing unfair advantages for companies that do not comply with rules and permit conditions.

Air pollution concerns received directly from community members by way of public complaints are a very important source of information. All complaints are assigned to an inspector for investigation, with priority for ongoing issues that are impacting the public. In addition to receiving complaints from community members, South Coast AQMD also receives notifications directly from facilities and referrals from other agencies.

South Coast AQMD also performs unannounced inspections at facilities to verify compliance.

California Air Resources Board

CARB's enforcement approach is two-pronged: ensuring compliance through robust, regular inspections and deterring violations through our penalty assessment process. From the compliance-side, it includes conducting both field inspections and fleet-wide audits. For field inspections, the focus has been on enforcing heavy-duty diesel vehicle (HDDV) regulations, such as the Truck and Bus Regulation, the airborne toxic control measure (ATCM) to limit idling, and the Heavy-Duty Vehicle Inspection Program (HDVIP). At refineries and fueling stations, CARB enforces fuel formulation regulations. In railyards, CARB enforces regulations related to drayage trucks, transportation refrigeration units (TRUs), and cargo handling equipment (CHE). From the deterrence-side, CARB Enforcement encourages violators to support CARB's community-based projects program by setting aside a portion of penalties paid from enforcement action settlements for Supplemental Environmental Projects (SEPs).

CARB Statewide Truck and Bus Regulation

CARB is achieving compliance with the Statewide Truck and Bus (STB) Regulation, section 2025 of Title 13, California Code of Regulations (STB) by 2023 via a streamlined auditing process. STB requires diesel trucks with a Gross Vehicle Weight Rating (GVWR) greater than 14,000 pounds that operate in California to install diesel particulate filters or replace older engines with cleaner engine technology on a phased-in schedule based on the model year of the engine and GVWR. CARB staff process data from vehicle registration, compliance reporting, and inspection databases to identify potentially non-compliant fleets and prioritize them for enforcement action.

In April 2017, the Governor signed Senate Bill 1 (SB1) into law which included a provision that, beginning in 2020, a vehicle must demonstrate compliance with the STB regulation before it can be registered with the Department of Motor Vehicles (DMV). Beginning in

2020, the DMV, in conjunction with data provided by CARB, will deny vehicle registration to non-compliant heavy-duty diesel vehicles (HDDV) based on the model year of the HDDV, so that by the end of 2023, 100% compliance will be achieved for the truck and bus rule.

Authority and Legal Right to Issue Violations and Penalties

Under both the federal Clean Air Act and the California Health & Safety Code, South Coast AQMD is under a legal obligation to make and enforce air pollution regulations. These regulations are primarily meant to ensure that the surrounding (or ambient) air will meet federal and state air quality standards. However, South Coast AQMD also has broad authority to regulate toxic and hazardous air emissions, which are enforced in the same manner as rules regulating criteria pollutants to attain the ambient air quality standards.

To enforce local, state, and federal air pollution regulations, CARB and South Coast AQMD both use their authority to conduct inspections of alleged air pollution sources under their jurisdiction and issue notices of violations that can lead to civil and criminal penalties. Civil penalties vary based on multiple factors, however in the most egregious cases, penalties can be up to \$250,000 per day for individuals and up to \$1,000,000 per day for corporations. In cases with potential criminal violations, South Coast AQMD may refer matters to federal, state, or local prosecuting agencies. Inspection warrants also may be obtained if necessary when access to facilities or potential emissions sites is denied.

For further information on South Coast AQMD's¹ and CARB's² authority, please refer to our websites.

South Coast AQMD Hearing Board

The Hearing Board is a quasi-judicial panel authorized to provide relief from South Coast AQMD regulations under certain circumstances and to order businesses to take specific actions to come into compliance with regulations. As state law requires, Hearing Board members are appointed by, but act independently of, the South Coast AQMD Governing Board.

The Hearing Board is authorized to hear:

- Petitions by entities (individuals, companies, public agencies, etc.) companies for variances.
- Petitions for abatement orders. An abatement order requires an entity operating out of compliance to take specific actions or to shut down its operation. This is a severe remedy normally reserved for serious violations.

¹ South Coast AQMD, <https://www.aqmd.gov/nav/about/authority/enforcement>. Accessed November 3, 2020.

² California Air Resources Board, <https://ww2.arb.ca.gov/about/history>. Accessed November 3, 2020.

- Appeals regarding granting of permits, permit conditions, permit denials and suspensions, denials of emission reduction credits, and denials of pollution control plans.
- Appeals by third parties.

The Hearing Board is not authorized to:

- Modify rules.
- Exempt an entity from complying with a rule.
- Grant a variance from a violation of the public nuisance law, such as one that creates an odor problem or threatens public health or property.
- Review a violation notice in any way.

After hearing all sides of a case in which an entity is having problems complying with South Coast AQMD rules, the Hearing Board weighs the evidence and reaches a decision.

CARB Supplemental Environmental Project Process

During the settlement process, violators have the opportunity to allocate up to 50% of their penalties to a supplemental environmental project (SEP). Community-proposed projects are funded by the violators to help improve public health, reduce pollution, increase environmental compliance and bring public awareness to air pollution issues. Additional SEPS are possible in the SELA community through the proposal process. Proposals of projects that meet the following four requirements: reducing direct/indirect air emissions or exposure to air pollution, relates to the violation, does not benefit the violator, and goes above and beyond regulatory requirements can be submitted for consideration for future settlements through the SEP proposal form (<https://calepa.ca.gov/sep-proposal-form>). Nine SEPs have been funded in South Coast AQMD's jurisdiction including paid environmental education internships, planting trees, writing articles to inform community about air pollution and resources, conducting research (e.g., air monitoring, truck traffic survey), and school air quality education programs and filtration systems.

Technology

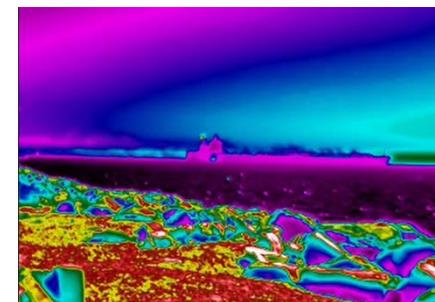
Both South Coast AQMD and CARB enforcement staff have embraced the use of technology as a means for more efficient and effective inspections. South Coast AQMD inspectors have access to advanced instruments to help identify air pollution issues in real-time. The following portable instruments are available to inspectors:

Figure 4-1: Portable instruments used by South Coast AQMD inspectors in the field



Toxic Vapor Analyzers (TVA): Inspectors can use TVAs to measure the level of certain gases in a specific area. This includes methane and volatile organic compounds (VOCs), which are emitted by petroleum sources and other types of sources.

Infrared Cameras: Inspectors can use specialized infrared cameras to view emissions of gases (including methane and VOCs) that would otherwise be invisible to the naked eye. This equipment enables inspectors to scan areas for emissions and quickly check for large leaks at a facility.



X-Ray Fluorescence (XRF): Inspectors can use this handheld instrument to identify the types of chemicals that are on a surface or in a dust pile. This tool helps identify potential pollutants that are particles. For example, an XRF can be used to scan surfaces at a facility to identify which specific toxic metals may be deposited in that location, and which locations have the highest levels of those toxic metals.

H₂S Analyzers (Jerome Meters): Inspectors can use this handheld instrument to measure hydrogen sulfide gas levels in the air. This information can be used to identify a potential source of rotten egg type odors.



Further Information on Technology Used for Compliance Investigations

Toxic Vapor Analyzer (TVA)

Using a Flame Ionization Detector (FID) or Photoionization Detector (PID), this instrument is capable of detecting a wide variety of organic and inorganic compounds. The unit must be calibrated to identify specific compounds. Any day that the instrument is used for conducting compliance inspections, a trained inspector calibrates the equipment to a set calibration standard depending on the inspection type. For example, in an oil and gas process leak inspection to identify VOCs, a 3-Point Methane Calibration Curve is used.

This instrument displays concentrations of the gas it is calibrated to detect in parts per million (ppm), also known as the number of molecules of that gas per one million molecules of air. Inspectors can use TVAs to identify organic and inorganic vapors according to a standard set by the U.S. Environmental Protection Agency (EPA) Method 21 – Determination of Volatile Organic Compound Leaks.³ This method from U.S. EPA sets the standard for the specifications and performance criteria of the instrument, as well as the process of identifying a leak.

Infrared Cameras

Using infrared cameras equipped with Optical Gas Imaging (OGI) technology, inspectors can detect hydrocarbon leaks at a variety of facilities, including those in the oil and gas industry. The device uses a non-contact technology which identifies the infrared energy (heat) of a specific gas and converts it into an electronic signal. This signal is processed into an image, giving inspectors the ability to view emissions that would otherwise be invisible to the naked eye.

Using infrared OGI cameras enables inspectors to scan areas for emissions and quickly gain an overall understanding regarding any large leaks there may be at a facility. The technology generally used by OCE is specifically calibrated to methane, enabling users to visibly identify VOC leaks. Inspectors can follow up with a TVA to quantify the leak. Inspectors who use this equipment have training through a multi-day course to understand the technology, as well as its uses and limitations.

X-Ray Fluorescence (XRF)

A handheld instrument which uses a non-destructive method to determine the chemistry of a sample. The device sends an x-ray to the sample that displaces the electrons, causing a release of energy. The energy released is measured by the special detector to analyze the chemistry of the sample. Inspectors can scan surfaces for the presence of toxic metals to identify sources of contamination and fugitive emissions.

H₂S Analyzer (Jerome Meters)

A handheld instrument that can detect hydrogen sulfide in the air. This device takes in a small sample of air and provides a reading on the amount of H₂S within a few seconds, down to levels in the parts per billion (ppb) range. This instrument serves as a safety tool for inspectors conducting an inspection in an area with potential H₂S.

In addition, inspectors are trained on how to collect field samples, including air samples, liquid samples, and bulk material samples. These samples can then be provided to the South Coast AQMD laboratory or contract laboratories for analysis. The results of these analyses can be used as evidence to support investigations and/or Notices of Violation issued to air pollution sources.

³U.S. EPA, Method 21 – Volatile Organic Compound Leaks. <https://www.epa.gov/emc/method-21-volatile-organic-compound-leaks>. Accessed October 30, 2020.

Interagency Collaborations

CARB and South Coast AQMD are committed to working with other agencies on joint initiatives that will directly result in cleaner air. The combined resources, expertise, and legal authorities of different agencies can create a well-rounded approach to the regulatory process that leverages their respective strengths to address issues that cumulatively impact public health. For example, the Los Angeles City Attorney’s Office partnered with South Coast AQMD to conduct inspections at specific facilities, including auto-body shops, in the City of Los Angeles.

Figure 4-2: Examples of agencies that routinely collaborate with South Coast AQMD and CARB



CARB partners with local agencies to create memoranda of understanding (MOUs), such as an agreement with South Coast AQMD to enforce CARB’s greenhouse gas standards at certain types of facilities. In addition, CARB has already established partnerships with California DMV working on implementing registration holds for non-compliant trucks and buses, California Highway Patrol (CHP) to conduct roadside inspections, and other state and regional agencies to ensure the agencies are supporting each other’s enforcement efforts. Both South Coast AQMD and CARB have experience working in close collaboration with other regulatory agencies, cities and counties, public health agencies, and local police and fire departments to conduct investigations and provide public information about local air pollution sources.

South Coast AQMD & CARB Enforcement Approach

South Coast AQMD regulates over 25,000 facilities, receives approximately 10,000 public complaints per year, and operates a vast air quality monitoring network; and CARB regulates mobile sources throughout the state through ensuring compliance with over 50 programs. Analyzing the data that results from these efforts can provide insight into the trends and sources of air pollution as well as new enforcement opportunities. Both agencies use information technology to enhance the ability to conduct investigations and enforce regulations. As an example, for CARB’s truck fleet enforcement program, the traditional approach was to inspect several thousand trucks annually through fleet-based inspections. From January 2018 through December 2019, CARB’s Streamlined Truck Enforcement Process (STEP), and was able to conduct 20,000 to 25,000 inspections per year through the use of a data-driven approach, non-compliance letters, and a scheduled settlement process. South Coast AQMD’s investigation of crude oil tankers is another example of using information technology and interagency collaboration in enforcement activities. Inspectors used mapping software, weather data, ship databases, and support from other local government entities to help identify an oil tanker as a potential source of emissions. The oil tanker was later issued a Notice of Violation when it berthed at a port. These multi-faceted approaches can be applied to address other air pollution concerns in the Southeast Los Angeles community. Providing transparent access to the information that both agencies possess will lead to a stronger partnership with the community.

South Coast AQMD Compliance History in SELA, January 2017 to December 2019

List of All Active Facilities with Active or Expired Permits

This table contains all of the facilities that are considered active and have valid or expired permits, that are located within the SELA Emissions Study Area. Expired permits are included to ensure that any facilities that are still in operation but had not paid fees at the time of the query were still included.

Table 4 -1: List of All Active Facilities with Active or Expired Permits

Facility ID	Facility Name	Address	Technical Specialty	North American Industrial Classification System (NAICS)	
				Code	Description
135	KAISER FOUNDATION HEALTH PLAN INC	3355 E 26TH ST LOS ANGELES, CA 90023	TS-11 Industrial: Sector-based Inspections	622110	General Medical and Surgical Hospitals

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250	HUNTINGTON PARK CITY	6900 BISSELL ST HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector- based Inspections	921110	Executive Offices
559	CERAMIC DECORATING CO INC	4651 SHEILA ST LOS ANGELES, CA 90040	TS-11 Industrial: Sector- based Inspections	3271	Clay Product and Refractory Manufacturing
630	CONSOLIDATED FOUNDRIES INC	8333 WILCOX AVE CUDAHY, CA 90201	TS-11 Industrial: Sector- based Inspections	331524	Aluminum Foundries (except Die-Casting)
1633	ATLAS GALVANIZING CO	2639 LEONIS BLVD VERNON, CA 90058	TS-11 Industrial: Sector- based Inspections	332812	Metal Coating, Engraving (except Jewelry and Silverware), and Allied Services to Manufacturers
1824	BUDDY BAR CASTING	10801-25 SESSLER ST SOUTH GATE, CA 90280	TS-11 Industrial: Sector- based Inspections	331524	Aluminum Foundries (except Die-Casting)
2776	UNIFIED GROCERS INC	5300 SHEILA ST LOS ANGELES, CA 90040	TS-11 Industrial: Sector- based Inspections	424410	General Line Grocery Merchant Wholesalers
3002	ARAMARK CLEANROOM SERVICES, INC.	1405 E 58TH PL LOS ANGELES, CA 90001	TS-11 Industrial: Sector- based Inspections	811490	Other Personal and Household Goods Repair and Maintenance
3155	EDSON IND	9480 BURTIS ST SOUTH GATE, CA 90280	TS-11 Industrial: Sector- based Inspections	424690	Other Chemical and Allied Products Merchant Wholesalers
3197	WESLEY ALLEN INC	912-1001 E 60TH ST LOS ANGELES, CA 90001	TS-11 Industrial: Sector- based Inspections	337124	Metal Household Furniture Manufacturing
3369	LA CO, DPW WATERWORKS/SEWER MAINT DIV	1129 E 59TH ST LOS ANGELES, CA 90001	TS-11 Industrial: Sector- based Inspections	221320	Sewage Treatment Facilities
3399	LUNDAY THAGARD CO UNIT NO.02	9301 GARFIELD AVE SOUTH GATE, CA 90280	TS-85 Ref/Energy: RECLAIM Asphalt Mfg.	324122	Asphalt Shingle and Coating Materials Manufacturing
3502	EUROCRAFT ARCHITECTURAL METAL INC	5619 WATCHER ST #A BELL GARDENS, CA 90201	TS-11 Industrial: Sector- based Inspections	332323	Ornamental and Architectural Metal Work Manufacturing
3985	NATL SANDBLASTING CO INC	7101-7105 S MCKINLEY AVE LOS ANGELES, CA 90001	TS-11 Industrial: Sector- based Inspections	332813	Electroplating, Plating, Polishing, Anodizing, and Coloring
4138	SW PROCESSORS INC	4120 BANDINI BLVD VERNON, CA 90058	TS-11 Industrial: Sector- based Inspections	311119	Other Animal Food Manufacturing
4646	LA CO ROAD DEPT	2120 E 90TH ST LOS ANGELES, CA 90002	TS-11 Industrial: Sector- based Inspections	926120	Regulation and Administration of Transportation Programs
4988	SULLY MILLER CONTRACTING CO.	5625 SOUTHERN AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector- based Inspections	324121	Asphalt Paving Mixture and Block Manufacturing

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5579	PACIFIC BELL, AT&T CALIFORNIA, DBA	9420 LONG BEACH BLVD SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	517911	Telecommunications Resellers
5625	SCOTT SALES CO	3451 RANDOLPH ST HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	453998	All Other Miscellaneous Store Retailers (except Tobacco Stores)
6144	JAGUAR FINISHING CO	3640 FRUITLAND AVE MAYWOOD, CA 90201	TS-11 Industrial: Sector-based Inspections	321999	All Other Miscellaneous Wood Product Manufacturing
6188	WELD-IT CO	4477 SHEILA ST LOS ANGELES, CA 90023	TS-11 Industrial: Sector-based Inspections	3324	Boiler, Tank, and Shipping Container Manufacturing
6369	ROMAC SUPPLY CO	7400 BANDINI BLVD COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	335313	Switchgear and Switchboard Apparatus Manufacturing
6768	VERNON CITY, PUB WKS FAC	4305 S SANTA FE AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	92119	Other General Government Support
6925	LA UNI SCH DIST, HUNTINGTON PARK HIGH	6020 MILES AVE HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	611110	Elementary and Secondary Schools
7310	OLIVIER & DOYLE BODY SHOP	4235 E GAGE AVE BELL, CA 90201	TS-11 Industrial: Sector-based Inspections	811121	Automotive Body, Paint, and Interior Repair and Maintenance
7427	OWENS-BROCKWAY GLASS CONTAINER INC	2901-23 FRUITLAND AVE VERNON, CA 90058	TS-01 Cycle I RECLAIM/Title V Facility	327213	Glass Container Manufacturing
7437	ALLOYS CLEANING INC	1960 E GAGE AVE LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	332813	Electroplating, Plating, Polishing, Anodizing, and Coloring
7796	TECHNI-CAST CORP	11220 S GARFIELD AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	331529	Other Nonferrous Metal Foundries (except Die-Casting)
8015	ANADITE INC	10647 GARFIELD AVE SOUTH GATE, CA 90280	TS-74 Toxics: Non-chrome Plating	332812	Metal Coating, Engraving (except Jewelry and Silverware), and Allied Services to Manufacturers
8030	FELIX & DIMAS BODY SHOP	3400 FIRESTONE 1/2 BLVD SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	811111	General Automotive Repair
8248	PACIFIC BELL, AT&T CALIFORNIA, DBA	6931 ATLANTIC AVE BELL, CA 90201	TS-11 Industrial: Sector-based Inspections	517911	Telecommunications Resellers
8436	B D & G SANDBLASTING CO (A CORP)	2435 E 55TH ST LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	332813	Electroplating, Plating, Polishing, Anodizing, and Coloring

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8443	WORLD OIL MARKETING CO #13	1935 E FLORENCE LOS ANGELES, CA 90001	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447190	Other Gasoline Stations
8451	HUGHES BROS AIRCRAFTERS INC	11010 GARFIELD PL SOUTH GATE, CA 90280	TS-77 Toxics: Lead Stationary Sources	333514	Special Die and Tool, Die Set, Jig, and Fixture Manufacturing
8467	FLEXCO, INC	6855 SUVA ST BELL GARDENS, CA 90201	TS-11 Industrial: Sector-based Inspections	336413	Other Aircraft Parts and Auxiliary Equipment Manufacturing
8560	PRUDENTIAL OVERALL SUPPLY CO	6920 BANDINI BLVD COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	812332	Industrial Launderers
8639	LA CO DPW-FLOOD MAINTENANCE DIV	5525 IMPERIAL HWY SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	621991	Blood and Organ Banks
8927	GLOBE IRON FOUNDRY INC	5649 E RANDOLPH ST COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	331511	Iron Foundries
9747	SCOTT CRAFT CO	4601 CECELIA ST CUDAHY, CA 90201	TS-11 Industrial: Sector-based Inspections	333999	All Other Miscellaneous General Purpose Machinery Manufacturing
9877	R. A. REED ELECTRIC CO	5503 S BOYLE AVE LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	811310	Commercial and Industrial Machinery and Equipment (except Automotive and Electronic) Repair and Maintenance
10444	SANDERS SERVICE INC	5921 WILMINGTON AVE LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	332813	Electroplating, Plating, Polishing, Anodizing, and Coloring
11298	PACIFIC ALLOY CASTINGS INC	5900-10 E FIRESTONE BLVD SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	331513	Steel Foundries (except Investment)
11433	LITTLEJOHN-REULAND CORP	4575 PACIFIC BLVD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	811310	Commercial and Industrial Machinery and Equipment (except Automotive and Electronic) Repair and Maintenance
11435	PQ CORPORATION	8401 QUARTZ AVE SOUTH GATE, CA 90280	TS-02 Cycle II RECLAIM/Title V Facility	325180	Other Basic Inorganic Chemical Manufacturing
11507	JOHN MAGEE INC	5155 IMPERIAL HWY SOUTH GATE, CA 90262	TS-11 Industrial: Sector-based Inspections	326212	Tire Retreading
11860	JACK ENGLE & CO	8440 S ALAMEDA ST LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	423930	Recyclable Material Merchant Wholesalers
12155	ARMSTRONG FLOORING INC	5037 PATATA ST SOUTH GATE, CA 90280	TS-01 Cycle I RECLAIM/Title V Facility	326130	Laminated Plastics Plate, Sheet (except Packaging), and Shape Manufacturing

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12398	LA CITY, DEPT OF GEN SERVICES	2513 E 24TH ST LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	488490	Other Support Activities for Road Transportation
12417	COLONIAL DAMES CO INC	6820 E WATCHER ST COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	325620	Toilet Preparation Manufacturing
12528	GENERAL VENEER MFG CO	8651-52 OTIS ST SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	321211	Hardwood Veneer and Plywood Manufacturing
12722	ATLAS ORNAMENTAL IRON WORKS	2510 E 52ND ST HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	238990	All Other Specialty Trade Contractors
12850	LUNDAY THAGARD CO UNIT N0.04	9301 S GARFIELD AVE SOUTH GATE, CA 90280	TS-85 Ref/Energy: RECLAIM Asphalt Mfg.	324122	Asphalt Shingle and Coating Materials Manufacturing
13030	MODERN PATTERN & FOUNDRY CO INC	5610 ALCOA AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	331512	Steel Investment Foundries
13126	COAST PACKING CO	3275 E VERNON AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	311225	Fats and Oils Refining and Blending
13770	CUSTOM BUILDING PRODUCTS	6505-15 SALT LAKE AVE BELL, CA 90201	TS-11 Industrial: Sector-based Inspections	327999	All Other Miscellaneous Nonmetallic Mineral Product Manufacturing
13943	DUNN-EDWARDS CORP	4885- E 52ND 4979 PL LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	325510	Paint and Coating Manufacturing
14502	VERNON PUBLIC UTILITIES	4990 SEVILLE AVE VERNON, CA 90058	TS-02 Cycle II RECLAIM/Title V Facility	22111	Electric Power Generation
15369	SOUTH GATE CITY	4933 SOUTHERN AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	921110	Executive Offices
15736	HENRY CO	5731 BICKETT ST HUNTINGTON PARK, CA 90255	TS-57 Toxics: R203 VOC Extraction	424820	Wine and Distilled Alcoholic Beverage Merchant Wholesalers
15786	CERTIFIED SANDBLASTING CORP	2438 E 58TH ST LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	332813	Electroplating, Plating, Polishing, Anodizing, and Coloring
16338	KAISER ALUMINUM FABRICATED PRODUCTS, LLC	6250 E BANDINI BLVD LOS ANGELES, CA 90040	TS-01 Cycle I RECLAIM/Title V Facility	331318	Other Aluminum Rolling, Drawing, and Extruding
16407	D/K ENVIRONMENTAL	3650 E 26TH ST VERNON, CA 90058	TS-87 Ref/Energy: Re-refiners	324191	Petroleum Lubricating Oil and Grease Manufacturing
16622	FONG BROS CO	5731 S ALAMEDA LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	423210	Furniture Merchant Wholesalers
16639	SHULTZ STEEL CO	5321 FIRESTONE BLVD SOUTH GATE, CA 90280	TS-01 Cycle I RECLAIM/Title V Facility	332112	Nonferrous Forging

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16859	SOUTH GATE CITY POLICE DEPARTMENT	8620 CALIFORNIA AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	922120	Police Protection
16865	AMVAC CHEMICAL CORP	4100 E WASHINGTON BLVD LOS ANGELES, CA 90023	TS-56 Toxics: Toxic Stationary Source	325320	Pesticide and Other Agricultural Chemical Manufacturing
17329	HARBOR FURNITURE MFG CO INC	12508 CENTER ST SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	337121	Upholstered Household Furniture Manufacturing
17954	CAL COMBINING CORP/DECORATORS EXPRESS	5607 S SANTA FE AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	325220	Artificial and Synthetic Fibers and Filaments Manufacturing
18219	GEN CARBON CO	7542 MAIE AVE LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	325180	Other Basic Inorganic Chemical Manufacturing
18244	MOR-CAST ALUMINUM FOUNDRY	2561 E 25TH ST LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	331524	Aluminum Foundries (except Die-Casting)
18460	CHRISTENSEN PLATING WKS INC	2455 E 52ND ST VERNON, CA 90058	TS-75 Toxics: Chrome Plating	332813	Electroplating, Plating, Polishing, Anodizing, and Coloring
19111	ROY E. HANSON JR MFG CO	1960 S ALAMEDA LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	332313	Plate Work Manufacturing
19194	EPPINK OF CALIFORNIA	11900 CENTER ST SOUTH GATE, CA 90280	TS-05 Title V (only) Facility	337122	Nonupholstered Wood Household Furniture Manufacturing
19305	ASTRO ALUMINUM TREATING CO INC	11040 PALMER AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	332811	Metal Heat Treating
19515	AJAX FORGE CO	1956-60 E 48TH ST LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	332111	Iron and Steel Forging
19750	CAL PAC CHEM CO INC	6231 MAYWOOD AVE HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	325180	Other Basic Inorganic Chemical Manufacturing
20000	BELL FOUNDRY CO	5310 SOUTHERN AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	331511	Iron Foundries
20016	SALSBURY INC	1010 E 62ND ST LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	337215	Showcase, Partition, Shelving, and Locker Manufacturing
20167	LOS ANGELES PUMP & VALVE PRODUCTS	2529 E 55TH ST HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	331529	Other Nonferrous Metal Foundries (except Die-Casting)
20203	RECONSERVE OF CALIFORNIA-LOS ANGELES INC	9112 GRAHAM AVE LOS ANGELES, CA 90002	TS-04 Cycle II RECLAIM/Non-Title V Facility	311119	Other Animal Food Manufacturing
20220	PACIFIC BELL, AT&T CALIFORNIA, DBA	6822 SANTA FE AVE HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	517911	Telecommunications Resellers

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20280	METAL SURFACES INTERNATIONAL, LLC	6048-60 SHULL ST BELL GARDENS, CA 90201	TS-75 Toxics: Chrome Plating	332813	Electroplating, Plating, Polishing, Anodizing, and Coloring
21321	AIRCRAFT X-RAY LABS INC	2627 E 53RD ST HUNTINGTON PARK, CA 90255	TS-75 Toxics: Chrome Plating	332813	Electroplating, Plating, Polishing, Anodizing, and Coloring
21801	KENNEDY NAME PLATE CO	4501 PACIFIC BLVD LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	332812	Metal Coating, Engraving (except Jewelry and Silverware), and Allied Services to Manufacturers
21937	AIRCRAFT FOUNDRY CO INC	5316 PACIFIC BLVD HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	331524	Aluminum Foundries (except Die-Casting)
21972	CHARTER FOUNDRY CO INC	5208 MALABAR ST HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	331524	Aluminum Foundries (except Die-Casting)
22196	GENERAL MILLS INC	4309 FRUITLAND AVE LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	311211	Flour Milling
22642	PRUDENTIAL LIGHTING CORP	1774 E 21ST ST LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	335122	Commercial, Industrial, and Institutional Electric Lighting Fixture Manufacturing
23018	G E SHELL CORE CO	8346 SALT LAKE AVE CUDAHY, CA 90201	TS-11 Industrial: Sector-based Inspections	333511	Industrial Mold Manufacturing
23324	NORMAN, FOX & CO, UNIT NO. 1	5611 S BOYLE AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	325611	Soap and Other Detergent Manufacturing
23500	COMMERCIAL SANDBLAST CO	2678 E 26TH ST VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	332813	Electroplating, Plating, Polishing, Anodizing, and Coloring
23594	DOMAR PRECISION INC	5250 E SOUTHERN AVE SOUTH GATE, CA 90280	TS-75 Toxics: Chrome Plating	332813	Electroplating, Plating, Polishing, Anodizing, and Coloring
23988	VERNON WAREHOUSE CO	2322 E 37TH & 38TH ST VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	484110	General Freight Trucking, Local
24976	LOS ANGELES GALVANIZING CO	2524 E 52ND ST HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	332812	Metal Coating, Engraving (except Jewelry and Silverware), and Allied Services to Manufacturers
25052	DUR-RED PROD.	4900 CECELIA ST CUDAHY, CA 90201	TS-11 Industrial: Sector-based Inspections	332322	Sheet Metal Work Manufacturing
25368	CALTRANS, COMMERCE MAINT STATION	7300 E BANDINI BLVD COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	237310	Highway, Street, and Bridge Construction

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25501	FABRI-COTE, DIV A & S GLASS FABRICS CO IN	718 & 724 E 60TH ST LOS ANGELES, CA 90001	TS-05 Title V (only) Facility	313320	Fabric Coating Mills
25518	L.A. SANI FELT CO	830 E 59TH ST LOS ANGELES, CA 90001	TS-11 Industrial: Sector- based Inspections	314999	All Other Miscellaneous Textile Product Mills
25786	SEVEN-UP/ROYAL CROWN BOTTLING CO OF SOCA	3220 E 26TH ST. LOS ANGELES, CA 90023	TS-11 Industrial: Sector- based Inspections	312111	Soft Drink Manufacturing
27360	SO CAL GAS CO/HUNTINGTON PARK OPERATING	6301 REGENT ST HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector- based Inspections	221210	Natural Gas Distribution
27914	PARK LAWN CEMETERY INC	6555 E GAGE AVE COMMERCE, CA 90040	TS-11 Industrial: Sector- based Inspections	812220	Cemeteries and Crematories
28074	CAL TRANS	7314 E BANDINI BLVD COMMERCE, CA 90040	TS-11 Industrial: Sector- based Inspections	237310	Highway, Street, and Bridge Construction
31028	LA CO., FIRE STA #164	6301 S SANTA FE AVE HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector- based Inspections	922160	Fire Protection
31367	CALIFORNIA WATER SERVICE CO	5243 E SHEILA ST LOS ANGELES, CA 90040	TS-11 Industrial: Sector- based Inspections	811219	Other Electronic and Precision Equipment Repair and Maintenance
34016	WORLD OIL CO #2	1101 E FLORENCE AVE LOS ANGELES, CA 90001	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447190	Other Gasoline Stations
35096	B N J IRON WKS	8206 SALT LAKE AVE CUDAHY, CA 90201	TS-11 Industrial: Sector- based Inspections	332323	Ornamental and Architectural Metal Work Manufacturing
35565	UNIVERSAL MOLDING CO.	10840 DRURY LN LYNWOOD, CA 90262	TS-11 Industrial: Sector- based Inspections	331491	Nonferrous Metal (except Copper and Aluminum) Rolling, Drawing, and Extruding
35588	JOE'S PLASTIC INC	5725 DISTRICT BLVD LOS ANGELES, CA 90040	TS-11 Industrial: Sector- based Inspections	424610	Plastics Materials and Basic Forms and Shapes Merchant Wholesalers
39245	EXXONMOBIL DLR, MAL HUI LEE	1502 E FIRESTONE BLVD LOS ANGELES, CA 90001	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447190	Other Gasoline Stations
39813	ACCURATE STEEL TREATING INC	10008 MILLER WAY SOUTH GATE, CA 90280	TS-11 Industrial: Sector- based Inspections	332811	Metal Heat Treating
40674	WEBB'S AUTO & TRUCK SERVICE, R. WEBB	6357 S EASTERN AVE BELL GARDENS, CA 90201	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447190	Other Gasoline Stations
45746	PABCO BLDG PRODUCTS LLC, PABCO PAPER, DBA	4460 PACIFIC BLVD VERNON, CA 90058	TS-11 Industrial: Sector- based Inspections	322130	Paperboard Mills

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46484	SAROYAN LUMBER CO	6230 S ALAMEDA HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	423310	Lumber, Plywood, Millwork, and Wood Panel Merchant Wholesalers
47532	SOUTH GATE CITY	9475 FRONTAGE W RD SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	921110	Executive Offices
47821	PARKHOUSE TIRE INC	5960 SHULL ST BELL GARDENS, CA 90201	TS-11 Industrial: Sector-based Inspections	441320	Tire Dealers
47864	U.S. POLYMERS INC	5910 BANDINI BLVD COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	325211	Plastics Material and Resin Manufacturing
48849	COMMUNITY HOSPITAL OF HUNTINGTON PARK	2623 E SLAUSON AVE HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	622110	General Medical and Surgical Hospitals
49701	DAY-GLO COLOR CORP	4615 ARDINE ST CUDAHY, CA 90201	TS-11 Industrial: Sector-based Inspections	325130	Synthetic Dye and Pigment Manufacturing
49721	SIGN RESOURCE	6135 DISTRICT BLVD MAYWOOD, CA 90270	TS-11 Industrial: Sector-based Inspections	339950	Sign Manufacturing
50865	LIBERTY CONTAINER CO, KEY CONTAINER	4224 SANTA ANA ST SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	322211	Corrugated and Solid Fiber Box Manufacturing
51417	JOSEPH T RYERSON AND SON INC	4310 E BANDINI BLVD LOS ANGELES, CA 90023	TS-11 Industrial: Sector-based Inspections	331315	Aluminum Sheet, Plate, and Foil Manufacturing
51952	GEHR IND, CENTURY WIRE & CABLE DIV	7400 E SLAUSON COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	515120	Television Broadcasting
55087	PARKER BOILER CO.	5930 BANDINI BLVD COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	332410	Power Boiler and Heat Exchanger Manufacturing
55129	ALPHA CENTURION	802 E GAGE AVE LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	325180	Other Basic Inorganic Chemical Manufacturing
55272	HANNIBAL INDUSTRIES INC	3851 S SANTA FE AVE LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	331210	Iron and Steel Pipe and Tube Manufacturing from Purchased Steel
55315	SHERWIN INCORPORATED	5530 BORWICK AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	32551	Paint and Coating Manufacturing
55618	THE BICYCLE HOTEL & CASINO	888 BICYCLE CASINO DR BELL GARDENS, CA 90201	TS-11 Industrial: Sector-based Inspections	721120	Casino Hotels
56026	T W GRAPHICS GROUP INC.	3323 S MALT AVE COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	325910	Printing Ink Manufacturing
56983	WESTAIRE ENGINEERING INC	5820 ALAMEDA ST LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	333415	Air-Conditioning and Warm Air Heating Equipment and Commercial and Industrial Refrigeration Equipment Manufacturing

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57100	BAKER COUPLING CO INC	2929 S SANTA FE AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	332996	Fabricated Pipe and Pipe Fitting Manufacturing
57226	J & J SNACK FOODS CORP	5353 DOWNEY RD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	311919	Other Snack Food Manufacturing
57242	CONSOLIDATED FABRICATORS INC	4848 S SANTA FE AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	332431	Metal Can Manufacturing
57523	THERM-O-NAMEL INC	2780 E MARTIN L KING BLVD LYNWOOD, CA 90262	TS-11 Industrial: Sector-based Inspections	332812	Metal Coating, Engraving (except Jewelry and Silverware), and Allied Services to Manufacturers
57555	SOUTH GATE CITY	2451 TWEEDY BLVD SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	924120	Administration of Conservation Programs
57661	PENSKE TRUCK LEASING CO., L.P.	2727 S SANTA FE ST LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	532120	Truck, Utility Trailer, and RV (Recreational Vehicle) Rental and Leasing
59579	WIRE GUARD SYSTEMS INC	2050 E SLAUSON AVE HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	335932	Noncurrent-Carrying Wiring Device Manufacturing
60812	OVERHILL FARMS INC	3055 E 44TH ST VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	311412	Frozen Specialty Food Manufacturing
62655	CALIFORNIA PORTLAND CEMENT CO.	2026 E 27TH ST VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	327320	Ready-Mix Concrete Manufacturing
63128	WEI-CHUAN U.S.A. INC	6655 S GARFIELD AVE BELL GARDENS, CA 90201	TS-11 Industrial: Sector-based Inspections	424420	Packaged Frozen Food Merchant Wholesalers
63180	DARLING INGREDIENTS INC.	2626 E 25TH ST LOS ANGELES, CA 90058	TS-04 Cycle II RECLAIM/Non-Title V Facility	311613	Rendering and Meat Byproduct Processing
63249	THE VONS CO INC SAFEWAY INC	3361 S BOXFORD AVE LOS ANGELES, CA 90040	TS-11 Industrial: Sector-based Inspections	445110	Supermarkets and Other Grocery (except Convenience) Stores
63333	BEST-4-LESS AUTO BODY,CARLOS BRISENO DB	2017 E FIRESTONE BLVD LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	811121	Automotive Body, Paint, and Interior Repair and Maintenance
63676	LA UNI SCH DIST, GAGE MIDDLE SCHOOL	2880 E GAGE AVE HUNTINGTON PARK, CA 90255	TS-32 Area Sources: Rule 1415 Facilities	611110	Elementary and Secondary Schools
64419	EL POLLO LOCO #5378	4058 TWEEDY BLVD SOUTH GATE, CA 90280	TS-31 Area Sources: Rule 222 Equipment	722511	Full-Service Restaurants
64421	EL POLLO LOCO # 5451	7519 ATLANTIC AVE CUDAHY, CA 90201	TS-31 Area Sources: Rule 222 Equipment	722511	Full-Service Restaurants
64467	EL POLLO LOCO #5442	2501 E SLAUSON AVE HUNTINGTON PARK, CA 90255	TS-31 Area Sources: Rule 222 Equipment	722511	Full-Service Restaurants

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64569	PAGODA EXPRESS	2470 S ATLANTIC BLVD COMMERCE, CA 90040	TS-31 Area Sources: Rule 222 Equipment	722511	Full-Service Restaurants
64669	J. B. BURGERS #1	5718 GAGE AVE BELL GARDENS, CA 90201	TS-31 Area Sources: Rule 222 Equipment	722513	Limited-Service Restaurants
64751	OLYMPIC TROY'S - 2	6267 E GAGE AVE BELL GARDENS, CA 90201	TS-31 Area Sources: Rule 222 Equipment	722511	Full-Service Restaurants
64939	CARL'S JR. CARL KARCHER ENT.	4966 E FLORENCE BELL, CA 90201	TS-31 Area Sources: Rule 222 Equipment	722513	Limited-Service Restaurants
64981	ANDY'S SUPER BURGERS	5831 SANTA FE AVE VERNON, CA 90058	TS-31 Area Sources: Rule 222 Equipment	722513	Limited-Service Restaurants
65040	EL POLLO LOCO	8114 LONG BEACH BLVD SOUTH GATE, CA 90280	TS-31 Area Sources: Rule 222 Equipment	722511	Full-Service Restaurants
65125	BURGER KING #4794	4040 TWEEDY BLVD SOUTH GATE, CA 90280	TS-31 Area Sources: Rule 222 Equipment	722513	Limited-Service Restaurants
65239	EL POLLO LOCO #5482	5740 IMPERIAL HWY SOUTH GATE, CA 90280	TS-31 Area Sources: Rule 222 Equipment	722511	Full-Service Restaurants
65510	PRIMO BURGERS # 1	3427 E SLAUSON AVE MAYWOOD, CA 90270	TS-31 Area Sources: Rule 222 Equipment	722513	Limited-Service Restaurants
65679	APOLLO DRIVE-IN	4722 E SLAUSON AVE MAYWOOD, CA 90270	TS-30 Area Sources: Charbroilers	722511	Full-Service Restaurants
65680	CHRIS'S HAMBURGERS	3950 E SLAUSON AVE MAYWOOD, CA 90270	TS-30 Area Sources: Charbroilers	722513	Limited-Service Restaurants
65691	JIM'S BURGERS NO 1	4660 E GAGE AVE BELL, CA 90201	TS-30 Area Sources: Charbroilers	722511	Full-Service Restaurants
65693	TOM'S DRIVE IN # 14	3484 E GAGE AVE BELL, CA 90201	TS-30 Area Sources: Charbroilers	722513	Limited-Service Restaurants
65700	YA-YA'S BURGERS # 2	3202 E GAGE AVE HUNTINGTON PARK, CA 90255	TS-30 Area Sources: Charbroilers	722513	Limited-Service Restaurants
65706	CHICKEN BOWL	7910 S ATLANTIC BLVD CUDAHY, CA 90201	TS-31 Area Sources: Rule 222 Equipment	722511	Full-Service Restaurants
65740	SUPERIOR LITHOGRAPHICS	3055-63 BANDINI BLVD LOS ANGELES, CA 90023	TS-11 Industrial: Sector- based Inspections	323111	Commercial Printing (except Screen and Books)
67001	SPARTAN BURGERS #7	7222 SANTA FE HUNTINGTON PARK, CA 90255	TS-31 Area Sources: Rule 222 Equipment	722513	Limited-Service Restaurants
67161	EL RANCHITO	6703 SANTA FE AVE HUNTINGTON PARK, CA 90255	TS-30 Area Sources: Charbroilers	722511	Full-Service Restaurants
67167	TOM'S BURGERS NO. 4	8202 LONG BEACH BLVD SOUTH GATE, CA 90280	TS-31 Area Sources: Rule 222 Equipment	722513	Limited-Service Restaurants

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67168	TOM'S BURGERS NO. 6	5624 PACIFIC BLVD HUNTINGTON PARK, CA 90255	TS-31 Area Sources: Rule 222 Equipment	722511	Full-Service Restaurants
67169	TOM'S DRIVE INN #11	8121 STATE ST SOUTH GATE, CA 90280	TS-31 Area Sources: Rule 222 Equipment	722513	Limited-Service Restaurants
67171	POP'S BURGERS	7623 STATE ST HUNTINGTON PARK, CA 90255	TS-31 Area Sources: Rule 222 Equipment	722511	Full-Service Restaurants
67186	EL CHAMIZAL RESTAURANT	7111 PACIFIC BLVD HUNTINGTON PARK, CA 90255	TS-30 Area Sources: Charbroilers	722511	Full-Service Restaurants
67873	VERNON WAREHOUSE CO	2050 E 38TH ST VERNON, CA 90058	TS-11 Industrial: Sector- based Inspections	484110	General Freight Trucking, Local
68944	G. L. VENEER	2224 E SLAUSON AVE HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector- based Inspections	321211	Hardwood Veneer and Plywood Manufacturing
69598	DELGADO BROTHERS CO	611-647 E 59TH ST LOS ANGELES, CA 90001	TS-11 Industrial: Sector- based Inspections	339999	All Other Miscellaneous Manufacturing
70091	METROPOLITAN WATER DIST OF SO CAL	9840 MILLER SOUTH GATE, CA 90280	TS-11 Industrial: Sector- based Inspections	454390	Other Direct Selling Establishments
70446	LA CO., FIRE STA #27	6031 RICKENBACKER RD COMMERCE, CA 90040	TS-11 Industrial: Sector- based Inspections	922160	Fire Protection
70524	BERNEY-KARP INC	3320-50 E 26TH ST LOS ANGELES, CA 90023	TS-11 Industrial: Sector- based Inspections	327110	Pottery, Ceramics, and Plumbing Fixture Manufacturing
71042	CITY OF COMMERCE	7210 DOMINION CIR COMMERCE, CA 90040	TS-11 Industrial: Sector- based Inspections	921110	Executive Offices
71116	GRANITIZE PRODUCTS INC	11022 VULCAN ST SOUTH GATE, CA 90280	TS-11 Industrial: Sector- based Inspections	325612	Polish and Other Sanitation Good Manufacturing
71589	ARTSONS MFG CO	4915 CECELIA ST CUDAHY, CA 90201	TS-11 Industrial: Sector- based Inspections	331110	Iron and Steel Mills and Ferroalloy Manufacturing
71773	JM IRON WORKS	2414 E 57TH ST LOS ANGELES, CA 90058	TS-11 Industrial: Sector- based Inspections	332323	Ornamental and Architectural Metal Work Manufacturing
71955	L.A. SANI-FELT CO INC	730 E 60TH ST LOS ANGELES, CA 90001	TS-11 Industrial: Sector- based Inspections	314999	All Other Miscellaneous Textile Product Mills
72451	UNITED PARCEL SERVICE	4925 S BOYLE VERNON, CA 90058	TS-11 Industrial: Sector- based Inspections	423990	Other Miscellaneous Durable Goods Merchant Wholesalers
72711	LA UNI SCH DIST, DREW MIDDLE SCHOOL	8511 COMPTON AVE LOS ANGELES, CA 90001	TS-31 Area Sources: Rule 222 Equipment	611110	Elementary and Secondary Schools

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72806	LA UNI SCH DIST, GRAHAM ELEMENTARY	8407 FIR AVE LOS ANGELES, CA 90001	TS-31 Area Sources: Rule 222 Equipment	611110	Elementary and Secondary Schools
72937	P. KAY METAL , INC.	2448 E 25TH ST LOS ANGELES, CA 90058	TS-77 Toxics: Lead Stationary Sources	33991	Jewelry and Silverware Manufacturing
73737	LA AIRLINE INC	3844 S SANTA FE AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	444110	Home Centers
74060	ENGINEERED POLYMER SOLUTIONS INC	5501 E SLAUSON AVE LOS ANGELES, CA 90040	TS-11 Industrial: Sector-based Inspections	325211	Plastics Material and Resin Manufacturing
74064	UNIFIED GROCERS INC	5410 E SHEILA COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	424410	General Line Grocery Merchant Wholesalers
74886	MR. PETE'S PATIO	4154 TWEEDY BLVD SOUTH GATE, CA 90280	TS-31 Area Sources: Rule 222 Equipment	722513	Limited-Service Restaurants
75513	ASSOCIATED READY MIXED CONCRETE INC	2730 E WASHINGTON BLVD LOS ANGELES, CA 90023	TS-11 Industrial: Sector-based Inspections	327320	Ready-Mix Concrete Manufacturing
76125	BELL GARDENS CITY	7129 EASTERN AVE BELL GARDENS, CA 90201	TS-57 Toxics: R203 VOC Extraction	921110	Executive Offices
76202	BELL GARDENS CITY	7100 S GARFIELD BELL GARDENS, CA 90201	TS-11 Industrial: Sector-based Inspections	921110	Executive Offices
77891	DAVID H. FELL & CO INC	6009 BANDINI BLVD COMMERCE, CA 90040	TS-56 Toxics: Toxic Stationary Source	33991	Jewelry and Silverware Manufacturing
78394	TOPNOTCH FOODS INC	1988 57TH ST VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	311999	All Other Miscellaneous Food Manufacturing
79076	SAM'S BURGER & FAST FOOD	6007 E FLORENCE AVE BELL GARDENS, CA 90201	TS-31 Area Sources: Rule 222 Equipment	722513	Limited-Service Restaurants
80826	L A WASH RACK,	4317 DOWNEY RD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	811192	Car Washes
80865	W A WOODS INDUSTRIES INC	10120 W FRONTAGE RD SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	484121	General Freight Trucking, Long-Distance, Truckload
80897	TOM'S FAMOUS BURGERS, ANTONIOS MISAFIRIS	3505 TWEEDY BLVD SOUTH GATE, CA 90280	TS-30 Area Sources: Charbroilers	722513	Limited-Service Restaurants
81407	MEAL TIME INC	1220 E FIRESTONE BLVD LOS ANGELES, CA 90001	TS-30 Area Sources: Charbroilers	722513	Limited-Service Restaurants
82674	SOUTHLAND BOX CO	4955 MAYWOOD AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	322211	Corrugated and Solid Fiber Box Manufacturing
82861	TAMS BURGERS NO.15	7219 S ALAMEDA ST LOS ANGELES, CA 90001	TS-31 Area Sources: Rule 222 Equipment	722513	Limited-Service Restaurants
83905	L.A. UNI SCH DIST - ELIZABETH ST ELEM	4811 ELIZABETH ST CUDAHY, CA 90201	TS-31 Area Sources: Rule 222 Equipment	611110	Elementary and Secondary Schools

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85084	AMVAC CHEMICAL CORP, UNIT NO.03	4100 E WASHINGTON BLVD LOS ANGELES, CA 90023	TS-56 Toxics: Toxic Stationary Source	325320	Pesticide and Other Agricultural Chemical Manufacturing
86101	CAMINO REAL FOODS INC	2638 E VERNON AVE VERNON, CA 90058	TS-11 Industrial: Sector- based Inspections	311412	Frozen Specialty Food Manufacturing
86235	GOLDBERG SOLOVY FOODS	5925 S ALCOA AVE VERNON, CA 90058	TS-11 Industrial: Sector- based Inspections	424410	General Line Grocery Merchant Wholesalers
88564	ROYAL CLEANERS	7252 ATLANTIC AVE CUDAHY, CA 90201	TS-11 Industrial: Sector- based Inspections	812320	Drycleaning and Laundry Services (except Coin-Operated)
88790	SOUTH GATE CITY	8650 PINEHURST AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector- based Inspections	921110	Executive Offices
89248	OLD COUNTRY MILLWORK INC	1212 E 58TH PL LOS ANGELES, CA 90001	TS-02 Cycle II RECLAIM/Title V Facility	332812	Metal Coating, Engraving (except Jewelry and Silverware), and Allied Services to Manufacturers
89738	NICK'S TIRE & BRAKE SERVICE INC	3152 BANDINI BLVD VERNON, CA 90023	TS-11 Industrial: Sector- based Inspections	811198	All Other Automotive Repair and Maintenance
91211	MOBIL DLR, AMIR BARHOMA	9859 ATLANTIC AVE SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447190	Other Gasoline Stations
91591	UNIVERSAL MOLDING COMPANY	10807 STANFORD AVE LYNWOOD, CA 90262	TS-11 Industrial: Sector- based Inspections	331491	Nonferrous Metal (except Copper and Aluminum) Rolling, Drawing, and Extruding
92231	SOUTH GATE CITY	4244 SANTA ANA ST SOUTH GATE, CA 90280	TS-11 Industrial: Sector- based Inspections	921110	Executive Offices
93049	ATK SPACE SYSTEMS INC	6033 E BANDINI BLVD COMMERCE, CA 90040	TS-11 Industrial: Sector- based Inspections	332313	Plate Work Manufacturing
94760	IN-O-VATE INC	9303 GARFIELD AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector- based Inspections	324122	Asphalt Shingle and Coating Materials Manufacturing
95621	ALLEN'S BODY SHOP, ABBAS & GLORIA SHAMS	7535 SCOUT AVE BELL GARDENS, CA 90201	TS-11 Industrial: Sector- based Inspections	811121	Automotive Body, Paint, and Interior Repair and Maintenance
96898	HUNTINGTON PARK CITY, FIELD SERVICES	6719 COTTAGE HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector- based Inspections	221310	Water Supply and Irrigation Systems
98580	ROBERTSON'S READY MIX	3365 E 26TH ST LOS ANGELES, CA 90058	TS-11 Industrial: Sector- based Inspections	327320	Ready-Mix Concrete Manufacturing
99517	NICOLAS AGUIRRE	5707 ALBA ST LOS ANGELES, CA 90058	TS-11 Industrial: Sector- based Inspections	811420	Reupholstery and Furniture Repair

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100232	CENTURY CLEANERS	6112 RITA AVE HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	812320	Drycleaning and Laundry Services (except Coin-Operated)
100496	M.R. INTERNATIONAL AUTO BODY & PAINT	2771 E SLAUSON HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	811121	Automotive Body, Paint, and Interior Repair and Maintenance
101178	J & H AUTO BODY	2632 E 55TH ST HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	811121	Automotive Body, Paint, and Interior Repair and Maintenance
101323	LA CITY, DWP	5848 MIRAMONTE BLVD LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	22112	Electric Power Transmission, Control, and Distribution
102120	AMERICAN RENTALS	VARIOUS LOCATIONS IN SCAQMD SOUTH GATE, CA 90280	TS-20 Industrial: Various Locations Equipment	532490	Other Commercial and Industrial Machinery and Equipment Rental and Leasing
102481	PRECISION WIRE PRODUCTS INC	6150 SHEILA ST COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	332618	Other Fabricated Wire Product Manufacturing
103039	COLONEL LEE FOOD ENTERPRISES	3080 E 50TH ST VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	311422	Specialty Canning
104531	VONS, NO 6765	3415 BOXFORD ST LOS ANGELES, CA 90040	TS-11 Industrial: Sector-based Inspections	445110	Supermarkets and Other Grocery (except Convenience) Stores
105110	WEST FAB INC	2701 BONNIE BEACH PL LOS ANGELES, CA 90023	TS-11 Industrial: Sector-based Inspections	332710	Machine Shops
105191	ACTIVAR COMPANIES INC,AIR LOUVERS/SAMSON	6285 RANDOLPH ST COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	332321	Metal Window and Door Manufacturing
105419	BOY'S BURGERS #7	6810 GARFIELD BELL GARDENS, CA 90201	TS-31 Area Sources: Rule 222 Equipment	722513	Limited-Service Restaurants
106151	COMMAND PACKAGING	3840 E 26TH ST VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	326112	Plastics Packaging Film and Sheet (including Laminated) Manufacturing
106624	SUPERIOR SUPER WAREHOUSE NO 107	6010 PACIFIC BLVD HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	445110	Supermarkets and Other Grocery (except Convenience) Stores
106920	TEJAL CLEANERS	4429 E SLAUSON AVE MAYWOOD, CA 90270	TS-11 Industrial: Sector-based Inspections	812320	Drycleaning and Laundry Services (except Coin-Operated)
107322	LOS ANGELES FIBER COMPANY	4920 BOYLE AVE LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	337910	Mattress Manufacturing

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107511	A A CARTER TRUCK-HIVCO	750 E SLAUSON AVE LOS ANGELES, CA 90011	TS-11 Industrial: Sector-based Inspections	336211	Motor Vehicle Body Manufacturing
107567	DILLANO AUTO BODY	7802 LOU DILLON AVE LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	811121	Automotive Body, Paint, and Interior Repair and Maintenance
107668	WEBB'S CHEVRON/WEBB'S AUTO & TRUCK SERVI	5703 GAGE AVE BELL GARDENS, CA 90201	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447190	Other Gasoline Stations
108829	SOUTH LYN COLLISON	9735 LONG BEACH BLVD SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	811111	General Automotive Repair
109461	BURLINGTON NORTHERN/SANTA FE RAILWAY CO	6300 E SHEILA ST COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	482111	Line-Haul Railroads
109562	VALLEY PLATING WORKS INC	5900 SHEILA ST COMMERCE, CA 90040	TS-75 Toxics: Chrome Plating	332813	Electroplating, Plating, Polishing, Anodizing, and Coloring
109678	CARDLOCK FUELS	5415 SANTA FE AVE VERNON, CA 90058	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447190	Other Gasoline Stations
110075	L A COUNTY DEPT OF PUBLIC WORKS	5525 E IMPERIAL HWY SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	621991	Blood and Organ Banks
110534	R.J. ACQUISITION CORP, THE AD ART CO	3260 E 26TH ST VERNON , CA 90023	TS-11 Industrial: Sector-based Inspections	323113	Commercial Screen Printing
110901	JOHNS MANVILLE CORPORATION	4301 E FIRESTONE BLVD SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	324122	Asphalt Shingle and Coating Materials Manufacturing
110969	QUALITY CLEANERS, CARLOS DELATORRE	4077 E GAGE AVE BELL, CA 90201	TS-11 Industrial: Sector-based Inspections	812320	Drycleaning and Laundry Services (except Coin-Operated)
111249	A. GUTIERREZ ROOFING	VARIOUS LOCATIONS IN SCAQMD LOS ANGELES, CA 90001	TS-20 Industrial: Various Locations Equipment	238160	Roofing Contractors
111289	KOOS MANUFACTURING INC	2741 SEMINOLE AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	561990	All Other Support Services
111590	ATLAS AUTO BODY	8651 MOUNTAIN VIEW ST SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	811121	Automotive Body, Paint, and Interior Repair and Maintenance
111772	PACKAGING CORPORATION OF AMERICA	9700 FRONTAGE RD SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	322211	Corrugated and Solid Fiber Box Manufacturing
112872	ALL AMERICAN FRAME & BEDDING CORP.	4641 ARDINE ST CUDAHY, CA 90201	TS-11 Industrial: Sector-based Inspections	337124	Metal Household Furniture Manufacturing

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113227	BUMPER BOYZ LLC	2435 E 54TH ST LOS ANGELES, CA 90058	TS-74 Toxics: Non-chrome Plating	441310	Automotive Parts and Accessories Stores
113383	STRATEGIC MATERIALS INC	7000 BANDINI BLVD COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	562920	Materials Recovery Facilities
113647	CITY OF SOUTHGATE WATER DEPT	2751 TWEEDY BLVD SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	221310	Water Supply and Irrigation Systems
113734	ENGINEERED APPLICATIONS,LLC	4727 E 49TH ST VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	339940	Office Supplies (except Paper) Manufacturing
113838	SANI DIP CLEANERS	6401 S SANTA FE AVE HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	812320	Drycleaning and Laundry Services (except Coin-Operated)
114082	VALCO PLANER WRKS, INC DBA,VALCO PRECISI	6131 MAYWOOD AVE HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	333514	Special Die and Tool, Die Set, Jig, and Fixture Manufacturing
114281	MAYWOOD MUTUAL WATER COMPANY # 2	5207 MAYWOOD AVE MAYWOOD, CA 90270	TS-11 Industrial: Sector-based Inspections	221310	Water Supply and Irrigation Systems
114516	PRAXAIR DISTRIBUTION, INC.	5700 S ALAMEDA ST LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	424690	Other Chemical and Allied Products Merchant Wholesalers
114958	CITY OF VERNON-FIRE STATION NO. 1	3375 FRUITLAND AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	922160	Fire Protection
115647	FOUR STAR CHEMICAL, STARCO ENT., INC.	3137 E 26TH ST LOS ANGELES, CA 90023	TS-11 Industrial: Sector-based Inspections	3255	Paint, Coating, and Adhesive Manufacturing
115698	CARLOS GAMA	2431 E SLAUSON HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	811121	Automotive Body, Paint, and Interior Repair and Maintenance
115985	HEE-MANG INC, MOBIL MART, DBA	13745 PARAMOUNT BLVD SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447190	Other Gasoline Stations
116001	AMERIPRIDE UNIFORM SERVICES	5950 ALCOA AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	812331	Linen Supply
116853	SMART & FINAL	5500 SHEILA ST. COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	424410	General Line Grocery Merchant Wholesalers
117118	CONTAINER RECYCLING ALLIANCE	3211 E 26TH ST VERNON, CA 90023	TS-11 Industrial: Sector-based Inspections	423930	Recyclable Material Merchant Wholesalers
117590	ELG METALS, INC., WEST COAST DIV	9400 RAYO AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	423930	Recyclable Material Merchant Wholesalers
118203	CONTINENTAL FLEET PAINT & BODY INC	2021 E 25TH ST LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	811121	Automotive Body, Paint, and Interior Repair and Maintenance
118235	LIVING OPPORTUNITIES MGMT CO, CONCORD	6900 SEVILLE AVE HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	531110	Lessors of Residential Buildings and Dwellings

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118602	BOWMAN FIELD, INC , CHROME NICKL PLATING	2820 E MARTIN L KING JR BLVD LYNWOOD, CA 90262	TS-75 Toxics: Chrome Plating	332813	Electroplating, Plating, Polishing, Anodizing, and Coloring
118622	VERNON FUEL DIS INC	4321 S ALAMEDA ST LOS ANGELES, CA 90058	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447190	Other Gasoline Stations
118980	SAL'S PROPANE INC	638 E GAGE AVE LOS ANGELES, CA 90001	TS-11 Industrial: Sector- based Inspections	454310	Fuel Dealers
118986	MAYWOOD SHELL, MAROUN BOUTROS	5645 S ATLANTIC BLVD MAYWOOD, CA 90270	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447190	Other Gasoline Stations
119664	MARQUEZ MARQUEZ FOOD PRODUCTS	11803 INDUSTRIAL AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector- based Inspections	311919	Other Snack Food Manufacturing
119682	WEST COAST METAL FINISHING	5722 BANDERA ST VERNON, CA 90058	TS-74 Toxics: Non- chrome Plating	332312	Fabricated Structural Metal Manufacturing
119844	MAC DESIGN FURNITURE CABINET,M CASTANEDA	5859 COMPTON AVE LOS ANGELES, CA 90001	TS-11 Industrial: Sector- based Inspections	442110	Furniture Stores
119903	ACES RESTAURANT	8012 LONG BEACH BLVD SOUTH GATE, CA 90280	TS-31 Area Sources: Rule 222 Equipment	722513	Limited-Service Restaurants
120217	MAYWOOD MUTUAL WATER COMPANY # 1	5953 GIFFORD AVE HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector- based Inspections	221310	Water Supply and Irrigation Systems
120748	PACIFIC FRUIT PROCESSORS, INC.	12128 CENTER ST SOUTH GATE, CA 90280	TS-11 Industrial: Sector- based Inspections	424480	Fresh Fruit and Vegetable Merchant Wholesalers
121017	SQUARE H BRANDS INC	2731 S SOTO ST LOS ANGELES, CA 90023	TS-11 Industrial: Sector- based Inspections	424470	Meat and Meat Product Merchant Wholesalers
121376	VICTORY SALVAGE, INC	8211 S ALAMEDA ST LOS ANGELES, CA 90001	TS-11 Industrial: Sector- based Inspections	488190	Other Support Activities for Air Transportation
121416	NEW CINGULAR WIRELESS PCS, AT&T MOBILITY	6045 E SLAUSON COMMERCE, CA 90040	TS-11 Industrial: Sector- based Inspections	443142	Electronics Stores
121459	PACKAGING CORPORATION OF AMERICA	4240 BANDINI BLVD LOS ANGELES, CA 90023	TS-11 Industrial: Sector- based Inspections	322211	Corrugated and Solid Fiber Box Manufacturing
122083	STERICYCLE, INC.	2775 E 26TH ST LOS ANGELES, CA 90023	TS-11 Industrial: Sector- based Inspections	33911	Medical Equipment and Supplies Manufacturing
122116	UNIFIED GROCERS, INC.	5200 SHEILA ST COMMERCE, CA 90040	TS-11 Industrial: Sector- based Inspections	424410	General Line Grocery Merchant Wholesalers
122265	VERNON, CITY OF, FIRE STATION #3	2800 SOTO ST VERNON, CA 90058	TS-11 Industrial: Sector- based Inspections	921110	Executive Offices
122269	VERNON, CITY OF, FIRE STATON #1	3375 FRUITLAND AVE VERNON, CA 90058	TS-11 Industrial: Sector- based Inspections	921110	Executive Offices

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122271	VERNON, CITY OF, FIRE STATION #4	4530 BANDINI VERNON, CA 90023	TS-11 Industrial: Sector-based Inspections	921110	Executive Offices
122325	RRR REAL ESTATE	5151 ALCOA AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	424990	Other Miscellaneous Nondurable Goods Merchant Wholesalers
122408	BURGER KING, PROGRESSIVE MGMT SYS	1202 FIRESTONE LOS ANGELES, CA 90002	TS-30 Area Sources: Charbroilers	722513	Limited-Service Restaurants
122565	PELAEZ BODY SHOP, JOSE JAVIER PELAEZ	1855 E GAGE AVE LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	811121	Automotive Body, Paint, and Interior Repair and Maintenance
122950	FOOD 4 LESS NO 307	6901 EASTERN AVE BELL GARDENS, CA 90201	TS-11 Industrial: Sector-based Inspections	445110	Supermarkets and Other Grocery (except Convenience) Stores
123245	A & B SANDBLAST CO	2447 E 54TH ST LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	332813	Electroplating, Plating, Polishing, Anodizing, and Coloring
123563	CALIFORNIA WATER SERVICE CO	3317 S GARFIELD AVE COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	811219	Other Electronic and Precision Equipment Repair and Maintenance
124116	SAPUTO CHEESE USA, INC.	5611 E IMPERIAL HWY SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	311513	Cheese Manufacturing
124159	THROGMORTONS FRAME CLINIC INC	2414 S CONNOR AVE COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	811118	Other Automotive Mechanical and Electrical Repair and Maintenance
124320	THE HOME DEPOT #1002	3040 SLAUSON AVE HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	444110	Home Centers
124382	SANDOVAL & SIGNS INC	5864 S COMPTON AVE LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	321911	Wood Window and Door Manufacturing
124570	FISHERMAN'S PRIDE PROCESS., NEPTUNE FOODS	4510 S ALAMEDA ST VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	311710	Seafood Product Preparation and Packaging
124838	EXIDE TECHNOLOGIES, LLC	2700 S INDIANA ST VERNON, CA 90058	TS-77 Toxics: Lead Stationary Sources	335991	Carbon and Graphite Product Manufacturing
124881	JERRY'S AUTO BODY, INC., J MARTINEZ, DB	3125 E GAGE AVE HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	811121	Automotive Body, Paint, and Interior Repair and Maintenance
124943	TEE PEE AUTOMOTIVE, BELLWOOD AUTO BODY	4625 E GAGE AVE BELL, CA 90201	TS-11 Industrial: Sector-based Inspections	811121	Automotive Body, Paint, and Interior Repair and Maintenance

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125664	ETI SOUND SYSTEMS INC	3383 GAGE AVE HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	334310	Audio and Video Equipment Manufacturing
125830	FOUNDRY WORKS	7607 1/2 RAMISH ST BELL GARDENS, CA 90201	TS-11 Industrial: Sector-based Inspections	331523	Nonferrous Metal Die-Casting Foundries
125840	WIMATEX, INC.	5801 S SECOND ST VERNON , CA 90058	TS-11 Industrial: Sector-based Inspections	313210	Broadwoven Fabric Mills
126191	STERIGENICS US, INC.	4801-63 E 50TH ST LOS ANGELES, CA 90058	TS-55 Toxics: ETO Commercial Sterilizers	339999	All Other Miscellaneous Manufacturing
126197	STERIGENICS US, INC.	4900 S GIFFORD AVE LOS ANGELES, CA 90058	TS-55 Toxics: ETO Commercial Sterilizers	339999	All Other Miscellaneous Manufacturing
127482	SOUTH GATE, CITY, AUDITORIUM	4900 SOUTHERN AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	611620	Sports and Recreation Instruction
127547	ACCO ENGINEERED SYSTEMS	3421 MALT AVE COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	811412	Appliance Repair and Maintenance
127992	COVIN SALES & CONVERTING	2055 RANDOLPH HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	424310	Piece Goods, Notions, and Other Dry Goods Merchant Wholesalers
128487	REMIGIO GALAVIZ & VICTOR GALAVIZ	5912 CLARA ST BELL GARDENS, CA 90201	TS-11 Industrial: Sector-based Inspections	238990	All Other Specialty Trade Contractors
128591	NATIONAL READY MIXED CONCRETE CO, DBA	4988 E FIRESTONE BLVD SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	484110	General Freight Trucking, Local
128810	LA CO, FIRE STATION # 39	7000 S GARFIELD AVE BELL GARDENS, CA 90201	TS-11 Industrial: Sector-based Inspections	922160	Fire Protection
129550	COMMERCE PETRO FUEL, LLC, R&L SARABI,DBA	2445 RALPH LIEBERMAN COMMERCE, CA 90040	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447190	Other Gasoline Stations
130284	VERNON CITY	3336 50TH ST VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	921110	Executive Offices
130537	CITY OF VERNON	VARIOUS LOCATIONS IN SCAQMD VERNON, CA 90058	TS-20 Industrial: Various Locations Equipment	921110	Executive Offices
130841	JEM D INC	4204 TWEEDY BLVD SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447190	Other Gasoline Stations
131152	G&M OIL CO., LLC #116	3250 E FIRESTONE BLVD SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447190	Other Gasoline Stations
131507	WIRETECH, INC.	6440 E CANNING ST COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	3364	Aerospace Product and Parts Manufacturing

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131598	CITY OF COMMERCE FUTERNICK DUMP	7025 E SLAUSON AVE CITY OF COMMERCE, CA 90040	TS-56 Toxics: Toxic Stationary Source	562219	Other Nonhazardous Waste Treatment and Disposal
132054	H & N GROUP INC	5580 S ALAMEDA ST VERNON, CA 90058	TS-11 Industrial: Sector- based Inspections	424460	Fish and Seafood Merchant Wholesalers
132094	C R LAURENCE COMPANY, INC	2100 E 38TH ST VERNON, CA 90058	TS-11 Industrial: Sector- based Inspections	333249	Other Industrial Machinery Manufacturing
132152	COMPLETE GARMENT, INC.	2101 E 38TH ST VERNON, CA 90058	TS-11 Industrial: Sector- based Inspections	315190	Other Apparel Knitting Mills
132233	ESPINOZA'S BODY SHOP	8602 LONG BEACH BLVD SOUTH GATE, CA 90280	TS-11 Industrial: Sector- based Inspections	811121	Automotive Body, Paint, and Interior Repair and Maintenance
132266	AMERICA WOOD FINISHES CORP	728 E 59TH ST LOS ANGELES, CA 90001	TS-11 Industrial: Sector- based Inspections	313310	Textile and Fabric Finishing Mills
132311	F. GAVINA & SONS, INC.	2700 FRUITLAND AVE VERNON, CA 90058	TS-11 Industrial: Sector- based Inspections	311920	Coffee and Tea Manufacturing
132400	PROLOGIS	6141 RANDOLPH ST COMMERCE, CA 90040	TS-57 Toxics: R203 VOC Extraction	562910	Remediation Services
132923	RAINBOW POWDER COATING	5901 E FIRESTONE BLVD # E SOUTH GATE, CA 90280	TS-11 Industrial: Sector- based Inspections	339940	Office Supplies (except Paper) Manufacturing
132996	A-1 WELDING IRON WORKS	9005 MINER ST LOS ANGELES, CA 90002	TS-11 Industrial: Sector- based Inspections	332323	Ornamental and Architectural Metal Work Manufacturing
133005	A1 DIAMOND TOUCH BODY SHOP	4931 MASON ST SOUTH GATE, CA 90280	TS-11 Industrial: Sector- based Inspections	811121	Automotive Body, Paint, and Interior Repair and Maintenance
133358	MONOGRAM AEROSPACE FASTENERS	3423 S GARFIELD AVE LOS ANGELES, CA 90040	TS-74 Toxics: Non- chrome Plating	332722	Bolt, Nut, Screw, Rivet, and Washer Manufacturing
133386	FLOWSERVE CORPORATION	2300 E VERNON AVE VERNON, CA 90058	TS-11 Industrial: Sector- based Inspections	33391	Pump and Compressor Manufacturing
133525	BODYCOTE THERMAL PROCESSING	2900 S SUNOL DR LOS ANGELES, CA 90023	TS-11 Industrial: Sector- based Inspections	332811	Metal Heat Treating
133596	STONE BLUE INC	2501 E 28TH ST VERNON, CA 90058	TS-11 Industrial: Sector- based Inspections	812332	Industrial Launderers
134540	D.N.& E. WALTER & COMPANY INC	4505 BANDINI BLVD VERNON, CA 90058	TS-11 Industrial: Sector- based Inspections	531120	Lessors of Nonresidential Buildings (except Miniwarehouses)
134597	JOHN'S SERVICE STATION/NAHAS	6400 SANTA FE AVE HUNTINGTON PARK, CA 90255	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	453998	All Other Miscellaneous Store Retailers (except Tobacco Stores)

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134809	BELL GARDENS AUTO BODY	8333 EASTERN AVE BELL GARDENS, CA 90201	TS-11 Industrial: Sector-based Inspections	811121	Automotive Body, Paint, and Interior Repair and Maintenance
134985	OVERHILL FARMS, INC	2727 E VERNON AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	311412	Frozen Specialty Food Manufacturing
135598	J'S BODY SHOP	9534 ATLANTIC AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	811111	General Automotive Repair
135865	LANDA'S PICTURE FRAMES	5907 FIRESTONE BLVD UNIT A SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	423220	Home Furnishing Merchant Wholesalers
135876	HERBERT MALARKEY ROOFING COMPANY	9301 S GARFIELD AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	324122	Asphalt Shingle and Coating Materials Manufacturing
136150	INTERIOR REMOVAL SPECIALIST	9309 RAYO AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	238910	Site Preparation Contractors
136220	A & B SANDBLAST CO	2452 E 54TH ST LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	332813	Electroplating, Plating, Polishing, Anodizing, and Coloring
136485	VERNON CITY	3381 FRUITLAND AVE LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	921110	Executive Offices
136486	VERNON CITY	4355 S DOWNEY RD LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	921110	Executive Offices
136676	LA CATERING TRUCK MFG., INC	6901 S STANDFORD LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	811111	General Automotive Repair
136696	FIRESTONE SHELL, MAROON BOUTROS DBA	1454 FIRESTONE BLVD LOS ANGELES, CA 90001	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447190	Other Gasoline Stations
136884	A B CABINETS	6033 COMPTON AVE LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	337110	Wood Kitchen Cabinet and Countertop Manufacturing
137202	SOLASIS CLEANERS, GUILLERMO HERNANDEZ DBA	7634 PACIFIC BLVD HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	812320	Drycleaning and Laundry Services (except Coin-Operated)
137801	BODYCOTE THERMAL PROCESSING	3370 BENEDICT WAY HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	332811	Metal Heat Treating
137871	BUDGET RENT A CAR SYS INC #1422	1910 WASHINGTON BLVD LOS ANGELES, CA 90021	TS-11 Industrial: Sector-based Inspections	441110	New Car Dealers
138234	TU-K INDUSTRIES INC	5702 FIRESTONE BLVD SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	325620	Toilet Preparation Manufacturing

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138654	FLORES CABINETS	5534 BANDERA ST LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	337110	Wood Kitchen Cabinet and Countertop Manufacturing
138823	MAERSK DISTRIBUTION SERVICES INC	5011 FIRESTONE PL SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	484110	General Freight Trucking, Local
139523	WALNUT PARK MUTUAL WATER CO.	2460 E FLORENCE AVE WALNUT PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	221310	Water Supply and Irrigation Systems
139633	OSCAR'S SPIRIT, RAMON ROMERO DBA	6320 S HOLMES AVE LOS ANGELES, CA 90001	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447190	Other Gasoline Stations
139770	BURLINGTON NORTHERN SANTA FE RAILWAY	4940 SHEILA ST COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	482111	Line-Haul Railroads
139943	SOUTH BAY COLLISION & AUTO REPAIR,E BAK	5721 E IMPERIAL HWY SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	811111	General Automotive Repair
140240	V & M CLEANERS	6200 EASTERN AVE STE H BELL GARDENS, CA 90201	TS-11 Industrial: Sector-based Inspections	812320	Drycleaning and Laundry Services (except Coin-Operated)
140246	PACIFIC TRADITIONS, INC.	7300 PACIFIC AVE WALNUT PARK, CA 90255	TS-31 Area Sources: Rule 222 Equipment	522293	International Trade Financing
140330	CCA CORPORATION CENTER LLC	5770 S EASTERN AVE CITY OF COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	531120	Lessors of Nonresidential Buildings (except Miniwarehouses)
140478	VERITIV OPERATING COMPANY	2600 S COMMERCE WAY COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	424130	Industrial and Personal Service Paper Merchant Wholesalers
140631	CONTEMPORA WOOD FINISHING	8674 ATLANTIC BLVD SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	337122	Nonupholstered Wood Household Furniture Manufacturing
140769	L A UNI SCH DIST-HUNTINGTON PARK ES #3	2660 E 57TH ST HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	611110	Elementary and Secondary Schools
141050	CITY OF CUDAHY; LUGO PARK	7810 OTIS AVE CUDAHY, CA 90201	TS-11 Industrial: Sector-based Inspections	921110	Executive Offices
141443	RODRIGUEZ SANDBLASTING	VARIOUS LOCATIONS IN SCAQMD CUDAHY, CA 90201	TS-20 Industrial: Various Locations Equipment	541620	Environmental Consulting Services
141930	LA UNI SCH DIST/SOUTHEAST AREA HS #2	2700 WISCONSIN AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	611110	Elementary and Secondary Schools
141966	DICKSON TESTING CO. INC.	11126 PALMER AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	541380	Testing Laboratories

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142008	EURO COFFEE	3360 FRUITLAND AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	311920	Coffee and Tea Manufacturing
142142	J.J.L TORQUE CONVERTERS	5710 S SANTA FE AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	423120	Motor Vehicle Supplies and New Parts Merchant Wholesalers
142252	BELL CITY	6326 PINE AVE BELL, CA 90201	TS-11 Industrial: Sector-based Inspections	921110	Executive Offices
142541	SOFTGEL TECHNOLOGIES, INC	6982 BANDINI BLVD LOS ANGELES, CA 90040	TS-11 Industrial: Sector-based Inspections	325412	Pharmaceutical Preparation Manufacturing
142667	CITY OF HUNTINGTON PARK, BEAR AVE PLANT	3706 E FLORENCE AVE HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	531120	Lessors of Nonresidential Buildings (except Miniwarehouses)
142964	MINI COACH, INC.	5412 E GAGE AVE BLDG G #5 BELL, CA 90201	TS-11 Industrial: Sector-based Inspections	811121	Automotive Body, Paint, and Interior Repair and Maintenance
143420	RANDOLPH & HEIN, INC.	720 E 59TH ST LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	423220	Home Furnishing Merchant Wholesalers
143427	ANGEL'S IRON WORKS, JOSE A ANGEL DBA	7627 RAMISH AVE BELL GARDENS, CA 90201	TS-11 Industrial: Sector-based Inspections	332323	Ornamental and Architectural Metal Work Manufacturing
143714	L A COUNTY DEPT OF PUBLIC WORKS	2020 ZOE AVE HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	921110	Executive Offices
144117	RELIANCE UPHOLSTERY SUPPLY	4920 BOYLE AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	314120	Curtain and Linen Mills
144318	HUNTINGTON PARK CITY, WATER YARD	5920 MILES AVE HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	92119	Other General Government Support
144455	LIFOAM INDUSTRIES, LLC	2340 E 52ND ST VERNON, CA 90058	TS-02 Cycle II RECLAIM/Title V Facility	326140	Polystyrene Foam Product Manufacturing
144529	REHRIG PACIFIC CO.	4010 E 26TH ST LOS ANGELES, CA 90023	TS-11 Industrial: Sector-based Inspections	326199	All Other Plastics Product Manufacturing
144679	CITY OF SOUTH GATE PUBLIC WORKS	3414 ARDMORE AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	921110	Executive Offices
145204	LA UNI SCH DIST, SOUTH EAST SCH, NO 2	2720 TWEEDY BLVD SOUTH GATE, CA 90280	TS-32 Area Sources: Rule 1415 Facilities	611110	Elementary and Secondary Schools
145216	UNIVERSAL MOLDING COMPANY	10806 STANFORD AVE LYNWOOD, CA 90262	TS-11 Industrial: Sector-based Inspections	331314	Secondary Smelting and Alloying of Aluminum
145406	7-ELEVEN #33459/KYUNG KIM	5536 E WASHINGTON BLVD COMMERCE, CA 90040	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	445120	Convenience Stores
145690	FLORES DESIGN	4618 PACIFIC BLVD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	337121	Upholstered Household Furniture Manufacturing

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145720	BD & G SANDBLASTING CO	2428 E 54TH ST LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	332813	Electroplating, Plating, Polishing, Anodizing, and Coloring
146258	THE W.W. HENRY COMPANY	5920 ALAMO AVE MAYWOOD, CA 90270	TS-57 Toxics: R203 VOC Extraction	325520	Adhesive Manufacturing
146360	RWS&P, ROYAL ROOF CO DBA	VARIOUS LOCATIONS IN SCAQMD BELL GARDENS, CA 90201	TS-20 Industrial: Various Locations Equipment	238160	Roofing Contractors
146697	PETROLION INC	6168 S EASTERN AVE BELL GARDENS, CA 90201	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	44719	Other Gasoline Stations
146706	TITAN TERMINAL AND TRANSPORT INC	4570 ARDINE ST SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	424690	Other Chemical and Allied Products Merchant Wholesalers
147661	XTREME AUTO BODY	8648 S ATLANTIC BLVD SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	811121	Automotive Body, Paint, and Interior Repair and Maintenance
147689	PETROCHEM MATERIALS INNOVATIONS, LLC	4242 SANTA ANA ST SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	339999	All Other Miscellaneous Manufacturing
147740	LOS ANGELES UNIFIED SCHOOL DISTRICT	2560 TWEEDY BLVD SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	611110	Elementary and Secondary Schools
148107	GREAT AMERICAN PACKAGING INC	4361 S SOTO ST VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	322220	Paper Bag and Coated and Treated Paper Manufacturing
148737	FLORENCE SHELL, AMINE KLAEB DBA	2322 E FLORENCE AVE HUNTINGTON PARK, CA 90255	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447190	Other Gasoline Stations
148753	GOLDEN GATE IRON WORKS, INC.	5511-13 MALABAR ST HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	332323	Ornamental and Architectural Metal Work Manufacturing
148800	BRENNTAG PACIFIC INC	4570 ARDINE ST SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	424690	Other Chemical and Allied Products Merchant Wholesalers
149032	FLORENCE SHELL	605 E FLORENCE LOS ANGELES, CA 90001	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447190	Other Gasoline Stations
149300	HECTORS WELDING AND IRON WORKS	6527 MCKINLEY AVE #G LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	238120	Structural Steel and Precast Concrete Contractors
149303	PREFERRED FREEZER SERVICES OF LB FWY LLC	4901 BANDINI BLVD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	423740	Refrigeration Equipment and Supplies Merchant Wholesalers
149339	AL SAL OIL CO/S & N OIL COMPANY	4575 GAGE AVE BELL, CA 90201	TS-57 Toxics: R203 VOC Extraction	324110	Petroleum Refineries

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150185	BEST YU BIN INC, STAR CLEANERS DBA	5009 E FLORENCE AVE BELL, CA 90201	TS-11 Industrial: Sector-based Inspections	812320	Drycleaning and Laundry Services (except Coin-Operated)
150363	REBILT METALIZING CO	2229 E 38TH ST VERNON, CA 90058	TS-75 Toxics: Chrome Plating	332710	Machine Shops
150416	THENAPPAN INTERNATIONAL INC	4620 CECILIA ST CUDAHY, CA 90201	TS-11 Industrial: Sector-based Inspections	325211	Plastics Material and Resin Manufacturing
150832	SUGAR FOODS CORP.	6190 E SLAUSON AVE LOS ANGELES, CA 90040	TS-11 Industrial: Sector-based Inspections	311812	Commercial Bakeries
151040	PACIFIC COMMERCIAL TRUCK BODY	3027 FRUITLAND AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	811121	Automotive Body, Paint, and Interior Repair and Maintenance
152107	SIERRA FURNITURE, INC.	701 E 60TH ST LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	423210	Furniture Merchant Wholesalers
152146	ARCTIC GLACIER USA, INC	2970 E 50TH ST VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	561110	Office Administrative Services
152183	MONTES BODY, MARUYN MONTES DBA	6715 MCKINLEY AVE LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	811121	Automotive Body, Paint, and Interior Repair and Maintenance
152361	STERLING PACIFIC MEAT COMPANY	6114 SCOTT WAY LOS ANGELES, CA 90040	TS-11 Industrial: Sector-based Inspections	424420	Packaged Frozen Food Merchant Wholesalers
152492	BUMPERS UNLIMITED, INC.	10859 DRURY LN LYNWOOD, CA 90262	TS-11 Industrial: Sector-based Inspections	81112	Automotive Body, Paint, Interior, and Glass Repair
152977	LOS ANGELES UNIFIED SCHOOL DIST	1125 E 74TH ST LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	611110	Elementary and Secondary Schools
153185	INLAND COLD STORAGE	3001 SIERRA PINE AVE LOS ANGELES, CA 90023	TS-11 Industrial: Sector-based Inspections	484210	Used Household and Office Goods Moving
153659	MARQUEZ/MARQUEZ	11821 S INDUSTRIAL AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	311919	Other Snack Food Manufacturing
153693	BNSF RAILWAY COMPANY	1799 INDUSTRIAL WAY LOS ANGELES, CA 90023	TS-11 Industrial: Sector-based Inspections	482111	Line-Haul Railroads
153788	BNSF RAILWAY COMPANY	4000 SHEILA ST COMMERCE, CA 90023	TS-11 Industrial: Sector-based Inspections	482111	Line-Haul Railroads
153889	MATHESON TRI-GAS CORPORATION	5555 DISTRICT BLVD LOS ANGELES, CA 90040	TS-11 Industrial: Sector-based Inspections	424720	Petroleum and Petroleum Products Merchant Wholesalers (except Bulk Stations and Terminals)
154066	NARF MGMT GROUP, INC.	2330 E SLAUSON AVE HUNTINGTON PARK, CA 90255	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447110	Gasoline Stations with Convenience Stores

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154482	PRECIOUS CUSTOM CABINETS	10600 DOLORES AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	33711	Wood Kitchen Cabinet and Countertop Manufacturing
154758	A & Z GRINDING INC., GEORGE WIECZOREK	1543 NADEAU ST LOS ANGELES, CA 90001	TS-75 Toxics: Chrome Plating	561990	All Other Support Services
154943	XERXES PETROLEUM	4965 E FLORENCE AVE BELL, CA 90201	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447190	Other Gasoline Stations
154947	BELL CHEVRON	5001 E FLORENCE AVE BELL, CA 90201	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447190	Other Gasoline Stations
155056	AMIGOS CABINETS	8508 GRAHAM AVE LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	33711	Wood Kitchen Cabinet and Countertop Manufacturing
155134	ROYAL PRINTEX , INC.	1946 E 46TH ST UNITS A & B VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	424310	Piece Goods, Notions, and Other Dry Goods Merchant Wholesalers
155190	JFC INTERNATIONAL, INC.	7101 E SLAUSON AVE LOS ANGELES, CA 90040	TS-11 Industrial: Sector-based Inspections	424490	Other Grocery and Related Products Merchant Wholesalers
155400	TRACT 180 WATER CO	4544 FLORENCE AVE BELL, CA 90201	TS-11 Industrial: Sector-based Inspections	221310	Water Supply and Irrigation Systems
155474	BICENT (CALIFORNIA) MALBURG LLC	4963 S SOTO ST VERNON, CA 90058	TS-90 Ref/Energy: Power Plants	221112	Fossil Fuel Electric Power Generation
155663	PACER CARTAGE, INC.	5800 E SHEILA ST LOS ANGELES, CA 90040	TS-11 Industrial: Sector-based Inspections	484110	General Freight Trucking, Local
155819	LASPEC INDUSTRIES, INC.	2315 E 52ND ST LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	335129	Other Lighting Equipment Manufacturing
156298	WASTE MGMT. HEALTHCARE SOLUTIONS OF CA	4280 E BANDINI BLVD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	561110	Office Administrative Services
156714	AMERICAN ELECTRIC COMPONENTS INC	4901 FRUITLAND AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	811219	Other Electronic and Precision Equipment Repair and Maintenance
156761	DIRECT CHASSIS L.L.C.	10533 SESSLER ST SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	811118	Other Automotive Mechanical and Electrical Repair and Maintenance
157008	RASTAAR INC	6810 E SLAUSON AVE COMMERCE, CA 90040	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	561990	All Other Support Services
157321	MONTEBELLO UNIFIED SCHOOL DISTRICT	6360 S GARFIELD AVE COMMERCE, CA 90040	TS-57 Toxics: R203 VOC Extraction	611110	Elementary and Secondary Schools
157413	PACIFIC AMERICAN FISH CO., PETER HUH	5525 S SANTA FE AVE LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	424460	Fish and Seafood Merchant Wholesalers

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157451	BENDER CCP INC	2150 E 37TH ST VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	332710	Machine Shops
157699	GEOGREEN BIOFUELS, INC.	6017 MALBURG WAY VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	424720	Petroleum and Petroleum Products Merchant Wholesalers (except Bulk Stations and Terminals)
157733	CITY OF HUNTINGTON PARK	6542 MILES AVE HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	922120	Police Protection
157774	TACO BOY	4505 SLAUSON AVE STE A MAYWOOD, CA 90270	TS-30 Area Sources: Charbroilers	722511	Full-Service Restaurants
157775	EL POLLO LOCO	4501 SLAUSON AVE MAYWOOD, CA 90270	TS-30 Area Sources: Charbroilers	722511	Full-Service Restaurants
158096	OCTANE PLUS, INC. JACQUES MASSACHI	6100 E WASHINGTON BLVD COMMERCE, CA 90040	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447190	Other Gasoline Stations
158162	BODEGA LATINA CORP	1301 E GAGE AVE LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	445110	Supermarkets and Other Grocery (except Convenience) Stores
158766	MILLENIUUM AUTO COLLISION	3024-30 TWEEDY BLVD SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	811121	Automotive Body, Paint, and Interior Repair and Maintenance
158905	JML AUTOBODY AND PAINT	6165 MAYWOOD AVE HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	811121	Automotive Body, Paint, and Interior Repair and Maintenance
159528	FIRESTONE PETROL INC.	5731 FIRESTONE BLVD #5110 SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447110	Gasoline Stations with Convenience Stores
160575	BOARD OF EDUCATION, LAUSD	6100 S CENTRAL AVE LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	611110	Elementary and Secondary Schools
160846	TACO BOY TAQUERIAS	5039 E GAGE AVE BELL, CA 90201	TS-30 Area Sources: Charbroilers	722511	Full-Service Restaurants
161439	FANTASY DYEING AND FINISHING, INC.	5389 ALCOA AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	313240	Knit Fabric Mills
161727	RITE ENGINEERING & MANUFACTURING CORPORA	5832 GARFIELD AVE COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	333414	Heating Equipment (except Warm Air Furnaces) Manufacturing
161736	CITY OF HUNTINGTON PARK-CITY HALL	6550 MILES AVE HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	921120	Legislative Bodies
161764	REPUBLIC FURNITURE MFG INC	2241 E 49TH ST VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	337121	Upholstered Household Furniture Manufacturing

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161782	CHEMEX WESTERN INC	4925 S BOYLE AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	423830	Industrial Machinery and Equipment Merchant Wholesalers
161945	QUALAWASH HOLDINGS, LLC	8332 WILCOX AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	811192	Car Washes
162173	CHURCH OF SCIENTOLOGY INTERNATIONAL	6130 E SHEILA ST COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	813110	Religious Organizations
162222	MC CRYSTAL CLEARS AND COLOURS	1203 E 58TH PL LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	811121	Automotive Body, Paint, and Interior Repair and Maintenance
162663	MAYWOOD CARWASH	4535 E SLAUSON AVE MAYWOOD, CA 90270	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	811192	Car Washes
162704	GOALS SOCCER CENTERS (CALIFORNIA) LLC	9599 PINEHURST AVE SOUTH GATE, CA 90280	TS-30 Area Sources: Charbroilers	711211	Sports Teams and Clubs
163460	CITY OF HUNTINGTON PARK	VARIOUS LOCATIONS IN SCAQMD HUNTINGTON PARK, CA 90255	TS-20 Industrial: Various Locations Equipment	515120	Television Broadcasting
164153	EL POLLO LOCO #3528, WKS RESTAURANT CORP	6929 EASTERN AVE BELL GARDENS, CA 90201	TS-30 Area Sources: Charbroilers	722511	Full-Service Restaurants
164321	PACIFIC PRECISION FORMULATORS	5511 DISTRICT BLVD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	324110	Petroleum Refineries
164487	HAMILTON INC	6100-06 AVALON BLVD LOS ANGELES, CA 90003	TS-11 Industrial: Sector-based Inspections	423990	Other Miscellaneous Durable Goods Merchant Wholesalers
164813	PACIFIC WELDING & POWDER COATING	4476 PACIFIC WAY COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	33281	Coating, Engraving, Heat Treating, and Allied Activities
164819	BRIARCREST NURSING CENTER	5648 GOTHAM ST BELL GARDENS, CA 90201	TS-11 Industrial: Sector-based Inspections	623110	Nursing Care Facilities (Skilled Nursing Facilities)
165091	SLAUSON SHELL - MAROUN BOUTROS	2400 E SLAUSON AVE HUNTINGTON PARK, CA 90255	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447190	Other Gasoline Stations
165552	PACIFIC RESTAURANT	6300 PACIFIC BLVD HUNTINGTON PARK, CA 90255	TS-30 Area Sources: Charbroilers	722511	Full-Service Restaurants
165590	GLASSWERKS L A, INC	8600 RHEEM AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	327215	Glass Product Manufacturing Made of Purchased Glass
166017	CARL'S JR. RESTAURANT #440	1439 E GAGE AVE LOS ANGELES, CA 90001	TS-30 Area Sources: Charbroilers	722511	Full-Service Restaurants

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166041	FIRESTONE GAS INC.	4201 FIRESTONE BLVD SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447190	Other Gasoline Stations
166190	E-ENERGY 76, EUN DEOK KIM	2702 E FIRESTONE BLVD SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	238210	Electrical Contractors and Other Wiring Installation Contractors
166193	VALLARTA COLLISION & BODY SHOP INC.	3360 E GAGE AVE HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector- based Inspections	811121	Automotive Body, Paint, and Interior Repair and Maintenance
166954	SAM'S BURGERS CAFE	4800 FIRESTONE BLVD SOUTH GATE, CA 90280	TS-30 Area Sources: Charbroilers	722513	Limited-Service Restaurants
167001	MISTRAS GROUP, INC.	8427 ATLANTIC AVE CUDAHY, CA 90201	TS-11 Industrial: Sector- based Inspections	541380	Testing Laboratories
167117	PROPEL BIOFUELS, INC.	4965 E FLORENCE AVE BELL, CA 90201	TS-11 Industrial: Sector- based Inspections	447190	Other Gasoline Stations
167378	C.R. LAURENCE	2200 E 55TH ST VERNON, CA 90058	TS-11 Industrial: Sector- based Inspections	423710	Hardware Merchant Wholesalers
167407	U S HENDY OIL INC.	12310 GARFIELD AVE SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447190	Other Gasoline Stations
167755	BON APPETIT BAKERY	4525 DISTRICT BLVD VERNON, CA 90058	TS-11 Industrial: Sector- based Inspections	311812	Commercial Bakeries
167883	PREFERRED FREEZER SERVICE OF LOS ANGELES	3100 E WASHINGTON BLVD LOS ANGELES, CA 90023	TS-11 Industrial: Sector- based Inspections	326111	Plastics Bag and Pouch Manufacturing
167987	MODERNICA	2891 SACO ST LOS ANGELES, CA 90058	TS-11 Industrial: Sector- based Inspections	337125	Household Furniture (except Wood and Metal) Manufacturing
168265	NORTHGATE NO. 19	2633 SANTA ANA ST SOUTH GATE, CA 90280	TS-11 Industrial: Sector- based Inspections	445110	Supermarkets and Other Grocery (except Convenience) Stores
168424	BNA COLOR INDUSTRY, INC	5000 DISTRICT BLVD VERNON, CA 90058	TS-11 Industrial: Sector- based Inspections	424950	Paint, Varnish, and Supplies Merchant Wholesalers
168937	PACIFIC CONVERTERS	10518 DOLORES AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector- based Inspections	811121	Automotive Body, Paint, and Interior Repair and Maintenance
169514	TITAN TERMINAL AND TRANSPORT INC	4500 ARDINE ST SOUTH GATE, CA 90280	TS-11 Industrial: Sector- based Inspections	424690	Other Chemical and Allied Products Merchant Wholesalers
169632	BELL GAS	5151 E FLORENCE AVE BELL, CA 90201	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447190	Other Gasoline Stations

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169779	RAM TECH III	4921 GIFFORD AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	326130	Laminated Plastics Plate, Sheet (except Packaging), and Shape Manufacturing
170624	BURLINGTON NORTHERN SANTA FE (BNSF) RAIL	4560 E 26TH ST LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	488510	Freight Transportation Arrangement
170625	BURLINGTON NORTHERN SANTA FE (BNSF) RAIL	3677 BANDINI BLVD LOS ANGELES, CA 90023	TS-11 Industrial: Sector-based Inspections	482111	Line-Haul Railroads
170669	CALIFORNIA WATER SERVICE COMPANY	4540 E WASHINGTON BLVD COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	221310	Water Supply and Irrigation Systems
170707	UBER'S AUTO BODY	6525 WILSON AVE LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	811121	Automotive Body, Paint, and Interior Repair and Maintenance
170935	ALSA CORPORATION	1213 E 58TH PL LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	811121	Automotive Body, Paint, and Interior Repair and Maintenance
171079	OXFORD VERNON, LLC	3278 E SLAUSON AVE VERNON, CA 90058	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447110	Gasoline Stations with Convenience Stores
171153	I WOOD DESIGN, INC.	4425 E 49TH ST VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	541990	All Other Professional, Scientific, and Technical Services
171157	MERIDITH BAER & ASSOCIATES	4820 EVERETT AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	541410	Interior Design Services
171181	NAVAREZ BODY SHOP	10608 SANTA FE AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	423510	Metal Service Centers and Other Metal Merchant Wholesalers
171279	TRICHROMATIC - WEST, INC.	6070 RICKENBACKER RD COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	424690	Other Chemical and Allied Products Merchant Wholesalers
171542	TESORO (USA) 63009	3831 E FLORENCE AVE BELL, CA 90201	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447110	Gasoline Stations with Convenience Stores
171563	TESORO (USA) 63273	2581 E SLAUSON AVE HUNTINGTON PARK, CA 90255	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447190	Other Gasoline Stations
171595	BILL'S SERVICES NABIL KHEIR	3084 E GAGE AVE HUNTINGTON PARK, CA 90255	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447190	Other Gasoline Stations
171666	TESORO (USA) 63272	9853 LONG BEACH BLVD SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447110	Gasoline Stations with Convenience Stores
171712	TESORO 63022	6601 FLORENCE AVE BELL GARDENS, CA 90201	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447110	Gasoline Stations with Convenience Stores

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171739	MIKE'S AUTO COLLISION	9430 BURTIS ST SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	81112	Automotive Body, Paint, Interior, and Glass Repair
172133	TERRA BELLA, L.P.	5720 CLARA ST BELL GARDENS, CA 90201	TS-11 Industrial: Sector-based Inspections	523920	Portfolio Management
172173	JMK AUTO INC	4931 FIRESTONE BLVD SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	811111	General Automotive Repair
172340	PROGRESSIVE PRODUCE	5790 PEACHTREE ST COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	424480	Fresh Fruit and Vegetable Merchant Wholesalers
172367	UTOPIA DEVELOPMENT, INC.	5051 S SANTA FE AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	236116	New Multifamily Housing Construction (except For-Sale Builders)
172413	HOLLIDAY ROCK CO., INC.	2822 S SOTO ST VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	423320	Brick, Stone, and Related Construction Material Merchant Wholesalers
172500	JSK INTERNATIONAL, INC. (DBA) APEX	4200 FIRESTONE BLVD SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	424990	Other Miscellaneous Nondurable Goods Merchant Wholesalers
172508	ANN'S TRADING CO., INC	5333 DOWNEY RD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	424330	Women's, Children's, and Infants' Clothing and Accessories Merchant Wholesalers
172628	INSUL-THERM INC	6651 E 26TH ST COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	23831	Drywall and Insulation Contractors
172630	PROPORTION FOODS, LLC	3501 E VERNON VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	311999	All Other Miscellaneous Food Manufacturing
172640	NICK ALEXANDER IMPORTS	6000 ALAMEDA ST HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	441110	New Car Dealers
172776	NEW CENTURY SNACKS LLC	5560 SLAUSON AVE COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	311911	Roasted Nuts and Peanut Butter Manufacturing
172834	BEST QUALITY FURNITURE	8134 S ALAMEDA ST HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	337121	Upholstered Household Furniture Manufacturing
172877	TAPIA ENTERPRISES, INC	6019 DISTRICT BLVD MAYWOOD, CA 90270	TS-11 Industrial: Sector-based Inspections	424410	General Line Grocery Merchant Wholesalers
172929	THE LIGATURE	4909 ALCOA AVE LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	323111	Commercial Printing (except Screen and Books)
172931	ON TRAC	5959 RANDOLPH ST COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	492110	Couriers and Express Delivery Services
173283	CITY OF SOUTH GATE - CITY HALL	8650 CALIFORNIA AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	921110	Executive Offices

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173423	PHENOMENA INC.	5700 ATLANTIC BLVD MAYWOOD, CA 90270	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447190	Other Gasoline Stations
173737	MIDWAY INDUSTRIES COLLISION CENTER	7530 SCOUT AVE BELL GARDENS, CA 90201	TS-11 Industrial: Sector- based Inspections	811121	Automotive Body, Paint, and Interior Repair and Maintenance
173879	ARCADIS U.S., INC	7200 ATLANTIC AVE CUDAHY, CA 90201	TS-61 Toxics: VOC Soil Remediation	541620	Environmental Consulting Services
174281	AL'S FURNITURE DESIGN, INC	912 E 60TH ST LOS ANGELES, CA 90001	TS-11 Industrial: Sector- based Inspections	541990	All Other Professional, Scientific, and Technical Services
174312	LA PLAYITA AUTO BODY REPAIR	2929 FIRESTONE BLVD SOUTH GATE, CA 90280	TS-11 Industrial: Sector- based Inspections	811111	General Automotive Repair
174710	TESORO LOGISTICS, VINVALE TERMINAL	8601 S GARFIELD AVE SOUTH GATE, CA 90280	TS-82 Ref/Energy: Gasoline Bulk Loading	424710	Petroleum Bulk Stations and Terminals
174727	TESORO REFINING MARKETING COMPANY LLC,	8601 S GARFIELD AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector- based Inspections	424710	Petroleum Bulk Stations and Terminals
174973	SOUTH CITY GAS INC	8904 LONG BEACH BLVD SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447190	Other Gasoline Stations
175073	PROLOGIS-CHARTWELL DIST CTR	7030-705 E SLAUSON AVE COMMERCE, CA 90040	TS-11 Industrial: Sector- based Inspections	541613	Marketing Consulting Services
175331	7-ELEVEN, INC. #35639/ SANDHU, GURTAR	1800 E SLAUSON AVE LOS ANGELES, CA 90058	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	445120	Convenience Stores
175476	A & B BEDROOMS INC	6310 AVALON BLVD LOS ANGELES, CA 90003	TS-11 Industrial: Sector- based Inspections	337122	Nonupholstered Wood Household Furniture Manufacturing
175570	NORTHGATE MARKET	944 E SLAUSON AVE LOS ANGELES, CA 90001	TS-11 Industrial: Sector- based Inspections	541613	Marketing Consulting Services
175955	FORMER PECHINEY CAST PLATE, INC.	5300 S BOYLE AVE VERNON, CA 90058	TS-57 Toxics: R203 VOC Extraction	541618	Other Management Consulting Services
176042	FELIPE CABINETS	7934 MARBRISA AVE HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector- based Inspections	33711	Wood Kitchen Cabinet and Countertop Manufacturing
176053	SUNNY ROOFING	VARIOUS LOCATIONS IN SCAQMD LOS ANGELES, CA 90058	TS-20 Industrial: Various Locations Equipment	238160	Roofing Contractors
176076	DEPARTMENT OF TRANS DIV OF EQUIP COMMERC	7301 E SLAUSON AVE COMMERCE, CA 90040	TS-11 Industrial: Sector- based Inspections	926120	Regulation and Administration of Transportation Programs

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176105	GOLDEN WEST FOOD GROUP	4401 S DOWNEY RD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	424470	Meat and Meat Product Merchant Wholesalers
176314	LINE-X OF SOUTH LA	5901 FIRESTONE BLVD SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	339940	Office Supplies (except Paper) Manufacturing
176358	BIBI FUELS INC. DBA BB FUELS	1358 E FIRESTONE BLVD LOS ANGELES, CA 90001	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447110	Gasoline Stations with Convenience Stores
176538	PCL BODY SHOP	11201 S GARFIELD AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	811121	Automotive Body, Paint, and Interior Repair and Maintenance
176674	DEEP KB ENTERPRISE, INC.	5001 CLARA ST CUDAHY, CA 90201	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447110	Gasoline Stations with Convenience Stores
176690	THE HABIT BURGER GRILL	4791 FIRESTONE BLVD SOUTH GATE, CA 90280	TS-30 Area Sources: Charbroilers	722513	Limited-Service Restaurants
176945	JMP BODY SHOP	4525 STAUNTON AVE LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	811121	Automotive Body, Paint, and Interior Repair and Maintenance
176954	FLORENCE CORNER OIL CORP.	8901 S ATLANTIC AVE SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447190	Other Gasoline Stations
176955	THE REALTY ASSOCIATES FUND X. LP	3050 E WASHINGTON BLVD LOS ANGELES, CA 90023	TS-11 Industrial: Sector-based Inspections	531210	Offices of Real Estate Agents and Brokers
177021	WHOLE FOODS MARKET, SOUTHERN PACIFIC REG	VARIOUS LOCATIONS IN SCAQMD VERNON, CA 90058	TS-20 Industrial: Various Locations Equipment	445110	Supermarkets and Other Grocery (except Convenience) Stores
178285	MAYWOOD MUTUAL WATER COMPANY #3	6159 DISTRICT BLVD MAYWOOD, CA 90270	TS-11 Industrial: Sector-based Inspections	221310	Water Supply and Irrigation Systems
178299	MYERS MIXERS, LLC	8376 SALT LAKE AVE CUDAHY, CA 90201	TS-11 Industrial: Sector-based Inspections	333999	All Other Miscellaneous General Purpose Machinery Manufacturing
178478	COPPER WASH, LLC	5201 E IMPERIAL HWY SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447110	Gasoline Stations with Convenience Stores
178594	OMNINET COMMERCE, LP	5801 E SLAUSON AVE LOS ANGELES, CA 90040	TS-11 Industrial: Sector-based Inspections	813910	Business Associations
178595	OMNINET COMMERCE, LP	5700 S EASTERN AVE LOS ANGELES, CA 90040	TS-11 Industrial: Sector-based Inspections	531120	Lessors of Nonresidential Buildings (except Miniwarehouses)
178627	HI TECH DRY CLEANERS, ALMA GUTIERREZ URQ	4031 E SLAUSON AVE MAYWOOD, CA 90270	TS-11 Industrial: Sector-based Inspections	81232	Drycleaning and Laundry Services (except Coin-Operated)

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179065	CLASSIC CONCEPTS	4651 BANDINI BLVD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	423220	Home Furnishing Merchant Wholesalers
179129	INTERNATIONAL PAPER	5991 BANDINI BLVD LOS ANGELES, CA 90040	TS-11 Industrial: Sector-based Inspections	322211	Corrugated and Solid Fiber Box Manufacturing
179286	JIMMY'S WOOD FINISHERS	3169 INDEPENDENCE AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	811420	Reupholstery and Furniture Repair
179362	SOUTH CITY GAS HUNTINGTON PARK ARCO	8021 CALIFORNIA AVE HUNTINGTON PARK, CA 90255	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447190	Other Gasoline Stations
179693	LDJ FURNITURE	738 E 59TH ST LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	337	Furniture and Related Product Manufacturing
179731	G&M OIL CO., #42	5651 E IMPERIAL HIGHWAY SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447190	Other Gasoline Stations
179761	GRAIN CRAFT LLC	1861 E 55TH ST LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	311211	Flour Milling
179792	BURLINGTON NORTHERN & SANTA FE RAILWAY	3960 E WASHINGTON BLVD VERNON, CA 90058	TS-61 Toxics: VOC Soil Remediation	482111	Line-Haul Railroads
179985	FREEDOM POWDER COATING & SANDBLASTING	1522 E GAGE AVE LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	332812	Metal Coating, Engraving (except Jewelry and Silverware), and Allied Services to Manufacturers
180134	HP-A VERNON, LLC	3501 E VERNON AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	424120	Stationery and Office Supplies Merchant Wholesalers
180220	APPLEBEE'S NEIGHBORHOOD GRILL & BAR	5700 FLORENCE AVE BELL GARDENS, CA 90201	TS-31 Area Sources: Rule 222 Equipment	722511	Full-Service Restaurants
180288	FEDEX GROUND	2600 E 28TH ST VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	484121	General Freight Trucking, Long-Distance, Truckload
180425	CITY OF COMMERCE	5940 SHEILA ST COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	926120	Regulation and Administration of Transportation Programs
180510	BREADMASTERS ARA-Z, INC.	3559 GREENWOOD AVE COMMERCE, CA 90040	TS-31 Area Sources: Rule 222 Equipment	31181	Bread and Bakery Product Manufacturing
180520	MRS GOOCH'S NATURAL FOODS MARKET	5000 PACIFIC BLVD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	445110	Supermarkets and Other Grocery (except Convenience) Stores
180532	HI-TECH CLEANERS PLUS	13100 PARAMOUNT BLVD SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	812320	Drycleaning and Laundry Services (except Coin-Operated)

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180715	A & R AUTO COLLISION, RENE ARGUETA DBA	4954 E FIRESTONE BLVD SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	811121	Automotive Body, Paint, and Interior Repair and Maintenance
180842	BELL AUTO COLLISION CENTER	6400 CLARA ST BELL GARDENS, CA 90201	TS-11 Industrial: Sector-based Inspections	811121	Automotive Body, Paint, and Interior Repair and Maintenance
180854	VILLEGAS POWDER COATING	8727 JUNIPER ST LOS ANGELES, CA 90002	TS-11 Industrial: Sector-based Inspections	332812	Metal Coating, Engraving (except Jewelry and Silverware), and Allied Services to Manufacturers
180976	BURGER BUDDIES, LLC DBA CARL'S JR.	5760 IMPERIAL HIGHWAY SOUTH GATE, CA 90280	TS-31 Area Sources: Rule 222 Equipment	722513	Limited-Service Restaurants
181035	EZ AUTO COLLISION REPAIR	5061 E GAGE AVE BELL, CA 90201	TS-11 Industrial: Sector-based Inspections	811412	Appliance Repair and Maintenance
181048	C QUALITY CLEANERS, SILVIA MORA	1739 FIRESTONE BLVD LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	561790	Other Services to Buildings and Dwellings
181182	KING MEAT SERVICE, INC.	4215 EXCHANGE AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	424470	Meat and Meat Product Merchant Wholesalers
181302	SCB DIVISION OF DCX-CHOL ENTERPRISES, IN	7450 SCOUT AVE BELL GARDENS, CA 90201	TS-11 Industrial: Sector-based Inspections	334419	Other Electronic Component Manufacturing
181504	LOS ANGELES UNIFIED SCHOOL DISTRICT SRHS	5800 KING AVE MAYWOOD, CA 90270	TS-11 Industrial: Sector-based Inspections	611110	Elementary and Secondary Schools
181534	NANKA SIEMEN CO, LLC	3030 LEONIS BLVD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	311824	Dry Pasta, Dough, and Flour Mixes Manufacturing from Purchased Flour
181580	ALLIED FEATHER AND DOWN CORPORATION	6510 BANDINI BLVD COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	339999	All Other Miscellaneous Manufacturing
181800	UNITED PACIFIC #5626	8440 LONG BEACH BLVD SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447110	Gasoline Stations with Convenience Stores
181853	DAD & SONS CUSTOMS	4976 FIRESTONE BLVD SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	811121	Automotive Body, Paint, and Interior Repair and Maintenance
182001	BNSF LOT 12	4210 E 26TH ST VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	488510	Freight Transportation Arrangement
182020	MHFR ENERGY, INC	5970 E FLORENCE BELL GARDENS, CA 90201	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447110	Gasoline Stations with Convenience Stores
182025	GREEN WISE SOIL TECHNOLOGIES	10120 MILLER WAY SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	444220	Nursery, Garden Center, and Farm Supply Stores

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182032	STREAMLINE COLLISION INC	5610 BORWICK AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	811121	Automotive Body, Paint, and Interior Repair and Maintenance
182041	PERRIN BERNARD SUPOWITZ INC	5496 LINDBERGH LN BELL, CA 90201	TS-11 Industrial: Sector-based Inspections	424410	General Line Grocery Merchant Wholesalers
182214	MJ GLOBAL ENTERPRISE INC.	3305 E VERNON AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	311422	Specialty Canning
182269	FRONTIER CALIFORNIA INC. - FLORENCE CO	6640 E FLORENCE PL BELL GARDENS, CA 90201	TS-11 Industrial: Sector-based Inspections	531210	Offices of Real Estate Agents and Brokers
182704	CAL-FRESH PRODUCE, INC	5330 LINDBERGH LN BELL, CA 90201	TS-11 Industrial: Sector-based Inspections	424480	Fresh Fruit and Vegetable Merchant Wholesalers
182742	PBF ENERGY WESTERN REGION LLC	9527 S ALAMEDA ST LOS ANGELES, CA 90002	TS-61 Toxics: VOC Soil Remediation	324110	Petroleum Refineries
182752	TORRANCE LOGISTICS COMPANY LLC	2619 & 2709 E. 37TH ST VERNON, CA 90058	TS-05 Title V (only) Facility	488999	All Other Support Activities for Transportation
182810	TORRANCE LOGISTICS COMPANY LLC	2510 E 37TH ST VERNON, CA 90058	TS-91 Ref/Energy: Floating Roof Tanks	488999	All Other Support Activities for Transportation
182881	FINE ART SOLUTIONS, INC.	3463 E 26TH ST VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	511199	All Other Publishers
183100	T-MOBIL WEST CORP LAH0048A	3839 S SANTA FE AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	812112	Beauty Salons
183162	ACTIVE AUTOMOTIVE	5620 GAGE AVE BELL GARDENS, CA 90201	TS-11 Industrial: Sector-based Inspections	811121	Automotive Body, Paint, and Interior Repair and Maintenance
183196	FELIPE GARCIA	610 E 59TH ST LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	541990	All Other Professional, Scientific, and Technical Services
183274	A&M FACTORY INC	8225 COMPTON AVE LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	722511	Full-Service Restaurants
183308	GENERAL COLD STORAGE, KONOIKE - GENERAL,	9415 BURTIS ST SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	493120	Refrigerated Warehousing and Storage
183489	U.S. ECOLOGY VERNON, INC	5375 S BOYLE AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	562119	Other Waste Collection
183513	PRINTBUYER LLC	4730 EASTERN AVE BELL, CA 90201	TS-11 Industrial: Sector-based Inspections	323111	Commercial Printing (except Screen and Books)
183652	GPI CONVERTING, LLC	6027 S EASTERN AVE LOS ANGELES, CA 90040	TS-11 Industrial: Sector-based Inspections	322211	Corrugated and Solid Fiber Box Manufacturing
183733	BON APPETIT BAKERY	4700 ALCOA AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	311812	Commercial Bakeries

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183863	CEMEX CONSTRUCTION MATERIALS PACIFIC, LL	5091 RICKENBACKER RD BELL, CA 90201	TS-11 Industrial: Sector-based Inspections	423610	Electrical Apparatus and Equipment, Wiring Supplies, and Related Equipment Merchant Wholesalers
183926	EVONIK CORPORATION	3305 E 26TH ST LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	325998	All Other Miscellaneous Chemical Product and Preparation Manufacturing
183979	AMAZON.COM SERVICES, LLC - LAX6	5119 DISTRICT BLVD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	493110	General Warehousing and Storage
184023	HUNTINGTON PARK COLLISION CENTER	3215 E GAGE AVE HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	811121	Automotive Body, Paint, and Interior Repair and Maintenance
184091	H&L HORVITZ REVOCABLE TRUST 9595 WILSHIR	2939 BANDINI BLVD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	424330	Women's, Children's, and Infants' Clothing and Accessories Merchant Wholesalers
184119	CONTINENTAL VITAMIN COMPANY, INC.	4510 S BOYLE AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	325412	Pharmaceutical Preparation Manufacturing
184249	RPLANET EARTH LOS ANGELES, LLC	5300 S BOYLE AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	326199	All Other Plastics Product Manufacturing
184263	E2C REMEDIATION	8434 OTIS ST SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	541620	Environmental Consulting Services
184390	PRECISION FURNITURE REPAIR	7911 BEACH ST LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	811420	Reupholstery and Furniture Repair
184648	MAYWOOD ARCO AM/PM	4700 E SLAUSON AVE MAYWOOD, CA 90270	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447110	Gasoline Stations with Convenience Stores
184730	DRIVERS AUTO CENTER INC	7653 EMIL AVE UNIT A BELL GARDENS , CA 90201	TS-11 Industrial: Sector-based Inspections	453998	All Other Miscellaneous Store Retailers (except Tobacco Stores)
184870	PLATINUM STYLE AUTO BODY	10827 WRIGHT RD SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	811121	Automotive Body, Paint, and Interior Repair and Maintenance
184960	WEST COAST FOUNDRY LLC	2450 E 53RD ST HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	331513	Steel Foundries (except Investment)
184969	KRT MANAGEMENT, INC	4032 GAGE AVE BELL, CA 90201	TS-11 Industrial: Sector-based Inspections	541330	Engineering Services
184988	NATIONAL READY MIXED CONCRETE CO.	2626 E 26TH ST VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	444190	Other Building Material Dealers

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185249	EASTERN BELL OIL	8000 EASTERN AVE BELL GARDENS, CA 90201	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447190	Other Gasoline Stations
185250	THE MOCHI ICE CREAM COMPANY	5563 ALCOA ST VERNON, CA 90058	TS-11 Industrial: Sector- based Inspections	311812	Commercial Bakeries
185643	CENTENE CORPORATION	3302 GARFIELD AVE COMMERCE, CA 90040	TS-11 Industrial: Sector- based Inspections	446110	Pharmacies and Drug Stores
185798	WORLDWIDE PRODUCE	2652 LONG BEACH AVE VERNON, CA 90058	TS-11 Industrial: Sector- based Inspections	424480	Fresh Fruit and Vegetable Merchant Wholesalers
185994	PROGRESSIVE AUTO COLLISION CENTER	2755 E SLAUSON AVE HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector- based Inspections	811211	Consumer Electronics Repair and Maintenance
186040	SHOWROOM, INC.	6931 STANFORD AVE LOS ANGELES, CA 90001	TS-11 Industrial: Sector- based Inspections	561499	All Other Business Support Services
186150	A & I AUTO BODY SHOP	5648 E IMPERIAL 1/2 HWY SOUTH GATE, CA 90280	TS-11 Industrial: Sector- based Inspections	811121	Automotive Body, Paint, and Interior Repair and Maintenance
186344	SIGN RESOURCE	5930 SHULL ST BELL GARDENS, CA 90201	TS-11 Industrial: Sector- based Inspections	33995	Sign Manufacturing
186383	USA & RAFAEL CLEANERS	7125 GARFIELD AVE BELL GARDENS, CA 90201	TS-11 Industrial: Sector- based Inspections	812310	Coin-Operated Laundries and Drycleaners
186386	SERV-RITE MEAT COMPANY, INC	2959 E 50TH ST VERNON, CA 90058	TS-11 Industrial: Sector- based Inspections	424470	Meat and Meat Product Merchant Wholesalers
186404	EMERALD TRANSFORMER LOS ANGELES, LLC	5756 ALBA ST LOS ANGELES, CA 90058	TS-11 Industrial: Sector- based Inspections	722511	Full-Service Restaurants
186531	CARLS JR #212	1751 S SOTO ST LOS ANGELES, CA 90023	TS-11 Industrial: Sector- based Inspections	722513	Limited-Service Restaurants
186537	CARLS JR #558	2401 E FLORENCE AVE HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector- based Inspections	722513	Limited-Service Restaurants
186581	PULLEY 3 LLC	3821 S SANTA FE AVE VERNON, CA 90058	TS-11 Industrial: Sector- based Inspections	561990	All Other Support Services
187011	AMERICAN STANDARD COATING	4584 E 50TH ST VERNON, CA 90058	TS-11 Industrial: Sector- based Inspections	32551	Paint and Coating Manufacturing
187110	CULINARY INTERNATIONAL, LLC	3280 E 44TH ST VERNON, CA 90058	TS-11 Industrial: Sector- based Inspections	311999	All Other Miscellaneous Food Manufacturing
187571	NATURE'S NATURAL CARE INC	4933 CECILIA ST CUDAHY, CA 90201	TS-11 Industrial: Sector- based Inspections	446199	All Other Health and Personal Care Stores
187615	TRACT 349 MUTUAL WATER COMPANY	3714 E FLORENCE AVE HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector- based Inspections	221310	Water Supply and Irrigation Systems

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187711	WABA GRILL	10840 GARFIELD AVE #102 SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	722513	Limited-Service Restaurants
187759	BURGERIM	5840 FIRESTONE BLVD #120 SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	722511	Full-Service Restaurants
187817	THE SHERWIN-WILLIAMS COMPANY	9845 MILLER WAY SOUTH GATE, CA 90280	TS-61 Toxics: VOC Soil Remediation	444120	Paint and Wallpaper Stores
187885	SMITHFIELD PACKAGED MEATS CORP	3049 E VERNON AVE VERNON, CA 90058	TS-02 Cycle II RECLAIM/Title V Facility	311611	Animal (except Poultry) Slaughtering
187888	SMITHFIELD PACKAGED MEATS CORP	3883 S SOTO ST VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	311613	Rendering and Meat Byproduct Processing
187890	SMITHFIELD PACKAGED MEATS CORP	2750 E 37TH ST VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	311611	Animal (except Poultry) Slaughtering
187893	MAC DESIGN FURNITURE CABINET, M CASTANED	8512 GRAHAM AVE LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	337122	Nonupholstered Wood Household Furniture Manufacturing
188010	MEDICO PROFESSIONAL LINEN SERVICE	2654 SEQUOIA DR SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	424320	Men's and Boys' Clothing and Furnishings Merchant Wholesalers
188022	CLW FOODS	3425 E VERNON VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	311999	All Other Miscellaneous Food Manufacturing
188204	R. JACK BALTHAZAR	2254 E 49TH ST VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	561499	All Other Business Support Services
188335	BANDINI TRUCK STOP CENTER, INC.	3152 BANDINI BLVD VERNON, CA 90058	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447190	Other Gasoline Stations
188398	LUXURIOUS PROPERTIES LLC	1302 E SLAUSON AVE LOS ANGELES, CA 90011	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447190	Other Gasoline Stations
188595	RECYCLED BASE MATERIALS INC.	2121 E 25TH ST LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	238110	Poured Concrete Foundation and Structure Contractors
188599	AMERICAN INTEGRATED SERVICES, INC	2717 S INDIANA ST VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	236220	Commercial and Institutional Building Construction
188604	ALAMEDA AUTO SPA INC	7831 S ALAMEDA ST LOS ANGELES, CA 90001	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447110	Gasoline Stations with Convenience Stores
188800	ALCAST MFG INC	7355 E SLAUSON AVE COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	331524	Aluminum Foundries (except Die-Casting)
188964	SEVEN STAR PROPERTY INVESTMENTS, LLC	2164 NADEAU ST LOS ANGELES, CA 90001	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	523910	Miscellaneous Intermediation

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189023	AEI CONSULTANTS	2345 S SANTA FE AVE LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	541620	Environmental Consulting Services
189091	FOUR STAR MANUFACTURING	8360 WILCOX AVE CUDAHY, CA 90201	TS-11 Industrial: Sector-based Inspections	3254	Pharmaceutical and Medicine Manufacturing
189408	6108 CLARA, INC	6108 CLARA ST BELL GARDENS, CA 90201	TS-11 Industrial: Sector-based Inspections	81112	Automotive Body, Paint, Interior, and Glass Repair
189638	GRISWOLD INDUSTRIES	8616 OTIS ST SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	332912	Fluid Power Valve and Hose Fitting Manufacturing
189652	AMERICAN BEDROOMS INC.	610 E 59TH ST LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	337122	Nonupholstered Wood Household Furniture Manufacturing
189708	APRO LLC	3225 E FIRESTONE BLVD SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447110	Gasoline Stations with Convenience Stores
189834	PERRY SAKURA	6402 FLORENCE AVE BELL GARDENS, CA 90201	TS-11 Industrial: Sector-based Inspections	722513	Limited-Service Restaurants
189850	CUDAHY FUEL STOP	8330 ATLANTIC AVE CUDAHY, CA 90201	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447190	Other Gasoline Stations
189854	LAS TRANCAS RESTAURANT	5351 ATLANTIC BLVD MAYWOOD, CA 90270	TS-11 Industrial: Sector-based Inspections	722511	Full-Service Restaurants
190058	G&B ROASTING LLC	4609 HAMPTON ST VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	311920	Coffee and Tea Manufacturing
190209	INDEPENDENT ELECTRIC VEHICLE	5001 S SOTO VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	423110	Automobile and Other Motor Vehicle Merchant Wholesalers
190396	AOCLSC INC.	3365 E SLAUSON AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	324191	Petroleum Lubricating Oil and Grease Manufacturing
190398	REXFORD INDUSTRIAL REALTY, LP	6100 SHEILA ST COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	541611	Administrative Management and General Management Consulting Services
190649	INEOS COMPOSITES US, LLC	6608 E 26TH ST COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	424690	Other Chemical and Allied Products Merchant Wholesalers
190725	SCOTCH PAINT & COATINGS LLC	5928 S GARFIELD AVE COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	325510	Paint and Coating Manufacturing
190852	LUNDAY-THAGARD (RESEARCH PROJECT)	9301 GARFIELD AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	324199	All Other Petroleum and Coal Products Manufacturing

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190941	JFC INTERNATIONAL INC.	7140 BANDINI BLVD COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	424490	Other Grocery and Related Products Merchant Wholesalers
190962	LIT INDUSTRIAL LIMITED PARTNERSHIP	5685 ALCOA VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	531210	Offices of Real Estate Agents and Brokers
191097	THE MOSAIC COMPANY	4060 E 26TH ST VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	541810	Advertising Agencies
191159	SILVESTRI CALIFORNIA	8119 BEACH LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	339999	All Other Miscellaneous Manufacturing
191386	THE NEWARK GROUP, INC. DBA GREIF, INC	6001 S EASTERN AVE COMMERCE, CA 90040	TS-02 Cycle II RECLAIM/Title V Facility	322130	Paperboard Mills
191436	PETER'S AUTO BODY	9609 ATLANTIC AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	81112	Automotive Body, Paint, Interior, and Glass Repair
191475	FREEDOM ROOFING COMPANY, INC.	VARIOUS LOCATIONS IN SCAQMD SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	238160	Roofing Contractors
191570	HANS AUTOMOTIVE	3813 E FLORENCE AVE BELL, CA 90201	TS-11 Industrial: Sector-based Inspections	811111	General Automotive Repair
191655	BARENTS, INC	3031 VERNON AVE VERNON, CA 90058	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	447110	Gasoline Stations with Convenience Stores
192519	LEGACY BY-PRODUCTS LLC	4105 BANDINI BLVD VERNON, CA 90058	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	311613	Rendering and Meat Byproduct Processing
800016	BAKER COMMODITIES INC	4020 BANDINI BLVD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	311613	Rendering and Meat Byproduct Processing
800080	LUNDAY-THAGARD CO DBA WORLD OIL REFINING	9301 GARFIELD AVE SOUTH GATE, CA 90280	TS-02 Cycle II RECLAIM/Title V Facility	324122	Asphalt Shingle and Coating Materials Manufacturing
800320	AMVAC CHEMICAL CORP	4100 E WASHINGTON BLVD LOS ANGELES, CA 90023	TS-56 Toxics: Toxic Stationary Source	325320	Pesticide and Other Agricultural Chemical Manufacturing

Summary of All Complaints Received⁴

This table contains a summary of the number of complaints received by complaint type and sorted by their disposition between January 2017 and December 2019 for this community.

Table 4 -2: List of All Complaints Received

Complaint Disposition	Asbestos	Dust	Gas Station	Odors	Other	Smoke or Fire	Total
Investigation in Progress	3	0	0	0	0	0	3
No Enforcement Action Taken⁵	24	58	9	487	34	20	632
Notice of Violation Issued	0	3	0	13	0	0	16
Notice to Comply Issued	9	8	1	4	12	1	35
Referred to Another Agency	1	1	2	3	1	0	8
Total	37	70	12	507	47	21	694

⁴ The information below is based on the following Zip Codes: 90723, 90001, 90002, 90003, 90023, 90040, 90201, 90058, 90255, 90262, 90270, and 90280.

⁵ *No Enforcement Action Taken* means that the complaint investigation has concluded but did not result in any formal enforcement action. For example, an alleged air pollution source may have been operating in compliance at the time of the inspection or the event underlying the complaint was no longer occurring.

List of all Inspections Conducted

This table contains a list of inspections conducted within the SELA Emissions Study Area between January 2017 and December 2019. Additional information can be found via the Facility Information Detail (FIND) portal on the South Coast AQMD webpage.⁶

Table 4 -3: List of Inspections Conducted

Facility Name	Facility ID	Address	Technical Specialty	Inspection Date	Enforcement Action
HUNTINGTON PARK CITY	250	6900 BISSELL ST HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	2/27/2019	
ARROW PLATING CO	1323	713 E 61ST ST LOS ANGELES, CA 90001	TS-12 Industrial Sources - Out of Business and Change of Ownership	3/31/2020	
VICTOR REFRIGERATION & STORE FIXTURE CO	2035	9111 JUNIPER ST LOS ANGELES, CA 90002	TS-11 Industrial: Sector-based Inspections	4/2/2020	
UNIFIED GROCERS INC	2776	5300 SHEILA ST LOS ANGELES, CA 90040	TS-11 Industrial: Sector-based Inspections	11/7/2019	
ARAMARK CLEANROOM SERVICES, INC.	3002	1405 E 58TH PL LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	1/22/2019	
COOK INDUCTION HEATING CO	4511	4925 E SLAUSON AVE MAYWOOD, CA 90270	TS-11 Industrial: Sector-based Inspections	3/16/2018	
PACIFIC BELL, AT&T CALIFORNIA, DBA	5579	9420 LONG BEACH BLVD SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	10/29/2019	
VERNON CITY, PUB WKS FAC	6768	4305 S SANTA FE AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	1/31/2019	
OWENS-BROCKWAY GLASS CONTAINER INC	7427	2901-23 FRUITLAND AVE VERNON, CA 90058	TS-01 Cycle I RECLAIM/Title V Facility	6/15/2017	✓
OWENS-BROCKWAY GLASS CONTAINER INC	7427	2901-23 FRUITLAND AVE VERNON, CA 90058	TS-01 Cycle I RECLAIM/Title V Facility	3/8/2018	✓
OWENS-BROCKWAY GLASS CONTAINER INC	7427	2901-23 FRUITLAND AVE VERNON, CA 90058	TS-01 Cycle I RECLAIM/Title V Facility	4/5/2019	✓
OWENS-BROCKWAY GLASS CONTAINER INC	7427	2901-23 FRUITLAND AVE VERNON, CA 90058	TS-01 Cycle I RECLAIM/Title V Facility	8/14/2020	✓
ALLOYS CLEANING INC	7437	1960 E GAGE AVE LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	8/2/2017	✓

⁶ South Coast AQMD, Facility Information Detail. <https://www.aqmd.gov/nav/FIND>. Accessed October 30, 2020.

SANDBERG FURNITURE MFG CO INC	7450	5705 ALCOA AVE LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	2/16/2017	
SANDBERG FURNITURE MFG CO INC	7450	5705 ALCOA AVE LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	3/28/2018	
SANDBERG FURNITURE MFG CO INC	7450	5705 ALCOA AVE LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	9/17/2019	
ANADITE INC	8015	10647 GARFIELD AVE SOUTH GATE, CA 90280	TS-74 Toxics: Non-chrome Plating	10/6/2017	✓
FELIX & DIMAS BODY SHOP	8030	3400 FIRESTONE 1/2 BLVD SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	9/18/2018	✓
WORLD OIL MARKETING CO #13	8443	1935 E FLORENCE LOS ANGELES, CA 90001	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	5/24/2019	✓
HUGHES BROS AIRCRAFTERS INC	8451	11010 GARFIELD PL SOUTH GATE, CA 90280	TS-77 Toxics: Lead Stationary Sources	5/23/2018	✓
PRUDENTIAL OVERALL SUPPLY CO	8560	6920 BANDINI BLVD COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	5/4/2017	✓
GLOBE IRON FOUNDRY INC	8927	5649 E RANDOLPH ST COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	4/18/2018	
R. A. REED ELECTRIC CO	9877	5503 S BOYLE AVE LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	10/4/2018	✓
ROSA BROS ROOFING CO	10916	2004 E 88TH ST LOS ANGELES, CA 90002	TS-09 Non-inspection: Potential Inactivations (From TS 10)	4/24/2018	
PACIFIC ALLOY CASTINGS INC	11298	5900-10 E FIRESTONE BLVD SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	10/18/2019	✓
LITTLEJOHN-REULAND CORP	11433	4575 PACIFIC BLVD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	10/22/2019	
PQ CORPORATION	11435	8401 QUARTZ AVE SOUTH GATE, CA 90280	TS-02 Cycle II RECLAIM/Title V Facility	2/23/2017	✓
PQ CORPORATION	11435	8401 QUARTZ AVE SOUTH GATE, CA 90280	TS-02 Cycle II RECLAIM/Title V Facility	4/5/2018	
PQ CORPORATION	11435	8401 QUARTZ AVE SOUTH GATE, CA 90280	TS-02 Cycle II RECLAIM/Title V Facility	7/11/2019	✓
JACK ENGLE & CO	11860	8440 S ALAMEDA ST LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	3/7/2018	✓
ALL AMERICAN MANUFACTURING CO	11997	2201 E 51ST ST LOS ANGELES, CA 90058	TS-75 Toxics: Chrome Plating	3/16/2017	

ALL AMERICAN MANUFACTURING CO	11997	2201 E 51ST ST LOS ANGELES, CA 90058	TS-75 Toxics: Chrome Plating	6/26/2017	
ALL AMERICAN MANUFACTURING CO	11997	2201 E 51ST ST LOS ANGELES, CA 90058	TS-75 Toxics: Chrome Plating	5/17/2018	
ALL AMERICAN MANUFACTURING CO	11997	2201 E 51ST ST LOS ANGELES, CA 90058	TS-75 Toxics: Chrome Plating	3/29/2019	
ALL AMERICAN MANUFACTURING CO	11997	2201 E 51ST ST LOS ANGELES, CA 90058	TS-75 Toxics: Chrome Plating	9/10/2019	
ALL AMERICAN MANUFACTURING CO	11997	2201 E 51ST ST LOS ANGELES, CA 90058	TS-75 Toxics: Chrome Plating	2/27/2020	
ARMSTRONG FLOORING INC	12155	5037 PATATA ST SOUTH GATE, CA 90280	TS-01 Cycle I RECLAIM/Title V Facility	3/29/2017	
ARMSTRONG FLOORING INC	12155	5037 PATATA ST SOUTH GATE, CA 90280	TS-01 Cycle I RECLAIM/Title V Facility	2/15/2018	✓
ARMSTRONG FLOORING INC	12155	5037 PATATA ST SOUTH GATE, CA 90280	TS-01 Cycle I RECLAIM/Title V Facility	3/7/2019	✓
ARMSTRONG FLOORING INC	12155	5037 PATATA ST SOUTH GATE, CA 90280	TS-01 Cycle I RECLAIM/Title V Facility	2/13/2020	✓
COAST PACKING CO	13126	3275 E VERNON AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	3/13/2019	
L. M. SCOFIELD CO	14182	6533 BANDINI BLVD LOS ANGELES, CA 90040	TS-12 Industrial Sources - Out of Business and Change of Ownership	3/5/2019	
VERNON PUBLIC UTILITIES	14502	4990 SEVILLE AVE VERNON, CA 90058	TS-02 Cycle II RECLAIM/Title V Facility	8/16/2017	
VERNON PUBLIC UTILITIES	14502	4990 SEVILLE AVE VERNON, CA 90058	TS-02 Cycle II RECLAIM/Title V Facility	10/4/2019	✓
CERTIFIED SANDBLASTING CORP	15786	2438 E 58TH ST LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	12/28/2017	
KAISER ALUMINUM FABRICATED PRODUCTS, LLC	16338	6250 E BANDINI BLVD LOS ANGELES, CA 90040	TS-01 Cycle I RECLAIM/Title V Facility	2/15/2017	✓
KAISER ALUMINUM FABRICATED PRODUCTS, LLC	16338	6250 E BANDINI BLVD LOS ANGELES, CA 90040	TS-01 Cycle I RECLAIM/Title V Facility	1/23/2018	✓
KAISER ALUMINUM FABRICATED PRODUCTS, LLC	16338	6250 E BANDINI BLVD LOS ANGELES, CA 90040	TS-01 Cycle I RECLAIM/Title V Facility	1/23/2019	✓

KAISER ALUMINUM FABRICATED PRODUCTS, LLC	16338	6250 E BANDINI BLVD LOS ANGELES, CA 90040	TS-01 Cycle I RECLAIM/Title V Facility	3/5/2020	✓
SHULTZ STEEL CO	16639	5321 FIRESTONE BLVD SOUTH GATE, CA 90280	TS-01 Cycle I RECLAIM/Title V Facility	4/6/2017	✓
SHULTZ STEEL CO	16639	5321 FIRESTONE BLVD SOUTH GATE, CA 90280	TS-01 Cycle I RECLAIM/Title V Facility	1/26/2018	✓
SHULTZ STEEL CO	16639	5321 FIRESTONE BLVD SOUTH GATE, CA 90280	TS-01 Cycle I RECLAIM/Title V Facility	2/28/2019	
SHULTZ STEEL CO	16639	5321 FIRESTONE BLVD SOUTH GATE, CA 90280	TS-01 Cycle I RECLAIM/Title V Facility	6/13/2019	✓
SHULTZ STEEL CO	16639	5321 FIRESTONE BLVD SOUTH GATE, CA 90280	TS-01 Cycle I RECLAIM/Title V Facility	8/3/2020	✓
ART CHROME BODY SHOP	16787	12111 INDUSTRIAL AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	11/26/2019	
AMVAC CHEMICAL CORP	16865	4100 E WASHINGTON BLVD LOS ANGELES, CA 90023	TS-56 Toxics: Toxic Stationary Source	1/26/2018	
CLOUGHERTY PACKING LLC/HORMEL FOODS CORP	16978	3049 E VERNON AVE VERNON, CA 90058	TS-04 Cycle II RECLAIM/Non-Title V Facility	4/18/2017	
CLOUGHERTY PACKING LLC/HORMEL FOODS CORP	16978	3049 E VERNON AVE VERNON, CA 90058	TS-04 Cycle II RECLAIM/Non-Title V Facility	3/16/2018	✓
GEN CARBON CO	18219	7542 MAIE AVE LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	4/20/2018	
CHRISTENSEN PLATING WKS INC	18460	2455 E 52ND ST VERNON, CA 90058	TS-75 Toxics: Chrome Plating	2/24/2017	
CHRISTENSEN PLATING WKS INC	18460	2455 E 52ND ST VERNON, CA 90058	TS-75 Toxics: Chrome Plating	5/11/2017	
CHRISTENSEN PLATING WKS INC	18460	2455 E 52ND ST VERNON, CA 90058	TS-75 Toxics: Chrome Plating	9/5/2017	
CHRISTENSEN PLATING WKS INC	18460	2455 E 52ND ST VERNON, CA 90058	TS-75 Toxics: Chrome Plating	12/13/2017	
CHRISTENSEN PLATING WKS INC	18460	2455 E 52ND ST VERNON, CA 90058	TS-75 Toxics: Chrome Plating	2/21/2018	
CHRISTENSEN PLATING WKS INC	18460	2455 E 52ND ST VERNON, CA 90058	TS-75 Toxics: Chrome Plating	6/20/2018	
CHRISTENSEN PLATING WKS INC	18460	2455 E 52ND ST VERNON, CA 90058	TS-75 Toxics: Chrome Plating	11/7/2018	
CHRISTENSEN PLATING WKS INC	18460	2455 E 52ND ST VERNON, CA 90058	TS-75 Toxics: Chrome Plating	2/21/2019	
CHRISTENSEN PLATING WKS INC	18460	2455 E 52ND ST VERNON, CA 90058	TS-75 Toxics: Chrome Plating	2/18/2020	

EPPINK OF CALIFORNIA	19194	11900 CENTER ST SOUTH GATE, CA 90280	TS-05 Title V (only) Facility	5/3/2017	✓
EPPINK OF CALIFORNIA	19194	11900 CENTER ST SOUTH GATE, CA 90280	TS-05 Title V (only) Facility	4/25/2018	✓
EPPINK OF CALIFORNIA	19194	11900 CENTER ST SOUTH GATE, CA 90280	TS-05 Title V (only) Facility	4/11/2019	✓
EPPINK OF CALIFORNIA	19194	11900 CENTER ST SOUTH GATE, CA 90280	TS-05 Title V (only) Facility	5/6/2020	
ASTRO ALUMINUM TREATING CO INC	19305	11040 PALMER AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	5/18/2017	✓
COVERT IRON WORKS	19463	7821 S OTIS AVE HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	12/14/2018	
AJAX FORGE CO	19515	1956-60 E 48TH ST LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	5/25/2017	✓
AJAX FORGE CO	19515	1956-60 E 48TH ST LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	11/6/2019	✓
RECONSERVE OF CALIFORNIA-LOS ANGELES INC	20203	9112 GRAHAM AVE LOS ANGELES, CA 90002	TS-04 Cycle II RECLAIM/Non-Title V Facility	7/12/2017	
RECONSERVE OF CALIFORNIA-LOS ANGELES INC	20203	9112 GRAHAM AVE LOS ANGELES, CA 90002	TS-04 Cycle II RECLAIM/Non-Title V Facility	4/3/2018	✓
RECONSERVE OF CALIFORNIA-LOS ANGELES INC	20203	9112 GRAHAM AVE LOS ANGELES, CA 90002	TS-04 Cycle II RECLAIM/Non-Title V Facility	8/16/2019	
METAL SURFACES INTERNATIONAL, LLC	20280	6048-60 SHULL ST BELL GARDENS, CA 90201	TS-75 Toxics: Chrome Plating	4/4/2017	
METAL SURFACES INTERNATIONAL, LLC	20280	6048-60 SHULL ST BELL GARDENS, CA 90201	TS-75 Toxics: Chrome Plating	3/1/2018	✓
METAL SURFACES INTERNATIONAL, LLC	20280	6048-60 SHULL ST BELL GARDENS, CA 90201	TS-75 Toxics: Chrome Plating	3/13/2019	
METAL SURFACES INTERNATIONAL, LLC	20280	6048-60 SHULL ST BELL GARDENS, CA 90201	TS-75 Toxics: Chrome Plating	3/12/2020	✓
CALSTRIP STEEL CORP	20725	7140 BANDINI BLVD LOS ANGELES, CA 90040	TS-12 Industrial Sources - Out of Business and Change of Ownership	4/30/2020	
AIRCRAFT X-RAY LABS INC	21321	2627 E 53RD ST HUNTINGTON PARK, CA 90255	TS-75 Toxics: Chrome Plating	3/31/2017	
AIRCRAFT X-RAY LABS INC	21321	2627 E 53RD ST HUNTINGTON PARK, CA 90255	TS-75 Toxics: Chrome Plating	6/16/2017	
AIRCRAFT X-RAY LABS INC	21321	2627 E 53RD ST HUNTINGTON PARK, CA 90255	TS-75 Toxics: Chrome Plating	9/25/2017	

AIRCRAFT X-RAY LABS INC	21321	2627 E 53RD ST HUNTINGTON PARK, CA 90255	TS-75 Toxics: Chrome Plating	3/11/2019	
GENERAL MILLS INC	22196	4309 FRUITLAND AVE LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	9/18/2018	
DOMAR PRECISION INC	23594	5250 E SOUTHERN AVE SOUTH GATE, CA 90280	TS-75 Toxics: Chrome Plating	3/23/2017	
DOMAR PRECISION INC	23594	5250 E SOUTHERN AVE SOUTH GATE, CA 90280	TS-75 Toxics: Chrome Plating	6/23/2017	
DOMAR PRECISION INC	23594	5250 E SOUTHERN AVE SOUTH GATE, CA 90280	TS-75 Toxics: Chrome Plating	10/17/2017	
DOMAR PRECISION INC	23594	5250 E SOUTHERN AVE SOUTH GATE, CA 90280	TS-75 Toxics: Chrome Plating	12/14/2017	
DOMAR PRECISION INC	23594	5250 E SOUTHERN AVE SOUTH GATE, CA 90280	TS-75 Toxics: Chrome Plating	3/6/2018	
DOMAR PRECISION INC	23594	5250 E SOUTHERN AVE SOUTH GATE, CA 90280	TS-75 Toxics: Chrome Plating	6/5/2018	
DOMAR PRECISION INC	23594	5250 E SOUTHERN AVE SOUTH GATE, CA 90280	TS-75 Toxics: Chrome Plating	3/25/2019	
SERVICE PLATING CO INC	24240	1855 E 62ND ST LOS ANGELES, CA 90001	TS-75 Toxics: Chrome Plating	3/22/2017	
SERVICE PLATING CO INC	24240	1855 E 62ND ST LOS ANGELES, CA 90001	TS-75 Toxics: Chrome Plating	6/27/2017	
SERVICE PLATING CO INC	24240	1855 E 62ND ST LOS ANGELES, CA 90001	TS-75 Toxics: Chrome Plating	9/29/2017	
SERVICE PLATING CO INC	24240	1855 E 62ND ST LOS ANGELES, CA 90001	TS-75 Toxics: Chrome Plating	2/2/2018	✓
SERVICE PLATING CO INC	24240	1855 E 62ND ST LOS ANGELES, CA 90001	TS-75 Toxics: Chrome Plating	3/18/2019	
LOS ANGELES GALVANIZING CO	24976	2524 E 52ND ST HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	5/31/2017	✓
FABRI-COTE, DIV A & S GLASS FABRICS CO IN	25501	718 & 724 E 60TH ST LOS ANGELES, CA 90001	TS-05 Title V (only) Facility	4/13/2017	
FABRI-COTE, DIV A & S GLASS FABRICS CO IN	25501	718 & 724 E 60TH ST LOS ANGELES, CA 90001	TS-05 Title V (only) Facility	8/2/2017	✓
FABRI-COTE, DIV A & S GLASS FABRICS CO IN	25501	718 & 724 E 60TH ST LOS ANGELES, CA 90001	TS-05 Title V (only) Facility	4/12/2018	
FABRI-COTE, DIV A & S GLASS FABRICS CO IN	25501	718 & 724 E 60TH ST LOS ANGELES, CA 90001	TS-05 Title V (only) Facility	7/2/2019	
SEVEN-UP/ROYAL CROWN BOTTLING CO OF SOCA	25786	3220 E 26TH ST. LOS ANGELES, CA 90023	TS-11 Industrial: Sector-based Inspections	9/6/2018	✓

WORLD OIL CO #2	34016	1101 E FLORENCE AVE LOS ANGELES, CA 90001	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	4/19/2019	
UNIVERSAL MOLDING CO.	35565	10840 DRURY LN LYNWOOD, CA 90262	TS-11 Industrial: Sector-based Inspections	9/12/2018	✓
BMK INC	36083	7101 E SLAUSON AVE COMMERCE, CA 90040	TS-12 Industrial Sources - Out of Business and Change of Ownership	7/23/2020	
COMMERCE REFUSE TO ENERGY FACILITY	37336	5926 SHEILA ST COMMERCE, CA 90040	TS-56 Toxics: Toxic Stationary Source	8/25/2017	
COMMERCE REFUSE TO ENERGY FACILITY	37336	5926 SHEILA ST COMMERCE, CA 90040	TS-56 Toxics: Toxic Stationary Source	8/3/2018	
COMMERCE REFUSE TO ENERGY FACILITY	37336	5926 SHEILA ST COMMERCE, CA 90040	TS-56 Toxics: Toxic Stationary Source	8/13/2019	
EXXONMOBIL DLR, MAL HUI LEE	39245	1502 E FIRESTONE BLVD LOS ANGELES, CA 90001	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	5/9/2019	✓
WEBB'S AUTO & TRUCK SERVICE, R. WEBB	40674	6357 S EASTERN AVE BELL GARDENS, CA 90201	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	11/8/2018	✓
GREEN'S CLEANERS	42821	4600 FIRESTONE BLVD SOUTH GATE, CA 90280	TS-09 Non-inspection: Potential Inactivations (From TS 10)	5/20/2019	
I T L INC	45329	8330 ATLANTIC AVE CUDAHY, CA 90201	TS-09 Non-inspection: Potential Inactivations (From TS 10)	11/15/2017	✓
PABCO BLDG PRODUCTS LLC,PABCO PAPER, DBA	45746	4460 PACIFIC BLVD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	6/1/2017	
PABCO BLDG PRODUCTS LLC,PABCO PAPER, DBA	45746	4460 PACIFIC BLVD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	6/1/2017	✓
PABCO BLDG PRODUCTS LLC,PABCO PAPER, DBA	45746	4460 PACIFIC BLVD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	8/9/2018	✓
PABCO BLDG PRODUCTS LLC,PABCO PAPER, DBA	45746	4460 PACIFIC BLVD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	9/17/2019	
D&D DISPOSAL INC,WEST COAST RENDERING CO	50098	4105 BANDINI BLVD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	5/24/2017	
D&D DISPOSAL INC,WEST COAST RENDERING CO	50098	4105 BANDINI BLVD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	2/13/2018	✓
D&D DISPOSAL INC,WEST COAST RENDERING CO	50098	4105 BANDINI BLVD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	1/24/2019	✓
D&D DISPOSAL INC,WEST COAST RENDERING CO	50098	4105 BANDINI BLVD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	3/15/2019	✓

D&D DISPOSAL INC, WEST COAST RENDERING CO	50098	4105 BANDINI BLVD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	4/23/2019	✓
D&D DISPOSAL INC, WEST COAST RENDERING CO	50098	4105 BANDINI BLVD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	6/19/2019	✓
D&D DISPOSAL INC, WEST COAST RENDERING CO	50098	4105 BANDINI BLVD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	6/21/2019	✓
D&D DISPOSAL INC, WEST COAST RENDERING CO	50098	4105 BANDINI BLVD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	6/25/2019	✓
D&D DISPOSAL INC, WEST COAST RENDERING CO	50098	4105 BANDINI BLVD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	10/8/2019	✓
D&D DISPOSAL INC, WEST COAST RENDERING CO	50098	4105 BANDINI BLVD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	3/3/2020	✓
GEHR IND, CENTURY WIRE & CABLE DIV	51952	7400 E SLAUSON COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	10/17/2019	
DOLPHIN ENGINEERING	53963	1842 E 41ST PL LOS ANGELES, CA 90058	TS-75 Toxics: Chrome Plating	5/18/2017	
DOLPHIN ENGINEERING	53963	1842 E 41ST PL LOS ANGELES, CA 90058	TS-75 Toxics: Chrome Plating	9/5/2017	
DOLPHIN ENGINEERING	53963	1842 E 41ST PL LOS ANGELES, CA 90058	TS-75 Toxics: Chrome Plating	12/1/2017	
DOLPHIN ENGINEERING	53963	1842 E 41ST PL LOS ANGELES, CA 90058	TS-75 Toxics: Chrome Plating	3/27/2018	
DOLPHIN ENGINEERING	53963	1842 E 41ST PL LOS ANGELES, CA 90058	TS-75 Toxics: Chrome Plating	6/6/2018	
J & J SNACK FOODS CORP	57226	5353 DOWNEY RD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	10/22/2019	✓
CHAMPION PRODUCTS, INC	60863	5424 E SLAUSON AVE COMMERCE, CA 90040	TS-12 Industrial Sources - Out of Business and Change of Ownership	7/23/2020	
LUBRICATING SPECIALTIES CO	61840	3365 E SLAUSON AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	9/4/2018	
THE NEWARK GROUP, INC.	62548	6001 S EASTERN AVE COMMERCE, CA 90040	TS-02 Cycle II RECLAIM/Title V Facility	3/10/2017	
THE NEWARK GROUP, INC.	62548	6001 S EASTERN AVE COMMERCE, CA 90040	TS-02 Cycle II RECLAIM/Title V Facility	3/22/2017	
THE NEWARK GROUP, INC.	62548	6001 S EASTERN AVE COMMERCE, CA 90040	TS-02 Cycle II RECLAIM/Title V Facility	8/29/2018	

THE NEWARK GROUP, INC.	62548	6001 S EASTERN AVE COMMERCE, CA 90040	TS-02 Cycle II RECLAIM/Title V Facility	8/2/2019	✓
CALIFORNIA PORTLAND CEMENT CO.	62655	2026 E 27TH ST VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	3/29/2018	
DARLING INGREDIENTS INC.	63180	2626 E 25TH ST LOS ANGELES, CA 90058	TS-04 Cycle II RECLAIM/Non-Title V Facility	5/23/2017	
DARLING INGREDIENTS INC.	63180	2626 E 25TH ST LOS ANGELES, CA 90058	TS-04 Cycle II RECLAIM/Non-Title V Facility	2/8/2018	
DARLING INGREDIENTS INC.	63180	2626 E 25TH ST LOS ANGELES, CA 90058	TS-04 Cycle II RECLAIM/Non-Title V Facility	10/4/2018	
DARLING INGREDIENTS INC.	63180	2626 E 25TH ST LOS ANGELES, CA 90058	TS-04 Cycle II RECLAIM/Non-Title V Facility	2/27/2019	
DARLING INGREDIENTS INC.	63180	2626 E 25TH ST LOS ANGELES, CA 90058	TS-04 Cycle II RECLAIM/Non-Title V Facility	7/23/2019	✓
DARLING INGREDIENTS INC.	63180	2626 E 25TH ST LOS ANGELES, CA 90058	TS-04 Cycle II RECLAIM/Non-Title V Facility	1/30/2020	✓
DARLING INGREDIENTS INC.	63180	2626 E 25TH ST LOS ANGELES, CA 90058	TS-04 Cycle II RECLAIM/Non-Title V Facility	2/28/2020	
BEST-4-LESS AUTO BODY,CARLOS BRISENO DB	63333	2017 E FIRESTONE BLVD LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	8/8/2019	✓
STA-BRITE ANO	63528	1237 E FLORENCE AVE LOS ANGELES, CA 90001	TS-74 Toxics: Non-chrome Plating	10/31/2019	
LEND LEASE TRUCKS INC.	63683	5733 SHEILA ST COMMERCE, CA 90040	TS-12 Industrial Sources - Out of Business and Change of Ownership	7/23/2020	
KING MEAT INC	63886	4215 EXCHANGE AVE VERNON, CA 90058	TS-12 Industrial Sources - Out of Business and Change of Ownership	7/11/2017	
C & C AUTO BODY SHOP	70031	4480 E WASHINGTON BLVD COMMERCE, CA 90040	TS-12 Industrial Sources - Out of Business and Change of Ownership	6/19/2020	
LA CO., FIRE STA #27	70446	6031 RICKENBACKER RD COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	6/7/2017	✓
CERTIFIED STEEL TREATING CORP.	70794	2454 E 58TH ST LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	12/28/2017	
P. KAY METAL , INC.	72937	2448 E 25TH ST LOS ANGELES, CA 90058	TS-77 Toxics: Lead Stationary Sources	11/22/2017	✓
P. KAY METAL , INC.	72937	2448 E 25TH ST LOS ANGELES, CA 90058	TS-77 Toxics: Lead Stationary Sources	1/24/2018	
P. KAY METAL , INC.	72937	2448 E 25TH ST LOS ANGELES, CA 90058	TS-77 Toxics: Lead Stationary Sources	5/22/2018	

BUILDING #69, TRAMMELL CROW CO ETAL	73107	5801 E SLAUSON AVE COMMERCE, CA 90040	TS-12 Industrial Sources - Out of Business and Change of Ownership	7/23/2020	
ENGINEERED POLYMER SOLUTIONS INC	74060	5501 E SLAUSON AVE LOS ANGELES, CA 90040	TS-11 Industrial: Sector-based Inspections	3/29/2017	
ENGINEERED POLYMER SOLUTIONS INC	74060	5501 E SLAUSON AVE LOS ANGELES, CA 90040	TS-11 Industrial: Sector-based Inspections	4/27/2018	
ENGINEERED POLYMER SOLUTIONS INC	74060	5501 E SLAUSON AVE LOS ANGELES, CA 90040	TS-11 Industrial: Sector-based Inspections	8/28/2019	
ENGINEERED POLYMER SOLUTIONS INC	74060	5501 E SLAUSON AVE LOS ANGELES, CA 90040	TS-11 Industrial: Sector-based Inspections	6/9/2020	
ASSOCIATED READY MIXED CONCRETE INC	75513	2730 E WASHINGTON BLVD LOS ANGELES, CA 90023	TS-11 Industrial: Sector-based Inspections	3/23/2018	✓
ASSOCIATED READY MIXED CONCRETE INC	75513	2730 E WASHINGTON BLVD LOS ANGELES, CA 90023	TS-11 Industrial: Sector-based Inspections	5/9/2019	
DAVID H. FELL & CO INC	77891	6009 BANDINI BLVD COMMERCE, CA 90040	TS-56 Toxics: Toxic Stationary Source	11/16/2017	
SOUTHLAND BOX CO	82674	4955 MAYWOOD AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	12/7/2018	
ANDRE COLLECTION CORP	84457	4955 EVERETT CT VERNON, CA 90058	TS-12 Industrial Sources - Out of Business and Change of Ownership	3/1/2017	
AMVAC CHEMICAL CORP, UNIT NO.03	85084	4100 E WASHINGTON BLVD LOS ANGELES, CA 90023	TS-56 Toxics: Toxic Stationary Source	1/26/2018	
DESIGNER IMPORTS INTERNATIONAL INC	85228	6931 STANFORD AVE LOS ANGELES, CA 90001	TS-12 Industrial Sources - Out of Business and Change of Ownership	3/31/2020	
OLD COUNTRY MILLWORK INC	89248	1212 E 58TH PL LOS ANGELES, CA 90001	TS-02 Cycle II RECLAIM/Title V Facility	2/23/2017	
OLD COUNTRY MILLWORK INC	89248	1212 E 58TH PL LOS ANGELES, CA 90001	TS-02 Cycle II RECLAIM/Title V Facility	8/23/2017	✓
OLD COUNTRY MILLWORK INC	89248	1212 E 58TH PL LOS ANGELES, CA 90001	TS-02 Cycle II RECLAIM/Title V Facility	8/8/2018	
OLD COUNTRY MILLWORK INC	89248	1212 E 58TH PL LOS ANGELES, CA 90001	TS-02 Cycle II RECLAIM/Title V Facility	9/20/2019	

G & M MATTRESS & FOAM CORP	91201	5401 E SLAUSON AVE COMMERCE, CA 90040	TS-12 Industrial Sources - Out of Business and Change of Ownership	7/23/2020	
MOBIL DLR, AMIR BARHOMA	91211	9859 ATLANTIC AVE SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	6/16/2017	✓
MOBIL DLR, AMIR BARHOMA	91211	9859 ATLANTIC AVE SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	11/13/2019	✓
ALLEN'S BODY SHOP, ABBAS & GLORIA SHAMS	95621	7535 SCOUT AVE BELL GARDENS, CA 90201	TS-11 Industrial: Sector-based Inspections	1/29/2019	✓
ROBERTSON'S READY MIX	98580	3365 E 26TH ST LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	2/15/2018	
ROBERTSON'S READY MIX	98580	3365 E 26TH ST LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	3/23/2018	
CENTURY CLEANERS	100232	6112 RITA AVE HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	5/20/2019	✓
L A COUNTY, SHERIFF'S OFFICE P.S.T.B.	103021	4900 S EASTERN NAVE COMMERCE, CA 90040	TS-09 Non-inspection: Potential Inactivations (From TS 10)	1/15/2019	
TEJAL CLEANERS	106920	4429 E SLAUSON AVE MAYWOOD, CA 90270	TS-11 Industrial: Sector-based Inspections	11/8/2019	
VALLES AUTO PAINTING & BODY REP,R. VALLE	107032	8226 ATLANTIC AVE CUDAHY, CA 90201	TS-11 Industrial: Sector-based Inspections	8/30/2019	
LOS ANGELES FIBER COMPANY	107322	4920 BOYLE AVE LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	11/14/2019	✓
WEBB'S CHEVRON/WEBB'S AUTO & TRUCK SERVI	107668	5703 GAGE AVE BELL GARDENS, CA 90201	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	11/2/2018	✓
MULBERRY CORP, KINGSWOOD OFFICE FURN,DBA	108502	7911 BEACH ST LOS ANGELES, CA 90001	TS-12 Industrial Sources - Out of Business and Change of Ownership	6/28/2018	
BURLINGTON NORTHERN/SANTA FE RAILWAY CO	109461	6300 E SHEILA ST COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	4/19/2017	✓
VALLEY PLATING WORKS INC	109562	5900 SHEILA ST COMMERCE, CA 90040	TS-75 Toxics: Chrome Plating	4/4/2017	
VALLEY PLATING WORKS INC	109562	5900 SHEILA ST COMMERCE, CA 90040	TS-75 Toxics: Chrome Plating	4/27/2017	
VALLEY PLATING WORKS INC	109562	5900 SHEILA ST COMMERCE, CA 90040	TS-75 Toxics: Chrome Plating	3/6/2019	✓

CARDLOCK FUELS	109678	5415 SANTA FE AVE VERNON, CA 90058	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	6/19/2018	
R.J. ACQUISITION CORP, THE AD ART CO	110534	3260 E 26TH ST VERNON , CA 90023	TS-11 Industrial: Sector-based Inspections	5/15/2019	
NP COGEN INC	112853	5605 E 61ST ST LOS ANGELES, CA 90040	TS-02 Cycle II RECLAIM/Title V Facility	3/10/2017	✓
NP COGEN INC	112853	5605 E 61ST ST LOS ANGELES, CA 90040	TS-02 Cycle II RECLAIM/Title V Facility	8/29/2018	
NP COGEN INC	112853	5605 E 61ST ST LOS ANGELES, CA 90040	TS-02 Cycle II RECLAIM/Title V Facility	8/2/2019	
BUMPER BOYZ LLC	113227	2435 E 54TH ST LOS ANGELES, CA 90058	TS-74 Toxics: Non-chrome Plating	9/1/2017	
BUMPER BOYZ LLC	113227	2435 E 54TH ST LOS ANGELES, CA 90058	TS-74 Toxics: Non-chrome Plating	2/6/2019	
STRATEGIC MATERIALS INC	113383	7000 BANDINI BLVD COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	2/1/2017	✓
STRATEGIC MATERIALS INC	113383	7000 BANDINI BLVD COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	3/30/2018	✓
SANI DIP CLEANERS	113838	6401 S SANTA FE AVE HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	5/20/2019	✓
CITY OF VERNON-FIRE STATION NO. 1	114958	3375 FRUITLAND AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	2/27/2019	
GWS WHOLESALE NURSERY	115330	5423 FIRESTONE BLVD SOUTH GATE, CA 90280	TS-54 Toxics: Composting Facilities	9/12/2017	
HEE-MANG INC, MOBIL MART, DBA	115985	13745 PARAMOUNT BLVD SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	9/6/2018	✓
AMERIPRIDE UNIFORM SERVICES	116001	5950 ALCOA AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	1/18/2019	
EQUILON DLR, HUSSEIN SHELL, K HUSSEIN	116703	1511 E FLORENCE AVE LOS ANGELES, CA 90001	TS-12 Industrial Sources - Out of Business and Change of Ownership	3/31/2020	
SMART & FINAL	116853	5500 SHEILA ST. COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	1/2/2019	
BOWMAN FIELD, INC , CHROME NICKL PLATING	118602	2820 E MARTIN L KING JR BLVD LYNWOOD, CA 90262	TS-75 Toxics: Chrome Plating	3/29/2017	
BOWMAN FIELD, INC , CHROME NICKL PLATING	118602	2820 E MARTIN L KING JR BLVD LYNWOOD, CA 90262	TS-75 Toxics: Chrome Plating	6/15/2017	✓
BOWMAN FIELD, INC , CHROME NICKL PLATING	118602	2820 E MARTIN L KING JR BLVD LYNWOOD, CA 90262	TS-75 Toxics: Chrome Plating	2/16/2018	

BOWMAN FIELD, INC , CHROME NICKL PLATING	118602	2820 E MARTIN L KING JR BLVD LYNWOOD, CA 90262	TS-75 Toxics: Chrome Plating	2/12/2019	✓
BOWMAN FIELD, INC , CHROME NICKL PLATING	118602	2820 E MARTIN L KING JR BLVD LYNWOOD, CA 90262	TS-75 Toxics: Chrome Plating	3/4/2020	✓
VERNON FUEL DIS INC	118622	4321 S ALAMEDA ST LOS ANGELES, CA 90058	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	9/26/2017	
VERNON FUEL DIS INC	118622	4321 S ALAMEDA ST LOS ANGELES, CA 90058	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	5/24/2019	
MAYWOOD SHELL, MAROUN BOUTROS	118986	5645 S ATLANTIC BLVD MAYWOOD, CA 90270	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	10/13/2017	
WEST COAST METAL FINISHING	119682	5722 BANDERA ST VERNON, CA 90058	TS-74 Toxics: Non-chrome Plating	4/4/2018	✓
SQUARE H BRANDS INC	121017	2731 S SOTO ST LOS ANGELES, CA 90023	TS-11 Industrial: Sector-based Inspections	10/4/2019	✓
PACKAGING CORPORATION OF AMERICA	121459	4240 BANDINI BLVD LOS ANGELES, CA 90023	TS-11 Industrial: Sector-based Inspections	9/20/2018	
SEALS INVESTMENT INC	121476	8119 BEACH LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	9/26/2018	
PELAEZ BODY SHOP, JOSE JAVIER PELAEZ	122565	1855 E GAGE AVE LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	8/8/2019	✓
A'S MATCH DYEING & FINISHING	122666	2522 E 37TH ST VERNON, CA 90058	TS-04 Cycle II RECLAIM/Non-Title V Facility	5/24/2017	
A'S MATCH DYEING & FINISHING	122666	2522 E 37TH ST VERNON, CA 90058	TS-04 Cycle II RECLAIM/Non-Title V Facility	8/23/2018	
A'S MATCH DYEING & FINISHING	122666	2522 E 37TH ST VERNON, CA 90058	TS-04 Cycle II RECLAIM/Non-Title V Facility	6/5/2019	
A'S MATCH DYEING & FINISHING	122666	2522 E 37TH ST VERNON, CA 90058	TS-04 Cycle II RECLAIM/Non-Title V Facility	8/29/2019	
A'S MATCH DYEING & FINISHING	122666	2522 E 37TH ST VERNON, CA 90058	TS-04 Cycle II RECLAIM/Non-Title V Facility	8/29/2019	
A & B SANDBLAST CO	123245	2447 E 54TH ST LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	2/22/2019	✓
PACER DISTRIBUTION SERVICES	124442	9350 RAYO SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	11/26/2019	
EXIDE TECHNOLOGIES	124805	5909 E RANDOLPH ST COMMERCE, CA 90040	TS-77 Toxics: Lead Stationary Sources	9/19/2018	✓
EXIDE TECHNOLOGIES	124805	5909 E RANDOLPH ST COMMERCE, CA 90040	TS-77 Toxics: Lead Stationary Sources	4/30/2019	

EXIDE TECHNOLOGIES	124805	5909 E RANDOLPH ST COMMERCE, CA 90040	TS-77 Toxics: Lead Stationary Sources	12/19/2019	
EXIDE TECHNOLOGIES, LLC	124838	2700 S INDIANA ST VERNON, CA 90058	TS-77 Toxics: Lead Stationary Sources	1/12/2017	
EXIDE TECHNOLOGIES, LLC	124838	2700 S INDIANA ST VERNON, CA 90058	TS-77 Toxics: Lead Stationary Sources	3/24/2017	
EXIDE TECHNOLOGIES, LLC	124838	2700 S INDIANA ST VERNON, CA 90058	TS-77 Toxics: Lead Stationary Sources	12/12/2017	
EXIDE TECHNOLOGIES, LLC	124838	2700 S INDIANA ST VERNON, CA 90058	TS-77 Toxics: Lead Stationary Sources	2/15/2018	
EXIDE TECHNOLOGIES, LLC	124838	2700 S INDIANA ST VERNON, CA 90058	TS-77 Toxics: Lead Stationary Sources	9/27/2018	
EXIDE TECHNOLOGIES, LLC	124838	2700 S INDIANA ST VERNON, CA 90058	TS-77 Toxics: Lead Stationary Sources	11/1/2018	
EXIDE TECHNOLOGIES, LLC	124838	2700 S INDIANA ST VERNON, CA 90058	TS-77 Toxics: Lead Stationary Sources	8/8/2019	
EXIDE TECHNOLOGIES, LLC	124838	2700 S INDIANA ST VERNON, CA 90058	TS-77 Toxics: Lead Stationary Sources	5/27/2020	
U S RADIATOR CORPORATION	125641	4423 E DISTRICT BLVD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	11/8/2019	
FOUNDRY WORKS	125830	7607 1/2 RAMISH ST BELL GARDENS, CA 90201	TS-11 Industrial: Sector-based Inspections	5/10/2018	✓
STERIGENICS US, INC.	126191	4801-63 E 50TH ST LOS ANGELES, CA 90058	TS-55 Toxics: ETO Commercial Sterilizers	5/31/2018	
STERIGENICS US, INC.	126191	4801-63 E 50TH ST LOS ANGELES, CA 90058	TS-55 Toxics: ETO Commercial Sterilizers	2/28/2019	
STERIGENICS US, INC.	126197	4900 S GIFFORD AVE LOS ANGELES, CA 90058	TS-55 Toxics: ETO Commercial Sterilizers	5/30/2018	
STERIGENICS US, INC.	126197	4900 S GIFFORD AVE LOS ANGELES, CA 90058	TS-55 Toxics: ETO Commercial Sterilizers	2/28/2019	
NATIONAL READY MIXED CONCRETE CO, DBA	128591	4988 E FIRESTONE BLVD SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	2/15/2018	
COMMERCE PETRO FUEL, LLC, R&L SARABI,DBA	129550	2445 RALPH LIEBERMAN COMMERCE, CA 90040	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	5/3/2019	✓
JEM D INC	130841	4204 TWEEDY BLVD SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	1/4/2018	✓
G&M OIL CO., LLC #116	131152	3250 E FIRESTONE BLVD SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	9/6/2018	✓

G&M OIL CO., LLC #116	131152	3250 E FIRESTONE BLVD SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	2/5/2020	
ESPINOZA'S BODY SHOP	132233	8602 LONG BEACH BLVD SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	9/19/2017	✓
ESPINOZA'S BODY SHOP	132233	8602 LONG BEACH BLVD SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	9/25/2019	
ECOPLAST CORPORATION	132409	815 E 61ST ST LOS ANGELES, CA 90001	TS-12 Industrial Sources - Out of Business and Change of Ownership	4/10/2020	
MEXICO COLLISON CENTER	132960	11011 GARFIELD PL SOUTH GATE, CA 90280	TS-12 Industrial Sources - Out of Business and Change of Ownership	5/16/2017	
A1 DIAMOND TOUCH BODY SHOP	133005	4931 MASON ST SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	8/30/2019	
MONOGRAM AEROSPACE FASTENERS	133358	3423 S GARFIELD AVE LOS ANGELES, CA 90040	TS-74 Toxics: Non-chrome Plating	4/27/2018	✓
MONOGRAM AEROSPACE FASTENERS	133358	3423 S GARFIELD AVE LOS ANGELES, CA 90040	TS-74 Toxics: Non-chrome Plating	7/31/2019	
BODYCOTE THERMAL PROCESSING	133525	2900 S SUNOL DR LOS ANGELES, CA 90023	TS-11 Industrial: Sector-based Inspections	5/15/2019	
IMPERIAL MOTORING, EDDIE ESCOBEDO DBA	134079	5656 RAWLINGS ST SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	11/26/2019	✓
SHUNT ELECTRIC MOTOR CORP	134311	4520 E WASHINGTON BLVD COMMERCE, CA 90040	TS-12 Industrial Sources - Out of Business and Change of Ownership	6/19/2020	
D.N.& E. WALTER & COMPANY INC	134540	4505 BANDINI BLVD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	5/15/2019	
JOHN'S SERVICE STATION/NAHAS	134597	6400 SANTA FE AVE HUNTINGTON PARK, CA 90255	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	5/18/2017	
JOHN'S SERVICE STATION/NAHAS	134597	6400 SANTA FE AVE HUNTINGTON PARK, CA 90255	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	2/19/2020	
ANTCHAU ARCO	134642	8111 S ATLANTIC AVE CUDAHY, CA 90201	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	7/16/2019	✓
SUPERIOR PIPE FABRICATORS	135000	10211 S ALAMEDA ST LOS ANGELES, CA 90002	TS-11 Industrial: Sector-based Inspections	3/8/2018	
J'S BODY SHOP	135598	9534 ATLANTIC AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	8/30/2019	✓

GWS WHOLESALE NURSERY	135790	10120 MILLER WAY SOUTH GATE, CA 90280	TS-54 Toxics: Composting Facilities	8/2/2017	✓
RENE'S WELDING, ISRAEL CAMORLINGA DBA	136105	4939 E FIRESTONE BLVD SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	5/30/2017	✓
PARAMOUNT FITNESS CORP	136307	6450 BANDINI BLVD LOS ANGELES, CA 90040	TS-11 Industrial: Sector-based Inspections	4/30/2020	
CRITERION PRODUCTS INC	136638	4614 E WASHINGTON BLVD LOS ANGELES, CA 90040	TS-12 Industrial Sources - Out of Business and Change of Ownership	6/19/2020	
FIRESTONE SHELL, MAROON BOUTROS DBA	136696	1454 FIRESTONE BLVD LOS ANGELES, CA 90001	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	6/7/2019	
SILVESTRI STUDIO, INC	136943	8003 BEACH ST LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	9/26/2018	
BUDGET RENT A CAR SYS INC #1422	137871	1910 WASHINGTON BLVD LOS ANGELES, CA 90021	TS-11 Industrial: Sector-based Inspections	2/28/2019	
H & M FOUNDRY, INC	138795	5615 LEEDS ST SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	8/23/2018	
A-1 CLASSIC AUTO BODY & PAINT	139313	2758 MARTIN LUTHER KING JR BLVD LYNWOOD, CA 90262	TS-11 Industrial: Sector-based Inspections	12/27/2019	
OSCAR'S SPIRIT, RAMON ROMERO DBA	139633	6320 S HOLMES AVE LOS ANGELES, CA 90001	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	5/9/2019	
BURLINGTON NORTHERN SANTA FE RAILWAY	139770	4940 SHEILA ST COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	4/13/2017	
SOUTH BAY COLLISION & AUTO REPAIR,E BAK	139943	5721 E IMPERIAL HWY SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	8/30/2019	
CCA CORPORATION CENTER LLC	140330	5770 S EASTERN AVE CITY OF COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	1/15/2019	
AMERICAN GRAPHIC BOARD	140777	5880 E SLAUSON AVE COMMERCE, CA 90040	TS-12 Industrial Sources - Out of Business and Change of Ownership	3/29/2017	
AMERICAN GRAPHIC BOARD	140777	5880 E SLAUSON AVE COMMERCE, CA 90040	TS-12 Industrial Sources - Out of Business and Change of Ownership	7/23/2020	
RODRIGUEZ SANDBLASTING	141443	VARIOUS LOCATIONS IN SCAQMD CUDAHY, CA 90201	TS-20 Industrial: Various Locations Equipment	11/16/2017	✓
EURO COFFEE	142008	3360 FRUITLAND AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	2/21/2019	

KELLY'S CUSTOM PAINT & BODY	142685	4427 FIRESTONE BLVD #B SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	5/12/2017	✓
NEW CINGULAR WIRELESS PCS, AT&T MOBILITY	143268	6045 E SLAUSON AVE LOS ANGELES, CA 90040	TS-12 Industrial Sources - Out of Business and Change of Ownership	7/23/2020	
ANGEL'S IRON WORKS, JOSE A ANGEL DBA	143427	7627 RAMISH AVE BELL GARDENS, CA 90201	TS-11 Industrial: Sector-based Inspections	5/10/2018	✓
SUN-LITE METALS INC	143566	VARIOUS LOCATIONS IN SCAQMD LOS ANGELES, CA 90001	TS-59 Toxics/Industrial: Industrial Sites w/chrome (From TS 78)	8/23/2017	✓
ARI COMMERCE OFFICE PARK, LLC	143884	5700 S EASTERN AVE LOS ANGELES, CA 90040	TS-11 Industrial: Sector-based Inspections	1/15/2019	
RELIANCE UPHOLSTERY SUPPLY	144117	4920 BOYLE AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	11/14/2019	
LIFOAM INDUSTRIES, LLC	144455	2340 E 52ND ST VERNON, CA 90058	TS-02 Cycle II RECLAIM/Title V Facility	8/30/2018	
LIFOAM INDUSTRIES, LLC	144455	2340 E 52ND ST VERNON, CA 90058	TS-02 Cycle II RECLAIM/Title V Facility	7/12/2019	
7-ELEVEN #33459/KYUNG KIM	145406	5536 E WASHINGTON BLVD COMMERCE, CA 90040	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	8/1/2019	
FLORES DESIGN	145690	4618 PACIFIC BLVD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	3/1/2017	
RWS&P, ROYAL ROOF CO DBA	146360	VARIOUS LOCATIONS IN SCAQMD BELL GARDENS, CA 90201	TS-20 Industrial: Various Locations Equipment	8/28/2020	✓
RWS&P, ROYAL ROOF CO DBA	146360	VARIOUS LOCATIONS IN SCAQMD BELL GARDENS, CA 90201	TS-20 Industrial: Various Locations Equipment	9/16/2020	✓
PETROLION INC	146697	6168 S EASTERN AVE BELL GARDENS, CA 90201	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	4/23/2019	✓
ATLAS IRON & METAL CO	147624	10019 S ALAMEDA ST LOS ANGELES, CA 90002	TS-11 Industrial: Sector-based Inspections	3/7/2018	✓
ATLAS IRON & METAL CO	147624	10019 S ALAMEDA ST LOS ANGELES, CA 90002	TS-11 Industrial: Sector-based Inspections	7/9/2020	
A & F FORKLIFT, INC.	147952	4817 SHEILA ST COMMERCE, CA 90040	TS-12 Industrial Sources - Out of Business and Change of Ownership	7/23/2020	
GREAT AMERICAN PACKAGING INC	148107	4361 S SOTO ST VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	10/23/2018	

GOLD WEST ENVELOPE & PRINTING,R MILNE DB	148733	7738 SCOUT AVE BELL GARDENS, CA 90201	TS-09 Non-inspection: Potential Inactivations (From TS 10)	12/4/2018	✓
FLORENCE SHELL, AMINE KLAEB DBA	148737	2322 E FLORENCE AVE HUNTINGTON PARK, CA 90255	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	5/18/2017	
FLORENCE SHELL, AMINE KLAEB DBA	148737	2322 E FLORENCE AVE HUNTINGTON PARK, CA 90255	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	2/19/2020	
FLORENCE SHELL	149032	605 E FLORENCE LOS ANGELES, CA 90001	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	3/14/2019	
PIZANO'S FINISHING	149274	6517 MC KINLEY AVE # C LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	3/31/2020	
REBILT METALIZING CO	150363	2229 E 38TH ST VERNON, CA 90058	TS-75 Toxics: Chrome Plating	3/31/2017	
REBILT METALIZING CO	150363	2229 E 38TH ST VERNON, CA 90058	TS-75 Toxics: Chrome Plating	5/18/2017	✓
REBILT METALIZING CO	150363	2229 E 38TH ST VERNON, CA 90058	TS-75 Toxics: Chrome Plating	9/5/2017	
REBILT METALIZING CO	150363	2229 E 38TH ST VERNON, CA 90058	TS-75 Toxics: Chrome Plating	12/13/2017	
REBILT METALIZING CO	150363	2229 E 38TH ST VERNON, CA 90058	TS-75 Toxics: Chrome Plating	1/13/2018	
REBILT METALIZING CO	150363	2229 E 38TH ST VERNON, CA 90058	TS-75 Toxics: Chrome Plating	5/29/2018	
REBILT METALIZING CO	150363	2229 E 38TH ST VERNON, CA 90058	TS-75 Toxics: Chrome Plating	3/29/2019	
ESTRADA'S COLLISION EXPERTS	151114	5635 IMPERIAL HWY SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	5/19/2017	✓
SIERRA FURNITURE, INC.	152107	701 E 60TH ST LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	3/14/2019	✓
SIERRA FURNITURE, INC.	152107	701 E 60TH ST LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	10/17/2019	✓
MONTES BODY, MARUYN MONTES DBA	152183	6715 MCKINLEY AVE LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	8/6/2019	✓
STERLING PACIFIC MEAT COMPANY	152361	6114 SCOTT WAY LOS ANGELES, CA 90040	TS-11 Industrial: Sector-based Inspections	2/2/2018	✓
LOS ANGELES UNIFIED SCHOOL DIST	152977	1125 E 74TH ST LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	2/28/2020	✓
BNSF RAILWAY COMPANY	153693	1799 INDUSTRIAL WAY LOS ANGELES, CA 90023	TS-11 Industrial: Sector-based Inspections	4/13/2017	

BNSF RAILWAY COMPANY	153788	4000 SHEILA ST COMMERCE, CA 90023	TS-11 Industrial: Sector-based Inspections	4/13/2017	
MATHESON TRI-GAS CORPORATION	153889	5555 DISTRICT BLVD LOS ANGELES, CA 90040	TS-11 Industrial: Sector-based Inspections	1/10/2019	
NARF MGMT GROUP, INC.	154066	2330 E SLAUSON AVE HUNTINGTON PARK, CA 90255	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	5/18/2017	
NARF MGMT GROUP, INC.	154066	2330 E SLAUSON AVE HUNTINGTON PARK, CA 90255	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	5/15/2019	✓
CCA CORPORATE CENTER	154111	5500 S EASTERN AVE LOS ANGELES, CA 90040	TS-12 Industrial Sources - Out of Business and Change of Ownership	1/15/2019	
INKSOLUTIONS LLC	154129	5928 S GARFIELD AVE COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	4/26/2017	✓
PRECIOUS CUSTOM CABINETS	154482	10600 DOLORES AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	5/16/2017	✓
A & Z GRINDING INC., GEORGE WIECZOREK	154758	1543 NADEAU ST LOS ANGELES, CA 90001	TS-75 Toxics: Chrome Plating	3/10/2017	
A & Z GRINDING INC., GEORGE WIECZOREK	154758	1543 NADEAU ST LOS ANGELES, CA 90001	TS-75 Toxics: Chrome Plating	6/19/2017	
A & Z GRINDING INC., GEORGE WIECZOREK	154758	1543 NADEAU ST LOS ANGELES, CA 90001	TS-75 Toxics: Chrome Plating	9/25/2017	
A & Z GRINDING INC., GEORGE WIECZOREK	154758	1543 NADEAU ST LOS ANGELES, CA 90001	TS-75 Toxics: Chrome Plating	12/11/2017	
A & Z GRINDING INC., GEORGE WIECZOREK	154758	1543 NADEAU ST LOS ANGELES, CA 90001	TS-75 Toxics: Chrome Plating	3/20/2018	
A & Z GRINDING INC., GEORGE WIECZOREK	154758	1543 NADEAU ST LOS ANGELES, CA 90001	TS-75 Toxics: Chrome Plating	3/15/2019	
A & Z GRINDING INC., GEORGE WIECZOREK	154758	1543 NADEAU ST LOS ANGELES, CA 90001	TS-75 Toxics: Chrome Plating	3/15/2019	
XERXES PETROLEUM	154943	4965 E FLORENCE AVE BELL, CA 90201	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	5/7/2019	✓
BELL CHEVRON	154947	5001 E FLORENCE AVE BELL, CA 90201	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	5/7/2019	✓
ROYAL PRINTEX , INC.	155134	1946 E 46TH ST UNITS A & B VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	1/18/2019	✓
JFC INTERNATIONAL, INC.	155190	7101 E SLAUSON AVE LOS ANGELES, CA 90040	TS-11 Industrial: Sector-based Inspections	1/3/2019	

JFC INTERNATIONAL, INC.	155190	7101 E SLAUSON AVE LOS ANGELES, CA 90040	TS-11 Industrial: Sector-based Inspections	6/25/2020	
BICENT (CALIFORNIA) MALBURG LLC	155474	4963 S SOTO ST VERNON, CA 90058	TS-90 Ref/Energy: Power Plants	8/16/2017	✓
BICENT (CALIFORNIA) MALBURG LLC	155474	4963 S SOTO ST VERNON, CA 90058	TS-90 Ref/Energy: Power Plants	8/20/2019	
AT&T MOBILITY	156070	6045 E SLAUSON AVE LOS ANGELES, CA 90040	TS-12 Industrial Sources - Out of Business and Change of Ownership	7/23/2020	
CENTRAL METAL, INC.	156075	8201 SANTA FE AVE HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	7/5/2017	
RASTAAR INC	157008	6810 E SLAUSON AVE COMMERCE, CA 90040	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	5/3/2019	✓
INSURANCE MASTERS & AUTO BODY REPAIR	157715	2768 MARTIN LUTHER KING JR BLVD LYNWOOD, CA 90262	TS-11 Industrial: Sector-based Inspections	12/27/2019	✓
OCTANE PLUS, INC. JACQUES MASSACHI	158096	6100 E WASHINGTON BLVD COMMERCE, CA 90040	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	8/1/2019	✓
MILLENIUM AUTO COLLISION	158766	3024-30 TWEEDY BLVD SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	5/17/2017	✓
JML AUTOBODY AND PAINT	158905	6165 MAYWOOD AVE HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	3/16/2017	✓
FIRESTONE PETROL INC.	159528	5731 FIRESTONE BLVD #5110 SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	6/20/2017	✓
FIRESTONE PETROL INC.	159528	5731 FIRESTONE BLVD #5110 SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	6/1/2018	✓
ART ON GLASS	160396	4510 CECILIA ST CUDAHY, CA 90201	TS-11 Industrial: Sector-based Inspections	8/4/2017	✓
FANTASY DYEING AND FINISHING, INC.	161439	5389 ALCOA AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	1/15/2019	✓
FANTASY DYEING AND FINISHING, INC.	161439	5389 ALCOA AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	1/15/2019	✓
CHURCH OF SCIENTOLOGY INTERNATIONAL	162173	6130 E SHEILA ST COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	4/16/2019	✓
MAYWOOD CARWASH	162663	4535 E SLAUSON AVE MAYWOOD, CA 90270	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	5/10/2019	✓

CENOGROUP 76	163746	3225 E FIRESTONE BLVD SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	8/22/2018	✓
J & J AUTO BODY	164758	10808 SANTA FE AVE LYNWOOD, CA 90262	TS-11 Industrial: Sector-based Inspections	12/27/2019	
PACIFIC WELDING & POWDER COATING	164813	4476 PACIFIC WAY COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	6/20/2018	✓
SLAUSON SHELL - MAROUN BOUTROS	165091	2400 E SLAUSON AVE HUNTINGTON PARK, CA 90255	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	5/2/2019	✓
PACIFIC FOAM PRODUCTS	165557	11001 VULCAN ST SOUTH GATE, CA 90280	TS-12 Industrial Sources - Out of Business and Change of Ownership	5/18/2017	
GLASSWERKS L A, INC	165590	8600 RHEEM AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	5/18/2017	✓
FIRESTONE GAS INC.	166041	4201 FIRESTONE BLVD SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	9/7/2017	✓
E-ENERGY 76, EUN DEOK KIM	166190	2702 E FIRESTONE BLVD SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	8/3/2017	✓
E-ENERGY 76, EUN DEOK KIM	166190	2702 E FIRESTONE BLVD SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	11/13/2019	✓
VALLARTA COLLISION & BODY SHOP INC.	166193	3360 E GAGE AVE HUNTINGTON PARK, CA 90255	TS-11 Industrial: Sector-based Inspections	9/25/2019	
VIP MOTORING AND TRANSPORTATION, LLC	166547	4933 MASON ST SOUTH GATE, CA 90280	TS-12 Industrial Sources - Out of Business and Change of Ownership	5/17/2017	
U S HENDY OIL INC.	167407	12310 GARFIELD AVE SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	8/8/2017	✓
BON APPETIT BAKERY	167755	4525 DISTRICT BLVD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	11/8/2019	
NORTHGATE NO. 19	168265	2633 SANTA ANA ST SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	12/27/2019	
PACIFIC CONVERTERS	168937	10518 DOLORES AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	11/27/2019	✓

BELL GAS	169632	5151 E FLORENCE AVE BELL, CA 90201	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	5/7/2019	✓
MURRAY'S IRON WORKS INC.	169746	7355 E SLAUSON AVE COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	7/12/2017	✓
BURLINGTON NORTHERN SANTA FE (BNSF) RAIL	170624	4560 E 26TH ST LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	4/13/2017	
BURLINGTON NORTHERN SANTA FE (BNSF) RAIL	170625	3677 BANDINI BLVD LOS ANGELES, CA 90023	TS-11 Industrial: Sector-based Inspections	4/13/2017	
UBER'S AUTO BODY	170707	6525 WILSON AVE LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	8/8/2019	
OXFORD VERNON, LLC	171079	3278 E SLAUSON AVE VERNON, CA 90058	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	8/24/2017	
OXFORD VERNON, LLC	171079	3278 E SLAUSON AVE VERNON, CA 90058	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	1/9/2020	✓
NAVAREZ BODY SHOP	171181	10608 SANTA FE AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	11/27/2019	✓
TESORO (USA) 63009	171542	3831 E FLORENCE AVE BELL, CA 90201	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	11/16/2017	
TESORO (USA) 63009	171542	3831 E FLORENCE AVE BELL, CA 90201	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	6/20/2019	✓
TESORO (USA) 63273	171563	2581 E SLAUSON AVE HUNTINGTON PARK, CA 90255	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	5/2/2019	✓
BILL'S SERVICES NABIL KHEIR	171595	3084 E GAGE AVE HUNTINGTON PARK, CA 90255	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	9/28/2017	
TESORO (USA) 63272	171666	9853 LONG BEACH BLVD SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	9/14/2017	
TESORO (USA) 63272	171666	9853 LONG BEACH BLVD SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	11/13/2019	
TESORO 63022	171712	6601 FLORENCE AVE BELL GARDENS, CA 90201	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	6/8/2017	

TESORO 63022	171712	6601 FLORENCE AVE BELL GARDENS, CA 90201	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	6/20/2019	✓
MIKE'S AUTO COLLISION	171739	9430 BURTIS ST SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	9/25/2019	
ETO GARAGE DOORS CORP	171934	7911 BEACH ST LOS ANGELES, CA 90001	TS-12 Industrial Sources - Out of Business and Change of Ownership	6/28/2018	
JMK AUTO INC	172173	4931 FIRESTONE BLVD SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	5/18/2017	✓
PROGRESSIVE PRODUCE	172340	5790 PEACHTREE ST COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	10/17/2019	
ALLEGRO (A DIV OF CONAIR CORP)	172390	9350 RAYO AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	11/26/2019	
HOLLIDAY ROCK CO., INC.	172413	2822 S SOTO ST VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	3/23/2018	
JSK INTERNATIONAL, INC. (DBA) APEX	172500	4200 FIRESTONE BLVD SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	9/7/2017	✓
ANN'S TRADING CO., INC	172508	5333 DOWNEY RD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	10/23/2018	
INSUL-THERM INC	172628	6651 E 26TH ST COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	2/2/2018	
PROPORTION FOODS, LLC	172630	3501 E VERNON VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	8/3/2017	✓
NEW CENTURY SNACKS LLC	172776	5560 SLAUSON AVE COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	10/17/2019	
OMNINET COMMERCE, LP	172817	5770 S EASTERN AVE COMMERCE, CA 90040	TS-32 Area Sources: Rule 1415 Facilities	1/15/2019	
ALPHA AUTHORIZING & MASTERING SERVICES, IN	172856	5739 RICKENBACKER RD COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	3/21/2017	✓
A J PAULL OFFICE, LLC	172926	11010-20 SANTA FE AVE LYNWOOD, CA 90262	TS-11 Industrial: Sector-based Inspections	10/31/2019	
ON TRAC	172931	5959 RANDOLPH ST COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	2/6/2018	✓
JAN IV CORPORATION DBA FAITH PLATING CO	173004	4330 DISTRICT BLVD VERNON, CA 90058	TS-75 Toxics: Chrome Plating	2/24/2017	
JAN IV CORPORATION DBA FAITH PLATING CO	173004	4330 DISTRICT BLVD VERNON, CA 90058	TS-75 Toxics: Chrome Plating	5/17/2017	

JAN IV CORPORATION DBA FAITH PLATING CO	173004	4330 DISTRICT BLVD VERNON, CA 90058	TS-75 Toxics: Chrome Plating	9/5/2017	
JAN IV CORPORATION DBA FAITH PLATING CO	173004	4330 DISTRICT BLVD VERNON, CA 90058	TS-75 Toxics: Chrome Plating	12/1/2017	
JAN IV CORPORATION DBA FAITH PLATING CO	173004	4330 DISTRICT BLVD VERNON, CA 90058	TS-75 Toxics: Chrome Plating	3/8/2018	
JAN IV CORPORATION DBA FAITH PLATING CO	173004	4330 DISTRICT BLVD VERNON, CA 90058	TS-75 Toxics: Chrome Plating	6/5/2018	
JAN IV CORPORATION DBA FAITH PLATING CO	173004	4330 DISTRICT BLVD VERNON, CA 90058	TS-75 Toxics: Chrome Plating	3/26/2019	
PHENOMENA INC.	173423	5700 ATLANTIC BLVD MAYWOOD, CA 90270	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	2/28/2017	
PHENOMENA INC.	173423	5700 ATLANTIC BLVD MAYWOOD, CA 90270	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	5/10/2019	
ARCADIS U.S., INC	173879	7200 ATLANTIC AVE CUDAHY, CA 90201	TS-61 Toxics: VOC Soil Remediation	9/6/2018	
DW KUSTOMZ, VICTOR OLGUIN	174083	7626 EMIL AVE BELL GARDENS, CA 90201	TS-09 Non-inspection: Potential Inactivations (From TS 10)	9/20/2019	
LA PLAYITA AUTO BODY REPAIR	174312	2929 FIRESTONE BLVD SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	9/26/2019	
TESORO LOGISTICS, VINVALE TERMINAL	174710	8601 S GARFIELD AVE SOUTH GATE, CA 90280	TS-82 Ref/Energy: Gasoline Bulk Loading	7/12/2017	✓
TESORO LOGISTICS, VINVALE TERMINAL	174710	8601 S GARFIELD AVE SOUTH GATE, CA 90280	TS-82 Ref/Energy: Gasoline Bulk Loading	8/24/2018	✓
TESORO LOGISTICS, VINVALE TERMINAL	174710	8601 S GARFIELD AVE SOUTH GATE, CA 90280	TS-82 Ref/Energy: Gasoline Bulk Loading	8/1/2019	✓
TESORO REFINING MARKETING COMPANY LLC,	174727	8601 S GARFIELD AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	9/27/2017	
TESORO REFINING MARKETING COMPANY LLC,	174727	8601 S GARFIELD AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	8/23/2018	
TESORO REFINING MARKETING COMPANY LLC,	174727	8601 S GARFIELD AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	10/4/2019	
SOUTH CITY GAS INC	174973	8904 LONG BEACH BLVD SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	9/28/2017	✓
SOUTH CITY GAS INC	174973	8904 LONG BEACH BLVD SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	12/12/2019	✓

PROLOGIS-CHARTWELL DIST CTR	175073	7030-705 E SLAUSON AVE COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	3/11/2020	
7-ELEVEN, INC. #35639/SANDHU, GURTAR	175331	1800 E SLAUSON AVE LOS ANGELES, CA 90058	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	4/27/2018	✓
NORTHGATE MARKET	175570	944 E SLAUSON AVE LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	4/17/2018	
NOAH BODY & FENDER	176030	4976 FIRESTONE BLVD SOUTH GATE, CA 90280	TS-12 Industrial Sources - Out of Business and Change of Ownership	5/16/2017	
DEPARTMENT OF TRANS DIV OF EQUIP COMMERC	176076	7301 E SLAUSON AVE COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	7/12/2017	✓
DEPARTMENT OF TRANS DIV OF EQUIP COMMERC	176076	7301 E SLAUSON AVE COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	6/15/2018	✓
LINE-X OF SOUTH LA	176314	5901 FIRESTONE BLVD SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	9/19/2019	
BIBI FUELS INC. DBA BB FUELS	176358	1358 E FIRESTONE BLVD LOS ANGELES, CA 90001	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	7/9/2019	✓
GOLDEN STATE ENTERPRISES, LLC	176456	4575 GAGE AVE BELL, CA 90201	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	6/20/2019	
AMERICAN BUS SPECIALIST	176595	6140 ALCOA AVE VERNON , CA 90058	TS-11 Industrial: Sector-based Inspections	3/22/2017	✓
DEEP KB ENTERPRISE, INC.	176674	5001 CLARA ST CUDAHY, CA 90201	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	6/27/2019	✓
DELUXE FURNITURE DESIGN CORP	176718	610 E 59TH ST LOS ANGELES, CA 90001	TS-09 Non-inspection: Potential Inactivations (From TS 10)	6/7/2017	✓
DELUXE FURNITURE DESIGN CORP	176718	610 E 59TH ST LOS ANGELES, CA 90001	TS-09 Non-inspection: Potential Inactivations (From TS 10)	3/14/2019	✓
JMP BODY SHOP	176945	4525 STAUNTON AVE LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	9/19/2019	✓
FLORENCE CORNER OIL CORP.	176954	8901 S ATLANTIC AVE SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	3/28/2017	✓
FLORENCE CORNER OIL CORP.	176954	8901 S ATLANTIC AVE SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	11/13/2019	✓
WHOLE FOODS MARKET, SOUTHERN PACIFIC REG	177021	VARIOUS LOCATIONS IN SCAQMD VERNON, CA 90058	TS-20 Industrial: Various Locations Equipment	3/1/2017	✓

OMNINET COMMERCE, LP	177748	4900 S EASTERN AVE COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	1/15/2019	
WEST PICO FOODS	178196	5201 DOWNEY RD VERNON, CA 90058	TS-32 Area Sources: Rule 1415 Facilities	4/9/2018	
COPPER WASH, LLC	178478	5201 E IMPERIAL HWY SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	4/25/2018	✓
OMNINET COMMERCE, LP	178594	5801 E SLAUSON AVE LOS ANGELES, CA 90040	TS-11 Industrial: Sector-based Inspections	1/15/2019	
OMNINET COMMERCE, LP	178594	5801 E SLAUSON AVE LOS ANGELES, CA 90040	TS-11 Industrial: Sector-based Inspections	7/16/2020	
OMNINET COMMERCE, LP	178595	5700 S EASTERN AVE LOS ANGELES, CA 90040	TS-11 Industrial: Sector-based Inspections	1/15/2019	
HI TECH DRY CLEANERS, ALMA GUTIERREZ URQ	178627	4031 E SLAUSON AVE MAYWOOD, CA 90270	TS-11 Industrial: Sector-based Inspections	11/8/2019	
CLASSIC CONCEPTS	179065	4651 BANDINI BLVD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	2/23/2017	✓
DREAM CUSTOM CABINETS	179266	7911 BEACH ST #3 LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	6/28/2018	
JIMMY'S WOOD FINISHERS	179286	3169 INDEPENDENCE AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	10/30/2019	
SOUTH CITY GAS HUNTINGTON PARK ARCO	179362	8021 CALIFORNIA AVE HUNTINGTON PARK, CA 90255	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	9/28/2017	✓
BADGER PAPERBOARD CALIFORNIA, LLC	179576	5880 E SLAUSON AVE COMMERCE, CA 90040	TS-12 Industrial Sources - Out of Business and Change of Ownership	3/29/2017	
BADGER PAPERBOARD CALIFORNIA, LLC	179576	5880 E SLAUSON AVE COMMERCE, CA 90040	TS-12 Industrial Sources - Out of Business and Change of Ownership	7/23/2020	
LDJ FURNITURE	179693	738 E 59TH ST LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	4/7/2018	
G&M OIL CO., #42	179731	5651 E IMPERIAL HIGHWAY SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	11/3/2017	
G&M OIL CO., #42	179731	5651 E IMPERIAL HIGHWAY SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	12/12/2019	✓
FREEDOM POWDER COATING & SANDBLASTING	179985	1522 E GAGE AVE LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	7/18/2018	✓

FREEDOM POWDER COATING & SANDBLASTING	179985	1522 E GAGE AVE LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	2/22/2019	✓
HP-A VERNON, LLC	180134	3501 E VERNON AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	8/3/2017	
FEDEX GROUND	180288	2600 E 28TH ST VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	2/23/2017	✓
MRS GOOCH'S NATURAL FOODS MARKET	180520	5000 PACIFIC BLVD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	3/1/2017	
HI-TECH CLEANERS PLUS	180532	13100 PARAMOUNT BLVD SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	10/30/2019	
CALIFORNIA AUTO CARE	180546	3501 GAGE AVE BELL GARDENS, CA 90201	TS-11 Industrial: Sector-based Inspections	4/24/2018	✓
A AND A FLEET PAINTING, INC	180735	6140 ALCOA AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	3/22/2017	✓
VILLEGAS POWDER COATING	180854	8727 JUNIPER ST LOS ANGELES, CA 90002	TS-11 Industrial: Sector-based Inspections	3/13/2018	✓
KING MEAT SERVICE, INC.	181182	4215 EXCHANGE AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	7/18/2017	✓
ESTRELLITA FURNITURE	181245	7911 BEACH ST UNIT 10 LOS ANGELES, CA 90001	TS-09 Non-inspection: Potential Inactivations (From TS 10)	6/13/2018	✓
MIGUEL COMES CABINETS	181246	7911 BEACH ST UNIT 12 LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	6/28/2018	
CABINETS DANIEL	181247	7911 BEACH ST UNIT 11 LOS ANGELES, CA 90001	TS-09 Non-inspection: Potential Inactivations (From TS 10)	6/28/2018	
SCB DIVISION OF DCX-CHOL ENTERPRISES, IN	181302	7450 SCOUT AVE BELL GARDENS, CA 90201	TS-11 Industrial: Sector-based Inspections	10/23/2019	
GOLDEN KITCHEN	181387	7911 BEACH ST UNIT #13 LOS ANGELES, CA 90001	TS-09 Non-inspection: Potential Inactivations (From TS 10)	5/29/2018	
DELUXE FURNITURE DESIGN CORP	181471	610 E 59TH ST LOS ANGELES, CA 90001	TS-09 Non-inspection: Potential Inactivations (From TS 10)	6/7/2017	✓
UNITED PACIFIC #5626	181800	8440 LONG BEACH BLVD SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	9/28/2017	✓
UNITED PACIFIC #5626	181800	8440 LONG BEACH BLVD SOUTH GATE, CA 90280	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	12/12/2019	
DAD & SONS CUSTOMS	181853	4976 FIRESTONE BLVD SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	5/16/2017	✓
BNSF LOT 12	182001	4210 E 26TH ST VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	4/13/2017	

MHFR ENERGY, INC	182020	5970 E FLORENCE BELL GARDENS, CA 90201	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	10/18/2018	✓
GREEN WISE SOIL TECHNOLOGIES	182025	10120 MILLER WAY SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	6/1/2018	
GREEN WISE SOIL TECHNOLOGIES	182025	10120 MILLER WAY SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	6/18/2019	
GREEN WISE SOIL TECHNOLOGIES	182025	10120 MILLER WAY SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	7/17/2019	
STREAMLINE COLLISION INC	182032	5610 BORWICK AVE SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	9/19/2019	
PERRIN BERNARD SUPOWITZ INC	182041	5496 LINDBERGH LN BELL, CA 90201	TS-11 Industrial: Sector-based Inspections	10/23/2019	✓
FRONTIER CALIFORNIA INC. - FLORENCE CO	182269	6640 E FLORENCE PL BELL GARDENS, CA 90201	TS-11 Industrial: Sector-based Inspections	6/21/2018	
REYES ENERGY	182451	6711 MCKINLEY AVE SUITE C LOS ANGELES, CA 90001	TS-09 Non-inspection: Potential Inactivations (From TS 10)	7/26/2017	
GOLDEN AUTO COLLISION	182673	4933 MASON ST SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	5/17/2017	✓
TORRANCE LOGISTICS COMPANY LLC	182752	2619 & 2709 E. 37TH ST VERNON, CA 90058	TS-05 Title V (only) Facility	8/16/2017	✓
TORRANCE LOGISTICS COMPANY LLC	182752	2619 & 2709 E. 37TH ST VERNON, CA 90058	TS-05 Title V (only) Facility	2/8/2018	✓
TORRANCE LOGISTICS COMPANY LLC	182752	2619 & 2709 E. 37TH ST VERNON, CA 90058	TS-05 Title V (only) Facility	9/3/2019	✓
TORRANCE LOGISTICS COMPANY LLC	182752	2619 & 2709 E. 37TH ST VERNON, CA 90058	TS-05 Title V (only) Facility	7/16/2020	
SECURITY PAVING	182888	2121 E 25TH ST LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	5/1/2017	
SECURITY PAVING	182888	2121 E 25TH ST LOS ANGELES, CA 90058	TS-11 Industrial: Sector-based Inspections	5/9/2017	
ACTIVE AUTOMOTIVE	183162	5620 GAGE AVE BELL GARDENS, CA 90201	TS-11 Industrial: Sector-based Inspections	9/20/2019	✓
FELIPE GARCIA	183196	610 E 59TH ST LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	6/7/2017	✓
GENERAL COLD STORAGE, KONOIKE - GENERAL,	183308	9415 BURTIS ST SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	10/29/2019	
PRINTBUYER LLC	183512	5700 BANDINI BLVD COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	4/13/2017	✓
PRINTBUYER LLC	183513	4730 EASTERN AVE BELL, CA 90201	TS-11 Industrial: Sector-based Inspections	4/13/2017	✓

CEMEX CONSTRUCTION MATERIALS PACIFIC, LL	183863	5091 RICKENBACKER RD BELL, CA 90201	TS-11 Industrial: Sector-based Inspections	8/10/2018	
CONTINENTAL VITAMIN COMPANY, INC.	184119	4510 S BOYLE AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	2/7/2017	✓
PRECISION FURNITURE REPAIR	184390	7911 BEACH ST LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	6/28/2018	
OSVALDO'S FURNITURE	184617	7911 BEACH ST SUITE #6 LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	5/29/2018	✓
MAYWOOD ARCO AM/PM	184648	4700 E SLAUSON AVE MAYWOOD, CA 90270	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	10/18/2018	
DRIVERS AUTO CENTER INC	184730	7653 EMIL AVE UNIT A BELL GARDENS , CA 90201	TS-11 Industrial: Sector-based Inspections	9/20/2019	✓
UNITED MECHANICAL SHEET METAL, INC.	184749	11001 VULCAN ST SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	5/18/2017	✓
CLOUGHERTY PACKING, LLC	184849	3049 E VERNON AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	3/16/2018	✓
CLOUGHERTY PACKING, LLC	184849	3049 E VERNON AVE VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	8/19/2019	
PLATINUM STYLE AUTO BODY	184870	10827 WRIGHT RD SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	9/19/2019	
ZOHRAJ, LLC	184985	3031 VERNON AVE VERNON, CA 90058	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	9/26/2017	
ZOHRAJ, LLC	184985	3031 VERNON AVE VERNON, CA 90058	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	1/9/2020	
NATIONAL READY MIXED CONCRETE CO.	184988	2626 E 26TH ST VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	3/23/2018	
BEST VALUE PAINT JOBS	185164	3813 E FLORENCE AVE BELL, CA 90201	TS-11 Industrial: Sector-based Inspections	9/18/2018	✓
BEST VALUE PAINT JOBS	185164	3813 E FLORENCE AVE BELL, CA 90201	TS-11 Industrial: Sector-based Inspections	5/22/2019	✓
EASTERN BELL OIL	185249	8000 EASTERN AVE BELL GARDENS, CA 90201	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	3/29/2018	
THE MOCHI ICE CREAM COMPANY	185250	5563 ALCOA ST VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	9/7/2018	

CENTENE CORPORATION	185643	3302 GARFIELD AVE COMMERCE, CA 90040	TS-11 Industrial: Sector-based Inspections	3/11/2020	
TRIPLE 777 WHOLESALE SIGN, INC	185971	6870 SUVA ST BELL GARDENS, CA 90201	TS-11 Industrial: Sector-based Inspections	11/27/2019	
A & I AUTO BODY SHOP	186150	5648 E IMPERIAL 1/2 HWY SOUTH GATE, CA 90280	TS-11 Industrial: Sector-based Inspections	10/29/2019	✓
SIGN RESOURCE	186344	5930 SHULL ST BELL GARDENS, CA 90201	TS-11 Industrial: Sector-based Inspections	10/23/2019	✓
PAINT BODY SHOP	187276	4433 FIRESTONE BLVD SOUTH GATE, CA 90280	TS-09 Non-inspection: Potential Inactivations (From TS 10)	2/7/2019	
LUXURY CABINETS	187552	7911 BEACH ST 12 LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	5/29/2018	✓
SMITHFIELD PACKAGED MEATS CORP	187885	3049 E VERNON AVE VERNON, CA 90058	TS-02 Cycle II RECLAIM/Title V Facility	8/19/2019	✓
SMITHFIELD PACKAGED MEATS CORP	187885	3049 E VERNON AVE VERNON, CA 90058	TS-02 Cycle II RECLAIM/Title V Facility	1/30/2020	✓
ALAMEDA AUTO SPA INC	188604	7831 S ALAMEDA ST LOS ANGELES, CA 90001	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	11/15/2018	
6108 CLARA, INC	189408	6108 CLARA ST BELL GARDENS, CA 90201	TS-11 Industrial: Sector-based Inspections	6/20/2019	
CUDAHY FUEL STOP	189850	8330 ATLANTIC AVE CUDAHY, CA 90201	TS-40 Service Stations: Retail Gasoline Dispensing (From TS 12)	6/27/2019	✓
PARADIGM INDUSTRIES	190034	2522 E 37TH ST VERNON, CA 90058	TS-31 Area Sources: Rule 222 Equipment	8/29/2019	
BAIPER'Z AUTO BODY & FRAME	190066	2523 E SLAUSON AVE HUNTINGTON PARK, CA 90255	TS-09 Non-inspection: Potential Inactivations (From TS 10)	5/22/2019	✓
NICK ALEXANDER RESTORATION	190067	2523 E SLAUSON AVE HUNTINGTON PARK, CA 90255	TS-09 Non-inspection: Potential Inactivations (From TS 10)	5/22/2019	✓
JESEST TRUCKING INC.	190759	VARIOUS LOCATIONS IN SCAQMD LOS ANGELES, CA 90001	TS-11 Industrial: Sector-based Inspections	7/26/2019	✓
FIVE STAR BODY SHOP	191126	3813 FLORENCE AVE BELL, CA 90201	TS-11 Industrial: Sector-based Inspections	10/16/2019	✓
PAVEMENT COATINGS CO	191237	FIRESTONE BLVD AND HOLMES AVE LOS ANGELES, CA 90002	TS-11 Industrial: Sector-based Inspections	11/7/2019	✓
BAKER COMMODITIES INC	800016	4020 BANDINI BLVD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	1/6/2017	

BAKER COMMODITIES INC	800016	4020 BANDINI BLVD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	9/12/2018	✓
BAKER COMMODITIES INC	800016	4020 BANDINI BLVD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	8/27/2019	✓
BAKER COMMODITIES INC	800016	4020 BANDINI BLVD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	1/9/2020	✓
BAKER COMMODITIES INC	800016	4020 BANDINI BLVD VERNON, CA 90058	TS-11 Industrial: Sector-based Inspections	1/30/2020	✓
LUNDAY-THAGARD CO DBA WORLD OIL REFINING	800080	9301 GARFIELD AVE SOUTH GATE, CA 90280	TS-02 Cycle II RECLAIM/Title V Facility	4/25/2017	
LUNDAY-THAGARD CO DBA WORLD OIL REFINING	800080	9301 GARFIELD AVE SOUTH GATE, CA 90280	TS-02 Cycle II RECLAIM/Title V Facility	6/21/2018	
LUNDAY-THAGARD CO DBA WORLD OIL REFINING	800080	9301 GARFIELD AVE SOUTH GATE, CA 90280	TS-02 Cycle II RECLAIM/Title V Facility	12/18/2018	✓
LUNDAY-THAGARD CO DBA WORLD OIL REFINING	800080	9301 GARFIELD AVE SOUTH GATE, CA 90280	TS-02 Cycle II RECLAIM/Title V Facility	8/15/2019	
LUNDAY-THAGARD CO DBA WORLD OIL REFINING	800080	9301 GARFIELD AVE SOUTH GATE, CA 90280	TS-02 Cycle II RECLAIM/Title V Facility	8/21/2019	
LUNDAY-THAGARD CO DBA WORLD OIL REFINING	800080	9301 GARFIELD AVE SOUTH GATE, CA 90280	TS-02 Cycle II RECLAIM/Title V Facility	9/17/2019	
LUNDAY-THAGARD CO DBA WORLD OIL REFINING	800080	9301 GARFIELD AVE SOUTH GATE, CA 90280	TS-02 Cycle II RECLAIM/Title V Facility	9/17/2019	
AMVAC CHEMICAL CORP	800320	4100 E WASHINGTON BLVD LOS ANGELES, CA 90023	TS-56 Toxics: Toxic Stationary Source	1/26/2018	

List of Enforcement Actions Taken

This table contains a list of all enforcement actions issued by inspectors against facilities in this community between January 2017 and December 2019.

Table 4 -4: List of Enforcement Actions Taken

Facility Name	Facility ID	Notice Type	Notice Number	Notice Issue Date	Violation Date	Rule Number	Violation Description
LUNDAY_THAGARD COMPANY	800080	NC	D29399	2/1/2017	2/1/2017	2012	2012(g)(7) Accurately report RECLAIM emissions for Rule 219 exempt equipment
LUNDAY_THAGARD COMPANY	800080	NC	D29399	2/1/2017	2/1/2017	2012	2012(g)(7) Accurately report RECLAIM emissions for Rule 219 exempt equipment
LUNDAY_THAGARD CO DBA WORLD OIL REFINING	800080	NC	E07169	12/19/2018	12/18/2018	461(C)(3)(Q)	provide 1) Fuel throughputs volumes for Fuel dispensing unit for 2015 and 2017 2) Fuel dispensing recertification tests for 2013_2018 per R461(e)(2)(B)
LUNDAY_THAGARD CO DBA WORLD OIL REFINING	800080	NC	E07169	12/19/2018	12/18/2018	461(C)(3)(Q)	provide 1) Fuel throughputs volumes for Fuel dispensing unit for 2015 and 2017 2) Fuel dispensing recertification tests for 2013_2018 per R461(e)(2)(B)
LUNDAY_THAGARD CO DBA WORLD OIL REFINING	800080	NC	E07169	12/19/2018	12/18/2018	461 (E) (2)	provide 1) Fuel throughputs volumes for Fuel dispensing unit for 2015 and 2017 2) Fuel dispensing recertification tests for 2013_2018 per R461(e)(2)(B)
LUNDAY_THAGARD CO DBA WORLD OIL REFINING	800080	NC	E07169	12/19/2018	12/18/2018	461 (E) (2)	provide 1) Fuel throughputs volumes for Fuel dispensing unit for 2015 and 2017 2) Fuel dispensing recertification tests for 2013_2018 per R461(e)(2)(B)
VERNON PUBLIC UTILITIES	14502	NC	E09437	11/7/2019	10/4/2019	2004	QCERs shall be submitted by applicable deadlines
VERNON PUBLIC UTILITIES	14502	NC	E09437	11/7/2019	10/4/2019	2004	QCERs shall be submitted by applicable deadlines

<p>BURLINGTON NORTHERN/SANTA FE RAILWAY CO</p>	<p>109461</p>	<p>NC</p>	<p>E22362</p>	<p>4/20/2017</p>	<p>4/19/2017</p>	<p>42303</p>	<p>1) Provide yearly gasoline throughput log for 2015 and 2016</p> <p>2) Provide EVR installation date for gasoline dispensing station</p> <p>3) Provide SLC compliance information for gasoline dispensing station</p>
<p>INKSOLUTIONS LLC</p>	<p>154129</p>	<p>NC</p>	<p>E22363</p>	<p>4/25/2017</p>	<p>4/25/2017</p>	<p>203; 42303; 1155</p>	<p>1) Provide records for all ink/coating MFG equipment (Permit Requirement) and facility VOC usage (R1141.1 Requirement)</p> <p>2) Conduct and record weekly VEE for Baghouse under P/O F95721 (R1155 Requirement)</p> <p>3) Keep Baghouse P/O F95721 in compliant condition</p>
<p>INKSOLUTIONS LLC</p>	<p>154129</p>	<p>NC</p>	<p>E22363</p>	<p>4/25/2017</p>	<p>4/25/2017</p>	<p>203</p>	<p>1) Provide records for all ink/coating MFG equipment (Permit Requirement) and facility VOC usage (R1141.1 Requirement)</p> <p>2) Conduct and record weekly VEE for Baghouse under P/O F95721 (R1155 Requirement)</p>

							3) Keep Baghouse P/O F95721 in compliant condition
INKSOLUTIONS LLC	154129	NC	E22363	4/25/2017	4/25/2017	42303	<p>1) Provide records for all ink/coating MFG equipment (Permit Requirement) and facility VOC usage (R1141.1 Requirement)</p> <p>2) Conduct and record weekly VEE for Baghouse under P/O F95721 (R1155 Requirement)</p> <p>3) Keep Baghouse P/O F95721 in compliant condition</p>
RESIDENTIAL ASBESTOS	95762	NC	E24008	3/1/2017	3/1/2017	42303	<p>PRIOR TO CONTINUING REMOVAL/RENOVATION, HAVE A CERTIFIED ASBESTOS CONSULTANT CONDUCT AN ASBESTOS SURVEY. IF RESULTS SHOW ASBESTOS, HAVE CAC SUBMIT A PROCEDURE 5 CLEAN UP PLAN AND SECURE AREA.</p>
PETROLION INC	146697	NC	E24011	4/23/2019	4/23/2019	461	1) Missing gasket on vapor cap (regular). 2) Provide 2018/2019 periodic inspection for Inspector review.
PETROLION INC	146697	NC	E24011	4/23/2019	4/23/2019	461	1) Missing gasket on vapor cap (regular). 2) Provide 2018/2019 periodic inspection for Inspector review.
WORLD OIL MARKETING CO #33	26218	NC	E24018	6/17/2019	6/17/2019	461	Provide missing TP201.4 Method 6 test (Dynamic Back Pressure) for inspector review

BOWMAN FIELD, INC , CHROME NICKEL PLATIN	118602	NC	E26426	6/15/2017	6/15/2017	1469	#1: MAINTAIN CURRENT PERMITS TO OPERATE ONSITE AND NEAR EQUIPMENT
BOWMAN FIELD, INC , CHROME NICKEL PLATIN	118602	NC	E26426	6/15/2017	6/15/2017	203	#2: INSTALL PHYSICAL BARRIER BETWEEN BUFFING EQUIPMENT AND ELECTROPLATING AREA OR REMOVE BUFFING EQUIPMENT
BOWMAN FIELD, INC , CHROME NICKEL PLATIN	118602	NC	E26426	6/15/2017	6/15/2017	206	#3: INSTALL DRIP TRAYS BETWEEN TANKS #4: CLEARLY IDENTIFY AND LABEL ALL TANKS #5: ONLY CONDUCT AIR SPARGING IN TANKS IDENTIFIED AS AIR SPARGED IN PERMIT EQUIPMENT DESCRIPTION OR REMOVE AIR SUPPLY LINES #6: CALIBRATE ALL AMPERE-HOUR METERS ACCORDING TO MFG SPECIFICATIONS #7: MAINTAIN NON-RESETTABLE AMPERE-HOUR METERS TO EACH NICKEL PLATING TANK #8: MAINTAIN DAILY RECORDS OF AMP-HRS TO EACH NICKEL TANK NOT EACH RECTIFIER #9: MAINTAIN MONTHLY TOTALS OF AMP-HRS TO EACH NICKEL TANK #10: REMOVE WEATHER CAP AND RAISE STACK TO NO LESS THAN 38 FEET OR SUBMIT APPLICATION TO REMOVE CONDITION #5 FOR PO G29630
SUN_LITE METALS INC	143566	NC	E26446	8/24/2017	8/23/2017	201	OBTAIN PERMIT TO CONSTRUCT/OPERATE FOR OXYGEN GASEOUS FUEL CUTTING TORCH USED TO CUT STAINLESS STEEL.

<p>ENVIRONMENTAL AUDIT, INC</p>	<p>182082</p>	<p>NC</p>	<p>E28443</p>	<p>2/22/2018</p>	<p>2/22/2018</p>	<p>40701(G)</p>	<p>PRIOR TO ANYMORE WORK AT THE ABOVE SITE, PROVIDE THE FOLLOWING: 1) CONTACT INFORMATION FOR PROPERTY OWNER AND COMPANY WHO DEMOLISHED THE FOUNDATION. 2) COPIES OF ANY PHASE 1/11 SURVEYS, SAMPLING DATA SHOWING ANY/ALL CHECMIAL CONTAMINANTS IN THE STOCKPILED SOIL, AND IN THE SOIL HANDLED, TRANSPORTED OFFSITE IN 2017. 3) COPY OF DISPOSAL MANIFEST FOR SOIL TRANSPORTED IN 2017/2018, INCL. SOIL PROFILES. 4) NAME/CONTACT INFORMATION ON COMPNY WHOM DEMOLISHED THE FOUNDATION IN 2017/2018. 5) DAILY SUPERVISOR WORK LOGS SHOWING ALL EARTH-MOVING ACTIVITIES FROM 2017-CURRENT. 6) PROOF OF R1466 NOTIFICATION, PROVIDE MONITORING & VOLUME OF STOCKPILED SOIL.</p>
<p>INNOVATIVE CONSTRUCTION SOLUTIONS</p>	<p>120425</p>	<p>NC</p>	<p>E28444</p>	<p>2/26/2018</p>	<p>2/22/2018</p>	<p>40701(G)</p>	<p>IN RESPONSE TO ICS, R1166 COMPLIANCE PLAN, #578251, SECTION VII-RECORDS & REPORTING CONDITIONS #25A/B, 27 & 28. PROVIDE PROOF OF THE FOLLOWING: FROM JAN-DEC 2017; JAN-FEB 2018: 1) ALL R1166 MONITORING RECORDS; 2) OVA CALIBRATION RECORDS; 3) STOCKPILE SOIL INSPECTION LOGS; 4) WRITTEN REPORT PROVIDED TO AQMD WITHIN 30 DAYS OF INITIAL DETECTION OF CONTAMINATED SOIL; 5) RECORDS(MANIFEST) OF SOIL DISPOSAL; 6) PROFILE OF THE SOIL BEING DISPOSED; 7) WRITTEN REPORT SUBMITTED WITHIN 30 DAYS AFTER THE EXCAVATION; 8) PROOF OF CEMENT FOUNDATION, DEMOLITION NOTIFICATION TO AQMD PER R1403.</p>
<p>U S HENDY OIL INC.</p>	<p>167407</p>	<p>NC</p>	<p>E28736</p>	<p>8/8/2017</p>	<p>8/8/2017</p>	<p>461</p>	<p>Provide copy of most recent Periodic Compliance Inspection record; provide most current 2017 Daily Maintenance and Weekly inspection records; provide copies of all 2015 and 2016 Vapor Recovery test results onsite</p>

JSK INTERNATIONAL, INC. (DBA) APEX	172500	NC	E28745	9/7/2017	9/7/2017	461	Repair or replace Nozzle # 6 - lever has tension when dispenser is unauthorized; Contact Veeder-Root Technician to address dispenser 5/6 - daily details show issue with A/L data collection (several collection alarms at FP 5 & FP6) - repair; Update ISD
FIRESTONE GAS INC.	166041	NC	E28746	9/7/2017	9/7/2017	461	Provide missing 2017 Periodic Compliance Inspection record (last on file dated 01/28/2016); Provide copy of full Vapor Recovery test results for February 2017 and August 2017
N/A	N/A	NC	E28882	4/12/2017	4/12/2017	1403	1. HAVE AN ASBESTOS CONSULTANT INSPECT THE UNITS, GARAGE, BIN_16YRD, WALKWAYS, ENTRANCE WAY AND EMPTY UNITS FOR ASBESTOS, 2. IF POSITIVE, FILE P_5, CLEANUP PLAN, 3. PROVIDE COPIES OF CONTRACT, SCOPE OF WORK, PROOF OF TRAINING CERTS, CITY PERMIT,
KAISER ALUMINUM FABRICATED PRODUCTS, LLC	16338	NC	E30137	5/5/2017	1/1/2017	2004	1) Report any quarterly certificate of emissions with accuracy (QCER), and 2) Report accurate on Annual Permit Emissions Program (APEP)
KAISER ALUMINUM FABRICATED PRODUCTS, LLC	16338	NC	E30137	5/5/2017	1/1/2017	2004	1) Report any quarterly certificate of emissions with accuracy (QCER), and 2) Report accurate on Annual Permit Emissions Program (APEP)
ARMSTRONG FLOORING INC	12155	NC	E31523	5/26/2017	3/1/2017	2004	Because of 4th Qtr. total was inaccurate so was APEP. Make sure APEPs are accurate.
SHULTZ STEEL CO	16639	NC	E31524	6/6/2017	4/1/2017	2004	Use one single base temp. (either 60 F or 68 F) to correct natural gas fuel usage facility_wide per definition of "Standard Gas Conditions" in Rule 2012, Attachment F. Ensure emissions are reported accurately on QCERs and APEP.

SHULTZ STEEL CO	16639	NC	E31524	6/6/2017	4/1/2017	2012	Use one single base temp. (either 60 F or 68 F) to correct natural gas fuel usage facility_wide per definition of "Standard Gas Conditions" in Rule 2012, Attachment F. Ensure emissions are reported accurately on QCERs and APEP.
OWENS_BROCKWAY GLASS CONTAINER INC	7427	NC	E31527	8/26/2017	4/1/2016	2004	Use one single base temperature (either 60 F or 68 F) to correct natural gas fuel usage facility_wide, per definition of "Standard Gas Conditions" in 2012, Attachment F. Late reporting on D112 & D147 on 6/18/16. Ensure accurate QCERs and APEP.
OWENS_BROCKWAY GLASS CONTAINER INC	7427	NC	E31527	8/26/2017	4/1/2016	2004	Use one single base temperature (either 60 F or 68 F) to correct natural gas fuel usage facility_wide, per definition of "Standard Gas Conditions" in 2012, Attachment F. Late reporting on D112 & D147 on 6/18/16. Ensure accurate QCERs and APEP.
OWENS_BROCKWAY GLASS CONTAINER INC	7427	NC	E31527	8/26/2017	4/1/2016	2011	Use one single base temperature (either 60 F or 68 F) to correct natural gas fuel usage facility_wide, per definition of "Standard Gas Conditions" in 2012, Attachment F. Late reporting on D112 & D147 on 6/18/16. Ensure accurate QCERs and APEP.
OWENS_BROCKWAY GLASS CONTAINER INC	7427	NC	E31527	8/26/2017	4/1/2016	2011	Use one single base temperature (either 60 F or 68 F) to correct natural gas fuel usage facility_wide, per definition of "Standard Gas Conditions" in 2012, Attachment F. Late reporting on D112 & D147 on 6/18/16. Ensure accurate QCERs and APEP.
OWENS_BROCKWAY GLASS CONTAINER INC	7427	NC	E31527	8/26/2017	4/1/2016	2012	Use one single base temperature (either 60 F or 68 F) to correct natural gas fuel usage facility_wide, per definition of "Standard Gas Conditions" in 2012, Attachment F. Late reporting on D112 & D147 on 6/18/16. Ensure accurate QCERs and APEP.

OWENS_BROCKWAY GLASS CONTAINER INC	7427	NC	E31527	8/26/2017	4/1/2016	2012	Use one single base temperature (either 60 F or 68 F) to correct natural gas fuel usage facility_wide, per definition of "Standard Gas Conditions" in 2012, Attachment F. Late reporting on D112 & D147 on 6/18/16. Ensure accurate QCERs and APEP.
RECONSERVE OF CALIFORNIA_LOS ANGELES INC	20203	NC	E31529	10/8/2017	7/1/2017	2012	Annual tune_ups for Large source dryer (D8) and Process source afterburner (C32) for Cycle 2 Year 2016 were not conducted. Have the tune_ups are done per Table_5_B. VOIDED. TUNE_UP RECORDS RECEIVED
RECONSERVE OF CALIFORNIA_LOS ANGELES INC	20203	NC	E31529	10/8/2017	7/1/2017	2012	Annual tune_ups for Large source dryer (D8) and Process source afterburner (C32) for Cycle 2 Year 2016 were not conducted. Have the tune_ups are done per Table_5_B. VOIDED. TUNE_UP RECORDS RECEIVED
NP COGEN INC	112853	NC	E31533	12/8/2017	7/1/2017	2012	Failure to conduct RATA by 6/30/17 by end of the quarter _ the due date (Previous one was done on 6/16/16). Same NC also meant for Newark Group, Inc. [ID # 62548]
NP COGEN INC	112853	NC	E31533	12/8/2017	7/1/2017	2012	Failure to conduct RATA by 6/30/17 by end of the quarter _ the due date (Previous one was done on 6/16/16). Same NC also meant for Newark Group, Inc. [ID # 62548]
PQ CORPORATION	11435	NC	E31534	12/15/2017	8/16/2016	2012	Use one single base temp. (either 60 F or 68 F) to correct natural gas fuel usage facility_wide per definition of "Standard Gas Conditions" in Rule 2012, Attachment F.
ARMSTRONG FLOORING INC	12155	NC	E31538	6/12/2018	1/1/2017	2004	Make sure QCERs submitted are accurate. Report of breakdown information must notified to the District within 1 hour or from the hour source came to know about it.
PQ CORPORATION	11435	NC	E31541	10/14/2018	10/1/2017	2004	(1) 2nd Qtr QCER was late by one day (post mark), (2) 1st & 2nd Qtrs' QCERs were submitted inaccurately, and (3) Make sure APEP is submitted accurately.

ARMSTRONG FLOORING INC	12155	NC	E31549	5/24/2019	5/1/2018	2012	Conduct semi_annual tune_ups for the Large source boiler; only one was done in CY 2018. Failure to report electronically Large source boiler emissions for the 4th Qtr. and 1st Qtr. of CY 2019. Failure to submit electronically Process sources emissions
ARMSTRONG FLOORING INC	12155	NC	E31549	5/24/2019	5/1/2018	2012 APPEN A	Conduct semi_annual tune_ups for the Large source boiler; only one was done in CY 2018. Failure to report electronically Large source boiler emissions for the 4th Qtr. and 1st Qtr. of CY 2019. Failure to submit electronically Process sources emissions
DEMENNO/KERDOON	800037	NC	E32300	1/26/2017	3/14/2016	2004	Submit accurate QCERs, Facility failed to apply the correct pressure & temperature correction factors to non_corrected fuel meters.
CULINARY INTERNATIONAL, LLC	187110	NC	E32915	3/28/2018	3/28/2018	1415.1	register both refrigeration units on site with CARB
SOFT TOUCH INC.	188668	NC	E32922	9/27/2018	9/27/2018	222	submit Rule 222 applications for Hurst Boiler with S/N V216-200-7M and Hurst Boiler with S/N V216-200-7M
SOFT TOUCH INC.	188668	NC	E32922	9/27/2018	9/27/2018	222	submit Rule 222 applications for Hurst Boiler with S/N V216-200-7M and Hurst Boiler with S/N V216-200-7M
ROYAL PRINTEX , INC.	155134	NC	E32926	1/18/2019	1/18/2019	42303	provide to the District records of the following: periodic monitoring reports for the Hurst boiler since 2015; source test reports for the Hurst boiler for 2015 and 2018; gas usage logs for the Miura boiler, the Hurst boiler, and both tenter frames;
ROYAL PRINTEX , INC.	155134	NC	E32926	1/18/2019	1/18/2019	42303	provide to the District records of the following: periodic monitoring reports for the Hurst boiler since 2015; source test reports for the Hurst boiler for 2015 and 2018; gas usage logs for the Miura boiler, the Hurst boiler, and both tenter frames;

FANTASY DYEING AND FINISHING, INC.	161439	NC	E32927	1/15/2019	1/15/2019	42303	provide to the District records of all periodic monitoring conducted for all three boilers in the facility since March 2017
DELUXE FURNITURE DESIGN CORP	176718	NC	E32930	3/14/2019	3/14/2019	109	Calibrate manometer on spray booths. Ensure all filter replacements are at least 2 inches thick. Ensure all required information on usage records is available in a District approved format. Submit a change of ownership application to the District.
DELUXE FURNITURE DESIGN CORP	176718	NC	E32930	3/14/2019	3/14/2019	203	Calibrate manometer on spray booths. Ensure all filter replacements are at least 2 inches thick. Ensure all required information on usage records is available in a District approved format. Submit a change of ownership application to the District.
SIERRA FURNITURE, INC.	152107	NC	E32931	3/14/2019	3/14/2019	42303	42303_ Provide to the district VOC records of all coatings applied in spray booth from January 1, 2018 to present. Provide to the District SDS information on sealer, lacquer, and stain used in spray booth.
C & C Pallets	N/A	NC	E32932	4/9/2019	4/9/2019	109	ensure that spray guns used to apply coatings on wood are HVLP; maintain VOC records of all active coating operations; any coatings in excess of 1 gallon per day for solvent coatings will require a permit to operate.
C & C Pallets	N/A	NC	E32932	4/9/2019	4/9/2019	1136	ensure that spray guns used to apply coatings on wood are HVLP; maintain VOC records of all active coating operations; any coatings in excess of 1 gallon per day for solvent coatings will require a permit to operate.

C & C Pallets	N/A	NC	E32932	4/9/2019	4/9/2019	203(A)	ensure that spray guns used to apply coatings on wood are HVLP; maintain VOC records of all active coating operations; any coatings in excess of 1 gallon per day for solvent coatings will require a permit to operate.
LOS TRES COCHINITOS	190801	NC	E32938	6/11/2019	6/11/2019	203(A)	submit to the District all applicable forms to obtain a Permit to Operate for the deep fryer located on the premises
LOS TRES COCHINITOS	190801	NC	E32938	6/11/2019	6/11/2019	203(A)	submit to the District all applicable forms to obtain a Permit to Operate for the deep fryer located on the premises
MONTES BODY, MARUYN MONTES DBA	152183	NC	E32941	8/6/2019	8/6/2019	109	fill manometer with liquid; retain invoices of Grow Automotive urethane reducer and other coatings and solvents on premises; maintain accurate VOC records of coating operations; maintain SDS of coatings on premises
MONTES BODY, MARUYN MONTES DBA	152183	NC	E32941	8/6/2019	8/6/2019	109	fill manometer with liquid; retain invoices of Grow Automotive urethane reducer and other coatings and solvents on premises; maintain accurate VOC records of coating operations; maintain SDS of coatings on premises
MONTES BODY, MARUYN MONTES DBA	152183	NC	E32941	8/6/2019	8/6/2019	203 (B)	fill manometer with liquid; retain invoices of Grow Automotive urethane reducer and other coatings and solvents on premises; maintain accurate VOC records of coating operations; maintain SDS of coatings on premises
MONTES BODY, MARUYN MONTES DBA	152183	NC	E32941	8/6/2019	8/6/2019	203 (B)	fill manometer with liquid; retain invoices of Grow Automotive urethane reducer and other coatings and solvents on premises; maintain accurate VOC records of coating operations; maintain SDS of coatings on premises
PELAEZ BODY SHOP, JOSE JAVIER PELAEZ	122565	NC	E32942	8/8/2019	8/8/2019	109	maintain accurate VOC records; use cleaning solvent that is 25 g/L for maintenance cleaning, coatings application equipment and surface prep

PELAEZ BODY SHOP, JOSE JAVIER PELAEZ	122565	NC	E32942	8/8/2019	8/8/2019	1171(C)(1)	maintain accurate VOC records; use cleaning solvent that is 25 g/L for maintenance cleaning, coatings application equipment and surface prep
BEST-4-LESS AUTO BODY,CARLOS BRISENO DB	63333	NC	E32943	8/8/2019	8/8/2019	109	maintain complete VOC records; fill manometer with liquid; submit change of ownership application
BEST-4-LESS AUTO BODY,CARLOS BRISENO DB	63333	NC	E32943	8/8/2019	8/8/2019	203(A)	maintain complete VOC records; fill manometer with liquid; submit change of ownership application
JMP BODY SHOP	176945	NC	E32946	9/19/2019	9/19/2019	1171(C)(1)	add red ink to manometer; ensure exhaust filters are properly installed; ensure gun cleaning solvent is 25 g/L of VOC or less
JMP BODY SHOP	176945	NC	E32946	9/19/2019	9/19/2019	1171(C)(1)	add red ink to manometer; ensure exhaust filters are properly installed; ensure gun cleaning solvent is 25 g/L of VOC or less
JMP BODY SHOP	176945	NC	E32946	9/19/2019	9/19/2019	203 (B)	add red ink to manometer; ensure exhaust filters are properly installed; ensure gun cleaning solvent is 25 g/L of VOC or less
JMP BODY SHOP	176945	NC	E32946	9/19/2019	9/19/2019	203 (B)	add red ink to manometer; ensure exhaust filters are properly installed; ensure gun cleaning solvent is 25 g/L of VOC or less
J & J SNACK FOODS CORP	57226	NC	E32948	10/22/2019	10/22/2019	42303	Provide monthly throughput records for dough processed by all deep fat fryers; provide manufacturing dates for Fryers A, B and C for R1146 compliance; provide daily throughput records for all purpose flour silo; provide monthly for graham and pastry silos
J & J SNACK FOODS CORP	57226	NC	E32948	10/22/2019	10/22/2019	42303	Provide monthly throughput records for dough processed by all deep fat fryers; provide manufacturing dates for Fryers A, B and C for R1146 compliance; provide daily throughput records for all purpose flour silo; provide monthly for graham and pastry silos
SQUARE H BRANDS INC	121017	NC	E32949	10/4/2019	10/4/2019	42303	provide records to the District of the periodic emission checks for Q4 2018, Q1 2019, Q2 2019, and Q3 2019; provide records of the second semiannual tune up for 2019; provide records of any source tests conducted for Boiler #1 and #2 since 2012

RESIDENTIAL ASBESTOS	95762	NC	E33831	3/1/2017	3/1/2017	42303	PRIOR TO CONTINUING RENOVATION, HAVE A CERTIFIED ASBESTOS CONSULTANT CONDUCT AN ASBESTOS SURVEY. FAX RESULTS TO 909.396.3342. IF RESULTS SHOW ASBESTOS, HAVE CAC SUBMIT A PROCEDURE 5 CLEAN UP PLAN AND SECURE THE AREA.
RESIDENTIAL ASBESTOS	95762	NC	E33833	3/8/2017	3/1/2017	42303	SUBMIT THE FOLLOWING RECORDS FOR THE ABOVE LOCATION ADDRESS RENOVATION PROJECT: 1) NAMES OF WORKERS AND SUPV. WHO REMOVED DAMAGED ROOF; 2) NAME, ADDRESS AND PHONE NO. OF CONTRACTORS INVOLVED IN THIS PROJECT; 3) CSLB LICENSE AND OSHA REGISTRATION OF CONTRACTORS WHO REMOVED DAMAGED ROOF (ASBESTOS); 4) ASBESTOS TRAINING CERTIFICATES OF WORKERS AND SUPERVISORS WHO REMOVED ASBESTOS (DAMAGED ROOF); 5) ALL REMOVAL AND WASTE DISPOSAL RECORDS; 6) CONTRACT BETWEEN YOU AND GARCIA ROOFING WITH SCOPE OF WORK; 7) CLEARANCE LETTER FROM ABATEMENT CONTRACTOR.
LUNDAY_THAGARD CO DBA WORLD OIL REFINING	800080	NC	E36329	11/3/2017	11/3/2017	2004	2004(e)(1) _ Resubmit inaccurate QCER per Rule 2004(c)(1)
LUNDAY_THAGARD CO DBA WORLD OIL REFINING	800080	NC	E36329	11/3/2017	11/3/2017	2004	2004(e)(1) _ Resubmit inaccurate QCER per Rule 2004(c)(1)
AJAX FORGE CO	19515	NC	E36397	5/25/2017	5/25/2017	1430	Submit permit applications for grinding operations and required control equipment. Post required sign near entrance. Perform required housekeeping using HEPA vacuum or wet cleaning. Perform roof cleaning every 6 months. Maintain records as required.

AJAX FORGE CO	19515	NC	E36397	5/25/2017	5/25/2017	203 (A)	Submit permit applications for grinding operations and required control equipment. Post required sign near entrance. Perform required housekeeping using HEPA vacuum or wet cleaning. Perform roof cleaning every 6 months. Maintain records as required.
RESIDENTIAL ASBESTOS	95762	NC	E36778	3/1/2017	3/1/2017	1403	Prior to any further demolition, have a certified asbestos consultant conduct an asbestos survey of entire property. For verified asbestos, have CAC prepare a procedure 5 plan for SCAQMD approval prior to cleanup by licensed contractor.
RESIDENTIAL ASBESTOS	95762	NC	E36778	3/1/2017	3/1/2017	1403	Prior to any further demolition, have a certified asbestos consultant conduct an asbestos survey of entire property. For verified asbestos, have CAC prepare a procedure 5 plan for SCAQMD approval prior to cleanup by licensed contractor.
ANGEL'S SANDBLASTING	156007	NC	E37060	3/10/2017	3/10/2017	1140	Make sure that work area is completely shrouded and that emissions from sand blasting is controlled
COMAN	182214	NC	E37680	1/4/2017	1/4/2017	203 (A)	1) submit permit apps for hot oil fryer, hot oil heater, fryer scrubber system, 2) do not operate the above eqpmt w/o SCAQMD P/Os.
FLORENCE CORNER OIL CORP.	176954	NC	E37762	3/28/2017	3/28/2017	203	Drybreak cap not in closed position (faulty handle) - replace cap at drybreak West UST; install missing AQMD Signage; Missing Dynamic Back Pressure TP201.4 Method 4 test results - provide or perform by Sept 2017 test; provide 2017 daily maint. records
FLORENCE CORNER OIL CORP.	176954	NC	E37762	3/28/2017	3/28/2017	461	Drybreak cap not in closed position (faulty handle) - replace cap at drybreak West UST; install missing AQMD Signage; Missing Dynamic Back Pressure TP201.4 Method 4 test results - provide or perform by Sept 2017 test; provide 2017 daily maint. records

WORLD OIL MRKT CO, STATION #25	113391	NC	E37770	4/26/2017	4/26/2017	461	Please either (1) provide missing test results for Dynamic Back Pressure TP201.4 Method 4 or (2) perform test on your next Reverification test date. Have tester setup as a "Performance Test". To be witnessed by AQMD.
WORLD OIL MARKETING CO #102	129460	NC	E38040	2/16/2017	2/16/2017	41960.2	replace hose #4 (wire braid exposed)
CALTRANS, COMMERCE MAINT STATION	25368	NC	E38150	1/20/2017	1/20/2017	PERP 2460	need to contact the District 45 days by submitting Appointment Request Form
AMERICA WOOD FINISHES CORP	132266	NC	E38286	3/29/2017	3/29/2017	42303	H&S42303 _ Provide formulation data for: VM_20 satin conversion varnish, VM_60 semi_gloss conversion varnish, VM_90 gloss conversion varnish, CC_II vinyl sealer, and IVMXX satin clear lacquer
LOS ANGELES GALVANIZING CO	24976	NC	E38374	5/31/2017	5/31/2017	1155	Provide poundage records for materials galvanized on a monthly basis for the past 2 years from today's date. Provide records for visible emissions evaluation conducted for the past year from today's date.
LOS ANGELES GALVANIZING CO	24976	NC	E38374	5/31/2017	5/31/2017	42303	Provide poundage records for materials galvanized on a monthly basis for the past 2 years from today's date. Provide records for visible emissions evaluation conducted for the past year from today's date.
STRATEGIC MATERIALS INC	113383	NC	E38480	2/1/2017	2/1/2017	42303	H&S 42303 Provide electronic copies of valid AQMD permits and record keeping for all units onsite
CONTINENTAL VITAMIN COMPANY, INC.	184119	NC	E38483	2/15/2017	2/7/2017	203 (A)	203a Apply for a district permit for 374 gallon max cap mixer
FEDEX GROUND	180288	NC	E38495	2/23/2017	2/23/2017	1470	1470 Keep and maintain records in accordance with permit conditions
CLASSIC CONCEPTS	179065	NC	E38496	2/23/2017	2/23/2017	1171	203b Install a gauge to measure inches of water in accordance with permit conditions, 1171 use compliant cleaning solvents when cleaning sprayguns

CLASSIC CONCEPTS	179065	NC	E38496	2/23/2017	2/23/2017	203 (B)	203b Install a gauge to measure inches of water in accordance with permit conditions, 1171 use compliant cleaning solvents when cleaning sprayguns
CLASSIC CONCEPTS	179065	NC	E38497	2/23/2017	2/23/2017	42303	H&S 42303 Provide a copy of VOC usage records for the last 2 years for permitted units
WHOLE FOODS MARKET, SOUTHERN PACIFIC REG	177021	NC	E38498	3/1/2017	3/1/2017	42303	H&S 42303 Provide Permit or Permit Application, record keeping, and a picture of the face plate of the permitted engine as well as the engine hour meter for application # 561981
XEBEC BUILDING CO	171126	NC	E38499	3/1/2017	3/1/2017	403	403 Prevent fugitive dust from crossing property lines and trackout of more than 25 feet by implementing proper BACM
UNIFIED GROCERS INC	74064	NC	E38528	5/19/2017	5/12/2017	2202	1) ACCURTATELY SURVEY & MAINTAIN SURVEY FORMS FOR ALL EMPLOYEES; 2) MAINTAIN RECORDS TO VERIFY COMPLIANT WITH MARKETING & BASIC ECRP STRATEGIES; 3) INSTALL A BULLETIN BOARD; 4) CONSTRUCT A RIDESHARE WEBSITE
UNIFIED GROCERS INC	74064	NC	E38528	5/19/2017	5/12/2017	2202	1) ACCURTATELY SURVEY & MAINTAIN SURVEY FORMS FOR ALL EMPLOYEES; 2) MAINTAIN RECORDS TO VERIFY COMPLIANT WITH MARKETING & BASIC ECRP STRATEGIES; 3) INSTALL A BULLETIN BOARD; 4) CONSTRUCT A RIDESHARE WEBSITE
PAPA CANTELLA'S INC	185405	NC	E38529	5/31/2017	5/31/2017	1415.1	FINALIZE CARB RMP REGISTRATION AND PAY ANNUAL FEES FOR CY'S 2014, 2015, 2016
BIMBO BAKERIES	N/A	NC	E38533	6/1/2017	6/1/2017	1415.1	FINALIZE CARB RMP REGISTRATION AND PAY ANNUAL FEES FOR CY'S 2014, 2015, 2016
SANTA MONICA SEAFOOD	N/A	NC	E38548	6/2/2017	6/2/2017	1415.1	FINALIZE CARB RMP REGISTRATION AND PAY ANNUAL FEES FOR CY'S 2013, 2014, 2015
WORLD OIL MARKETING COMPANY 10	149617	NC	E38598	4/25/2017	4/25/2017	461	PROVIDE THE ISD DAILY REPORT FROM 4/17/2017 TO 4/25/2017 AND PROVIDE ALL

							RELATED INFORMATION REGARDING THE ISD RELATED ISSUE.
ALPHA AUTHORIZING & MASTERING SERVICES, IN	172856	NC	E38664	3/21/2017	3/21/2017	203(B)	Comply with recordkeeping requirement in condition #12
PRINTBUYER LLC	183512	NC	E38671	4/13/2017	4/13/2017	1171	Use compliant cleaners and maintain generator hourmeter logs
PRINTBUYER LLC	183512	NC	E38671	4/13/2017	4/13/2017	1171	Use compliant cleaners and maintain generator hourmeter logs
PRINTBUYER LLC	183512	NC	E38671	4/13/2017	4/13/2017	203 (B)	Use compliant cleaners and maintain generator hourmeter logs
PRINTBUYER LLC	183512	NC	E38671	4/13/2017	4/13/2017	203 (B)	Use compliant cleaners and maintain generator hourmeter logs
MOBIL DLR, AMIR BARHOMA	91211	NC	E38685	6/16/2017	6/16/2017	461	Please provide 2017 Daily and Weekly Maintenance Inspection records. Maintain onsite
E-ENERGY 76, EUN DEOK KIM	166190	NC	E38699	8/3/2017	8/3/2017	461	replace drybreak cap at 87 tank - missing gasket; conduct TP201.4 Dynamic Back Pressure Method 4 on your next vapor recovery test in November 2017. Have tester schedule as a 'Performance' test. To be witnessed by AQMD
FABRI_COTE, DIV A & S GLASS FABRICS CO IN	25501	NC	E38777	8/2/2017	8/2/2017	42303	Provide the following: Source tests for Ovens 1 & 2 (P/O G35118) and for the afterburner (G35118) and temperature/meter calibration records.
FABRI_COTE, DIV A & S GLASS FABRICS CO IN	25501	NC	E38777	8/2/2017	8/2/2017	42303	Provide the following: Source tests for Ovens 1 & 2 (P/O G35118) and for the afterburner (G35118) and temperature/meter calibration records.
ALLOYS CLEANING INC	7437	NC	E38778	8/2/2017	8/2/2010	42303	Provide the following records: daily titanium removed logs, weights before and after, weights scale calibration dates, loads of high surface area per day for P/O F40391, scrubber flow meter calibration dates, mist eliminator maintenance record, 2 hot tank
ALLOYS CLEANING INC	7437	NC	E38778	8/2/2017	8/2/2010	42303	Provide the following records: daily titanium removed logs, weights before and after, weights scale calibration dates, loads of high surface area per day for P/O F40391, scrubber

							flow meter calibration dates, mist eliminator maintenance record, 2 hot tank
AMERICAN BUS SPECIALIST	176595	NC	E38827	3/22/2017	3/22/2017	109	206 _ keep a copy of the permit posted within 8 meters of the permitted equipment, 109 _ keep and maintain records, 203b _ Maintain working manometer and filters on permitted PSB
AMERICAN BUS SPECIALIST	176595	NC	E38827	3/22/2017	3/22/2017	109	206 _ keep a copy of the permit posted within 8 meters of the permitted equipment, 109 _ keep and maintain records, 203b _ Maintain working manometer and filters on permitted PSB
AMERICAN BUS SPECIALIST	176595	NC	E38827	3/22/2017	3/22/2017	203 (B)	206 _ keep a copy of the permit posted within 8 meters of the permitted equipment, 109 _ keep and maintain records, 203b _ Maintain working manometer and filters on permitted PSB
AMERICAN BUS SPECIALIST	176595	NC	E38827	3/22/2017	3/22/2017	203 (B)	206 _ keep a copy of the permit posted within 8 meters of the permitted equipment, 109 _ keep and maintain records, 203b _ Maintain working manometer and filters on permitted PSB
AMERICAN BUS SPECIALIST	176595	NC	E38827	3/22/2017	3/22/2017	206	206 _ keep a copy of the permit posted within 8 meters of the permitted equipment, 109 _ keep and maintain records, 203b _ Maintain working manometer and filters on permitted PSB
AMERICAN BUS SPECIALIST	176595	NC	E38827	3/22/2017	3/22/2017	206	206 _ keep a copy of the permit posted within 8 meters of the permitted equipment, 109 _ keep and maintain records, 203b _ Maintain working manometer and filters on permitted PSB
AMERICAN BUS SPECIALIST	176595	NC	E38829	3/22/2017	3/22/2017	109	109 _ Keep and maintain records of VOC logs for PSB, 203(a) _ Do not operate PSB without first obtaining a valid district permit
AMERICAN BUS SPECIALIST	176595	NC	E38829	3/22/2017	3/22/2017	109	109 _ Keep and maintain records of VOC logs for PSB, 203(a) _ Do not operate PSB without first obtaining a valid district permit

AMERICAN BUS SPECIALIST	176595	NC	E38829	3/22/2017	3/22/2017	203 (A)	109 _ Keep and maintain records of VOC logs for PSB, 203(a) _ Do not operate PSB without first obtaining a valid district permit
AMERICAN BUS SPECIALIST	176595	NC	E38829	3/22/2017	3/22/2017	203 (A)	109 _ Keep and maintain records of VOC logs for PSB, 203(a) _ Do not operate PSB without first obtaining a valid district permit
KELLY'S CUSTOM PAINT & BODY	142685	NC	E38833	5/12/2017	5/12/2017	109	109 keep and maintain records, 203a apply for a permit for PSB previously permitted as F73190, 1171 use compliant cleaning solvents, 1151 use compliant coatings
KELLY'S CUSTOM PAINT & BODY	142685	NC	E38833	5/12/2017	5/12/2017	1151	109 keep and maintain records, 203a apply for a permit for PSB previously permitted as F73190, 1171 use compliant cleaning solvents, 1151 use compliant coatings
KELLY'S CUSTOM PAINT & BODY	142685	NC	E38833	5/12/2017	5/12/2017	1171	109 keep and maintain records, 203a apply for a permit for PSB previously permitted as F73190, 1171 use compliant cleaning solvents, 1151 use compliant coatings
KELLY'S CUSTOM PAINT & BODY	142685	NC	E38833	5/12/2017	5/12/2017	203 (A)	109 keep and maintain records, 203a apply for a permit for PSB previously permitted as F73190, 1171 use compliant cleaning solvents, 1151 use compliant coatings
DAD & SONS CUSTOMS	181853	NC	E38834	5/16/2017	5/16/2017	109	109 keep and maintain records, 203b replace missing filters and refill manometer on PSB
DAD & SONS CUSTOMS	181853	NC	E38834	5/16/2017	5/16/2017	203 (B)	109 keep and maintain records, 203b replace missing filters and refill manometer on PSB
PRECIOUS CUSTOM CABINETS	154482	NC	E38835	5/16/2017	5/16/2017	109	203(a) Apply for a permit for PSB and do not operate without permit, 109 keep and maintain records, 1136 Use compliant coatings, 1171 use complaint cleaning solvents
PRECIOUS CUSTOM CABINETS	154482	NC	E38835	5/16/2017	5/16/2017	1136	203(a) Apply for a permit for PSB and do not operate without permit, 109 keep and maintain records, 1136 Use compliant coatings, 1171 use complaint cleaning solvents
PRECIOUS CUSTOM CABINETS	154482	NC	E38835	5/16/2017	5/16/2017	1171	203(a) Apply for a permit for PSB and do not operate without permit, 109 keep and maintain records, 1136 Use compliant coatings, 1171 use complaint cleaning solvents

PRECIOUS CUSTOM CABINETS	154482	NC	E38835	5/16/2017	5/16/2017	203 (A)	203(a) Apply for a permit for PSB and do not operate without permit, 109 keep and maintain records, 1136 Use compliant coatings, 1171 use complaint cleaning solvents
GOLDEN AUTO COLLISION	182673	NC	E38836	5/17/2017	5/17/2017	109	R1171 Use compliant cleaning solvents, R1151 use compliant coatings, R109 Provide VOC records for the last two years, R203(a) Renew expired permit G42208
GOLDEN AUTO COLLISION	182673	NC	E38836	5/17/2017	5/17/2017	109	R1171 Use compliant cleaning solvents, R1151 use compliant coatings, R109 Provide VOC records for the last two years, R203(a) Renew expired permit G42208
GOLDEN AUTO COLLISION	182673	NC	E38836	5/17/2017	5/17/2017	1151	R1171 Use compliant cleaning solvents, R1151 use compliant coatings, R109 Provide VOC records for the last two years, R203(a) Renew expired permit G42208
GOLDEN AUTO COLLISION	182673	NC	E38836	5/17/2017	5/17/2017	1151	R1171 Use compliant cleaning solvents, R1151 use compliant coatings, R109 Provide VOC records for the last two years, R203(a) Renew expired permit G42208
GOLDEN AUTO COLLISION	182673	NC	E38836	5/17/2017	5/17/2017	1171	R1171 Use compliant cleaning solvents, R1151 use compliant coatings, R109 Provide VOC records for the last two years, R203(a) Renew expired permit G42208
GOLDEN AUTO COLLISION	182673	NC	E38836	5/17/2017	5/17/2017	1171	R1171 Use compliant cleaning solvents, R1151 use compliant coatings, R109 Provide VOC records for the last two years, R203(a) Renew expired permit G42208
GOLDEN AUTO COLLISION	182673	NC	E38836	5/17/2017	5/17/2017	203 (A)	R1171 Use compliant cleaning solvents, R1151 use compliant coatings, R109 Provide VOC records for the last two years, R203(a) Renew expired permit G42208
GOLDEN AUTO COLLISION	182673	NC	E38836	5/17/2017	5/17/2017	203 (A)	R1171 Use compliant cleaning solvents, R1151 use compliant coatings, R109 Provide VOC records for the last two years, R203(a) Renew expired permit G42208

GLASSWERKS L A, INC	165590	NC	E38837	5/18/2017	5/18/2017	1140	R1140 and R1401 Provide proof of compliance by identifying materials that enter units, R203b and 1155 Provide last two years of records as outlined by R1155, R206 Post permits within 8m of equipment, R203a Do not operate if not permitted
GLASSWERKS L A, INC	165590	NC	E38837	5/18/2017	5/18/2017	1155	R1140 and R1401 Provide proof of compliance by identifying materials that enter units, R203b and 1155 Provide last two years of records as outlined by R1155, R206 Post permits within 8m of equipment, R203a Do not operate if not permitted
GLASSWERKS L A, INC	165590	NC	E38837	5/18/2017	5/18/2017	1401	R1140 and R1401 Provide proof of compliance by identifying materials that enter units, R203b and 1155 Provide last two years of records as outlined by R1155, R206 Post permits within 8m of equipment, R203a Do not operate if not permitted
GLASSWERKS L A, INC	165590	NC	E38837	5/18/2017	5/18/2017	203 (A)	R1140 and R1401 Provide proof of compliance by identifying materials that enter units, R203b and 1155 Provide last two years of records as outlined by R1155, R206 Post permits within 8m of equipment, R203a Do not operate if not permitted
GLASSWERKS L A, INC	165590	NC	E38837	5/18/2017	5/18/2017	203 (B)	R1140 and R1401 Provide proof of compliance by identifying materials that enter units, R203b and 1155 Provide last two years of records as outlined by R1155, R206 Post permits within 8m of equipment, R203a Do not operate if not permitted
GLASSWERKS L A, INC	165590	NC	E38837	5/18/2017	5/18/2017	206	R1140 and R1401 Provide proof of compliance by identifying materials that enter units, R203b and 1155 Provide last two years of records as outlined by R1155, R206 Post permits within 8m of equipment, R203a Do not operate if not permitted
ASTRO ALUMINUM TREATING CO INC	19305	NC	E38838	5/18/2017	5/18/2017	206	H&S 42303 Pics of cooler refrigeration systems (3 in total), lbs of R_404a, and proof of registrations for all coolers and boilers. R_206 keep all permits posted within 8 meter of permitted equipment.

ASTRO ALUMINUM TREATING CO INC	19305	NC	E38838	5/18/2017	5/18/2017	42303	H&S 42303 Pics of cooler refrigeration systems (3 in total), lbs of R_404a, and proof of registrations for all coolers and boilers. R_206 keep all permits posted within 8 meter of permitted equipment.
DELUXE FURNITURE DESIGN CORP	176718	NC	E38844	6/7/2017	6/7/2017	109	1155(d)(1) The operator of a facility shall not cause or allow any visible emissions from any PM air pollution control device, 206) permit and/or application must be posted within 8 meters of permitted equipment, 109) keep VOC records
DELUXE FURNITURE DESIGN CORP	176718	NC	E38844	6/7/2017	6/7/2017	1155	1155(d)(1) The operator of a facility shall not cause or allow any visible emissions from any PM air pollution control device, 206) permit and/or application must be posted within 8 meters of permitted equipment, 109) keep VOC records
DELUXE FURNITURE DESIGN CORP	176718	NC	E38844	6/7/2017	6/7/2017	206	1155(d)(1) The operator of a facility shall not cause or allow any visible emissions from any PM air pollution control device, 206) permit and/or application must be posted within 8 meters of permitted equipment, 109) keep VOC records
DELUXE FURNITURE DESIGN CORP	183196	NC	E38845	6/7/2017	6/7/2017	109	206) keep all permits posted within 8 meters of permitted equipment, 203(b) Do not operate contract to permit conditions esp: functioning manometer & proper number of filters, 109) keep and maintain VOC records
DELUXE FURNITURE DESIGN CORP	183196	NC	E38845	6/7/2017	6/7/2017	203 (B)	206) keep all permits posted within 8 meters of permitted equipment, 203(b) Do not operate contract to permit conditions esp: functioning manometer & proper number of filters, 109) keep and maintain VOC records
DELUXE FURNITURE DESIGN CORP	183196	NC	E38845	6/7/2017	6/7/2017	206	206) keep all permits posted within 8 meters of permitted equipment, 203(b) Do not operate contract to permit conditions esp: functioning manometer & proper number of filters, 109) keep and maintain VOC records
KING MEAT SERVICE, INC.	181182	NC	E38849	7/11/2017	7/11/2017	42303	H&S 42303 Please provide the last 2 years worth of source test for boilers or last available test if longer than two years

EPPINK OF CALIFORNIA	19194	NC	E38882	5/10/2017	5/3/2017	1136	Apply for permit modification or unblock appropriate number of exhaust filters to match current permit G14834 description. Maintain VOC emission logs complete and up to date. Account for days with no activity in logbook.
EPPINK OF CALIFORNIA	19194	NC	E38882	5/10/2017	5/3/2017	203(B)	Apply for permit modification or unblock appropriate number of exhaust filters to match current permit G14834 description. Maintain VOC emission logs complete and up to date. Account for days with no activity in logbook.
MILLENIU AUTO COLLISION	158766	NC	E38886	5/16/2017	5/16/2017	203(B)	Replace exhaust filters in paint spray booth and fix manometer. Provide VOC emission reports for May 2015 through May 2017
MILLENIU AUTO COLLISION	158766	NC	E38886	5/16/2017	5/16/2017	42303	Replace exhaust filters in paint spray booth and fix manometer. Provide VOC emission reports for May 2015 through May 2017
JMK AUTO INC	172173	NC	E38887	5/18/2017	5/18/2017	109	Apply for paint spray booth permit and submit application fees with forms. Discontinue use of non_compliant coatings and solvents. Maintain paint usage/VOC emission
JMK AUTO INC	172173	NC	E38887	5/18/2017	5/18/2017	1151	Apply for paint spray booth permit and submit application fees with forms. Discontinue use of non_compliant coatings and solvents. Maintain paint usage/VOC emission
JMK AUTO INC	172173	NC	E38887	5/18/2017	5/18/2017	1171	Apply for paint spray booth permit and submit application fees with forms. Discontinue use of non_compliant coatings and solvents. Maintain paint usage/VOC emission
JMK AUTO INC	172173	NC	E38887	5/18/2017	5/18/2017	203(A)	Apply for paint spray booth permit and submit application fees with forms. Discontinue use of non_compliant coatings and solvents. Maintain paint usage/VOC emission
ESTRADA'S COLLISION EXPERTS	151114	NC	E38889	5/19/2017	5/19/2017	203 (A)	Submit application for spray booth permit and pay back fees. Provide paint usage/VOC emission records from May 2015 to May 2017
ESTRADA'S COLLISION EXPERTS	151114	NC	E38889	5/19/2017	5/19/2017	42303	Submit application for spray booth permit and pay back fees. Provide paint usage/VOC emission records from May 2015 to May 2017

MILLENIU AUTO COLLISION	158766	NC	E38890	5/30/2017	5/30/2017	1151	Maintain paint usage/VOC emission reports
FIRESTONE PETROL INC.	159528	NC	E39124	6/20/2017	6/20/2017	461	Rule 461 (c)(2)(B) _ Replace torn hoses on #3 and #12; Align faceplate with boot on #13
MIDWEST ROOFING	164971	NC	E39289	8/10/2017	8/10/2017	1403	Prior to any further roof repair or roof clean_up, have a Certified Asbestos Consultant conduct an asbestos contamination assessment of roof, inside office/warehouse and outside areas. For verified asbestos have consultant prepare a P5 clean_up
VIG FURNITURE (WAREHOUSE)	186091	NC	E39292	10/31/2017	10/31/2017	1403	Prior to removal of any merchandise/materials have Certified Asbestos consultant conduct a contamination assessment of entire warehouse. For verified asbestos, have CAC prepare a P5 clean up plan for SCAQMD approval prior to clean_up by licensed contractor
VIG FURNITURE (WAREHOUSE)	186091	NC	E39292	10/31/2017	10/31/2017	1403	Prior to removal of any merchandise/materials have Certified Asbestos consultant conduct a contamination assessment of entire warehouse. For verified asbestos, have CAC prepare a P5 clean up plan for SCAQMD approval prior to clean_up by licensed contractor
IDS REAL ESTATE GROUP	183912	NC	E39293	10/31/2017	10/31/2017	1403	Prior to removal of any merchandise/material, have a CAC conduct a contamination assessment of the entire warehouse. For verified contamination, have CAC prepare a Procedure 5 clean_up plan prior to removing/cleaning materials by a licensed contractor.
VIG FURNITURE (WAREHOUSE)	186091	NC	E39294	11/8/2017	10/31/2017	1403	1)Prior to removal/cleanup of any merchandise, have a CAC conduct contamination assessment of entire warehouse. 2)For verified asbestos, have CAC prepare P5 plan for SCAQMD approval prior to cleanup by licensed contractor.
BAKER COMMODITIES INC	800016	NC	E39365	11/11/2017	7/1/2017	2004	Inaccurate APEP and QCERs for the 1st, 2nd, and 3rd QTRs

PRUDENTIAL OVERALL SUPPLY CO	8560	NC	E39427	5/4/2017	5/4/2017	42303	Provide PAT results for Hurst boiler from Q2 2015 to present
LA CO., FIRE STA #27	70446	NC	E39438	6/8/2017	6/7/2017	461	Conduct reverification test on the same month every year
MURRAY'S IRON WORKS INC.	169746	NC	E39445	7/12/2017	7/12/2017	203	MAINTAIN USAGE LOG FOR MATERIALS CONTAINING ETHYL BENZENE
DEPARTMENT OF TRANS DIV OF EQUIP COMMERC	176076	NC	E39446	7/12/2017	7/12/2017	203	1) Renew expired permit under P/O G28923 2) Provide log for unburned diesel soot throughput for permitted oven
DEPARTMENT OF TRANS DIV OF EQUIP COMMERC	176076	NC	E39446	7/12/2017	7/12/2017	42303	1) Renew expired permit under P/O G28923 2) Provide log for unburned diesel soot throughput for permitted oven
ROYAL ROOFING	185553	NC	E39512	8/31/2017	8/30/2017	222	Register all tar pots with a capacity between 159 gal and 1,000 gal per Rule 222.
VAL PRO INC.	N/A	NC	E39651	6/6/2017	6/6/2017	1415.1	FINALIZE CARB RMP REGISTRATION AND PAY ANNUAL FEES FOR CY'S 2014, 2015, 2016
PAPA CANTELA'S INC.	185405	NC	E39659	6/29/2017	6/28/2017	222	REGISTER ALL BOILERS RATED BETWEEN 1 & 2 MILLION BTU AND PAY ALL APPLICABLE REGISTRATION FEES (\$203.08 PER BOILER)
CROWN POLY, INC.	N/A	NC	E39703	6/6/2017	6/6/2017	1415.1	FINALIZE CARB RMP REGISTRATION AND PAY ANNUAL FEES FOR CY'S 2013, 2014, 2015, 2016
MARRIETTA CORP.	N/A	NC	E39706	6/7/2017	6/7/2017	1415.1	FINALIZE CARB RMP REGISTRATION AND PAY ANNUAL FEES FOR CY'S 2013, 2014, 2015, 2016

WORLD OIL MARKETING COMPANY	135056	NC	E39780	7/13/2017	7/13/2017	461	Rule 461 (e)(6)(B) _ Provide the Dec. 2016 _ current monthly gasoline throughput records; (c)(2)(B) _ Replace torn whip hose on #7
ENERGIZED INC	154347	NC	E39797	8/22/2017	8/22/2017	461	Rule 461 (e)(6)(D) _ Provide the Feb. 2017 _ current monthly gasoline throughput records (c)(2)(B) _ replace torn hose on #2, 3, 5, and 8
LOS ANGELES UNIFIED SCHOOL DISTRICT	134220	NC	E39808	10/19/2017	10/19/2017	40701(G)	PRIOR TO CONTINUING ANY EXCAVATION AND/OR CLEANUP HAVE A CERTIFIED ASBESTOS CONSULTANT PERFORM AN ASBESTOS SURVEY AT EXPOSED PIPE AREAS. SEND A COPY OF THE ASBESTOS SURVEY TO F.CHUNG. FOR VERIFIED ASBESTOS CONTAMINATION HAVE A CAC PREPARE A PROCEDURE 5
SHULTZ STEEL CO	16639	NC	E39825	6/7/2017	6/2/2017	1430	Provide monthly inspection records for total enclosure. Repair breaks/gaps for total enclosure. Conduct housekeeping, including inside of the total enclosure
SHULTZ STEEL CO	16639	NC	E39825	6/7/2017	6/2/2017	42303	Provide monthly inspection records for total enclosure. Repair breaks/gaps for total enclosure. Conduct housekeeping, including inside of the total enclosure
ART ON GLASS	160396	NC	E39831	8/4/2017	8/4/2017	203 (A)	Discontinue operating the baghouse with expired P/O# G10535.
HIGH TEC GENERAL ENGINEERING INC	185396	NC	E39833	8/10/2017	8/10/2017	403	Use best available control measures (BACM) to control fugitive dust from crossing property line.
FREEDOM POWDER COATING & SANDBLASTING	179985	NC	E39836	9/19/2017	9/13/2017	203 (B)	Provide poundage records for powder coatings sprayed in PSB P/O#G36328. Maintain all equipment in good condition. Maintain dust collected in closed containers.
FREEDOM POWDER COATING & SANDBLASTING	179985	NC	E39836	9/19/2017	9/13/2017	42303	Provide poundage records for powder coatings sprayed in PSB P/O#G36328. Maintain all equipment in good condition. Maintain dust collected in closed containers.

LOS ANGELES GALVANIZING CO	24976	NC	E39837	9/15/2017	9/15/2017	203 (B)	Maintain baghouse (P/O#F7523) in good working condition at all times including the magnehelic gauge. Provide records of filter mediat replacement for the baghouse P/O#F7523.
LOS ANGELES GALVANIZING CO	24976	NC	E39837	9/15/2017	9/15/2017	42303	Maintain baghouse (P/O#F7523) in good working condition at all times including the magnehelic gauge. Provide records of filter mediat replacement for the baghouse P/O#F7523.
FREEDOM POWDER COATING & SANDBLASTING	179985	NC	E39838	9/19/2017	9/13/2017	42303	Provide SDS for powder coatings used at the facility. Provide a source test report for A/N 575048. Provide weekly visible emissions monitoring records.
ESPINOZA'S BODY SHOP	132233	NC	E39839	9/19/2017	9/19/2017	203 (B)	Provide VOC usage records (monthly) used at the facility from 1/1/17 to present. Maintain equipment in good operating order at all times, including having all filters installed for P/O#F99282.
ESPINOZA'S BODY SHOP	132233	NC	E39839	9/19/2017	9/19/2017	42303	Provide VOC usage records (monthly) used at the facility from 1/1/17 to present. Maintain equipment in good operating order at all times, including having all filters installed for P/O#F99282.
NEW CINGULAR WIRELESS PCS, AT&T MOBILITY	121416	NC	E39928	8/2/2017	8/2/2017	TITLE13ARTICLE5S	2453(g): Correct engine description on CARB Registration Certificate to reflect the engine's faceplate information properly.
PABCO BLDG PRODUCTS LLC,PABCO PAPER, DBA	45746	NC	E39933	10/12/2017	6/1/2017	2011	Electronically report monthly Large Source NOx emissions within 15 days following the end of each calendar month. Electronically report quarterly Process Unit SOx emissions within 30 days following end of quarter and 60 days after last quarter of CY.
PABCO BLDG PRODUCTS LLC,PABCO PAPER, DBA	45746	NC	E39933	10/12/2017	6/1/2017	2011	Electronically report monthly Large Source NOx emissions within 15 days following the end of each calendar month. Electronically report quarterly Process Unit SOx emissions within 30 days following end of quarter and 60 days after last quarter of CY.

PABCO BLDG PRODUCTS LLC,PABCO PAPER, DBA	45746	NC	E39933	10/12/2017	6/1/2017	2012	Electronically report monthly Large Source NOx emissions within 15 days following the end of each calendar month. Electronically report quarterly Process Unit SOx emissions within 30 days following end of quarter and 60 days after last quarter of CY.
PABCO BLDG PRODUCTS LLC,PABCO PAPER, DBA	45746	NC	E39933	10/12/2017	6/1/2017	2012	Electronically report monthly Large Source NOx emissions within 15 days following the end of each calendar month. Electronically report quarterly Process Unit SOx emissions within 30 days following end of quarter and 60 days after last quarter of CY.
BAKER CORP	90173	NC	E39951	6/28/2017	6/28/2017	TITLE13ARTICLE5S	Correct the model information on PERP registration 164279 and 164276 to match the engine placard
BAKER CORP	90173	NC	E39959	7/25/2017	7/14/2017	TITLE13ARTICLE5S	Correct the model information on PERP registration 155143 to match the engine placard
CITY OF LOS ANGELES, DEPT. OF GENERAL SE	148607	NC	E40005	7/11/2017	7/7/2017	TITLE13ARTICLE5S	Provide registration certificate for registration # 167023
CITY OF LOS ANGELES, DEPT. OF GENERAL SE	148607	NC	E40005	7/11/2017	7/7/2017	TITLE13ARTICLE5S	Provide registration certificate for registration # 167023
GREEN WISE SOIL TECHNOLOGIES	182025	NC	E40016	9/5/2017	8/2/2017	203 (A)	Apply for permit for all appropriate tub grinders, engines, trommel screens, horizontal grinders, and shakers in use at facility
NANKA SIEMEN CO, LLC	181534	NC	E40037	8/2/2017	8/2/2017	206	Permit must be posted on equipment unit (within 8 meters)
AJAX FORGE CO	19515	NC	E40038	8/3/2017	8/3/2017	206	Permit must be provided and be affixed on or 8 meters from the equipment
PROPORTION FOODS, LLC	172630	NC	E40039	8/8/2017	8/8/2017	203	Internal combustion engine must be registered with the current owner/operator, must maintain records and provide records for the last 3 years
STRATEGIC MATERIALS, INC.	96915	NC	E40041	8/18/2017	8/18/2017	403	Best available control measures shall be implemented to contain dust coming from all stock piles and operations.

KING MEAT SERVICE, INC.	181182	NC	E40043	8/31/2017	8/31/2017	1146	Portable analyzer test must be done consecutively for three (3) months
BON APPETIT BAKERY	183733	NC	E40046	9/20/2017	9/20/2017	203	Records for: (i) hours of operation (ii) materials used/processed (iii) fuel usage (iv) throughput (v) operating parameters_all data necessary for both boilers. Provide permits for all permitted equipment.
BON APPETIT BAKERY	183733	NC	E40046	9/20/2017	9/20/2017	203	Records for: (i) hours of operation (ii) materials used/processed (iii) fuel usage (iv) throughput (v) operating parameters_all data necessary for both boilers. Provide permits for all permitted equipment.
BON APPETIT BAKERY	183733	NC	E40046	9/20/2017	9/20/2017	222	Records for: (i) hours of operation (ii) materials used/processed (iii) fuel usage (iv) throughput (v) operating parameters_all data necessary for both boilers. Provide permits for all permitted equipment.
BON APPETIT BAKERY	183733	NC	E40046	9/20/2017	9/20/2017	222	Records for: (i) hours of operation (ii) materials used/processed (iii) fuel usage (iv) throughput (v) operating parameters_all data necessary for both boilers. Provide permits for all permitted equipment.
PROPORTION FOODS, LLC	172630	NC	E40047	9/21/2017	9/21/2017	203	provide records for deep fat fryer and toal meat processed on a per month basis
ANADITE INC	8015	NC	E40113	10/6/2017	10/6/2017	42303	Provide documentation showing compliance with R1147, R1146, permit conditions
ANADITE INC	8015	NC	E40113	10/6/2017	10/6/2017	42303	Provide documentation showing compliance with R1147, R1146, permit conditions
N/A	N/A	NC	E40378	7/6/2017	7/6/2017	1415.1	KINDLY REGISTER & FILE THE REQUIRED REFRIGERATION SYSTEM ANNUAL REPORT AND PAY ALL APPLICABLE FEES, FOR EACH SYSTEM LOCATED AT THE FACILITY.

ATI	N/A	NC	E40379	7/6/2017	7/6/2017	1415.1	KINDLY REGISTER & FILE THE REQUIRED REFRIGERATION SYSTEM ANNUAL REPORT AND PAY ALL APPLICABLE FEES, FOR EACH SYSTEM LOCATED AT THE FACILITY.
TAMA TRADING COMPNAY, INC.	N/A	NC	E40380	7/6/2017	7/6/2017	1415.1	KINDLY FILE THE REQUIRED REFRIGERATION SYSTEM ANNUAL REPORT WITH CARB, AND PAY ALL APPLICABLE FEES FOR EACH SYSTEM
TAMA TRADING COMPNAY, INC.	N/A	NC	E40380	7/6/2017	7/6/2017	1415.1	KINDLY FILE THE REQUIRED REFRIGERATION SYSTEM ANNUAL REPORT WITH CARB, AND PAY ALL APPLICABLE FEES FOR EACH SYSTEM
ACE LUMBER AND SUPPLY CO.	N/A	NC	E40400	10/18/2017	10/11/2017	1143	Properly dispose of non_compliant multi_purpose solvents/consumer paint thinners (offered for sale within SCAQMD).
KING MEAT SERVICE, INC.	181182	NC	E40551	7/25/2017	7/25/2017	1146	1146 Conduct and Maintain all test (sources, portable analyzer, tune up, etc) in accordance with permit and rule specifications and make records available upon request
RESIDENTIAL ASBESTOS	95762	NC	E40583	9/19/2017	9/19/2017	1403	Submit a demo notification prior to demolition activity.
SOUTH CITY GAS HUNTINGTON PARK ARCO	179362	NC	E40688	9/28/2017	9/28/2017	461	Rule 461 (e)(6)(D) _ Provide the July & August 2017 throughput records (c)(3)(G) _ Post AQMD decals on all dispensers
SOUTH CITY GAS INC	174973	NC	E40689	9/28/2017	9/28/2017	461	Rule 461 (e)(6)(D) _ Provide the August 2017 throughput record (e)(2) _ Provide the Dec. 2016 vapor recovery test records. Provide records of the Dynamic Backpressure, Methodology 4, test.
UNITED PACIFIC #5626	181800	NC	E40690	9/28/2017	9/28/2017	461	Rule 461 (e)(6)(D) _ Provide the 2017 throughput records (d)(1)(B) _ Provide the 2017 periodic compliance inspection record (e)(2) _ Provide the 2017 vapor recovery test records, the most current P.V test, and records of the Methodology 4&6 tests
WORLD OIL CO	72735	NC	E40715	12/12/2017	12/12/2017	PERP 2460	Within 45 days of initial issuance or renewal of a CARB registration, contact the home district to arrange the required inspection.

RED CHAMBER CO	168325	NC	E40720	12/14/2017	12/14/2017	PERP 2460	Within 45 days of initial issuance or renewal of a CARB registration, contact the home district to arrange the required inspection.
HALEY INDUSTRIAL COATINGS & LININGS INC.	160830	NC	E40721	12/14/2017	12/14/2017	PERP 2458	Within 45 days of initial issuance or renewal of a CARB registration, contact the home district to arrange the required inspection. Provide or maintain records as required by the registration certificate.
HALEY INDUSTRIAL COATINGS & LININGS INC.	160830	NC	E40721	12/14/2017	12/14/2017	PERP 2460	Within 45 days of initial issuance or renewal of a CARB registration, contact the home district to arrange the required inspection. Provide or maintain records as required by the registration certificate.
SIGNAL RESTORATION SERVICES	177588	NC	E40774	7/17/2018	7/17/2018	40701(G)	PROVIDE ALL DAILY SUPERVISOR LOGS FROM THE BEGINNING OF WORK THROUGH TODAY 7/17/18. SHOW PROOF THAT ABATEMENT IN THE INTERIOR OF THE BUILDING FOLLOWED THE INSTRUCTIONS OF THE PROCEDURE 5 REPORT. PROVIDE NEGATIVE AIR DAILY READINGS FOR THE PROJECT (DAILY).
TESORO LOGISTICS, VINVALE TERMINAL	174710	NC	E40786	8/31/2018	8/16/2018	3002	Resubmit Title V 500 SAM with correct due date
TESORO LOGISTICS,CARSON PROD TERMINAL	174703	NC	E40787	8/31/2018	8/16/2018	3002	Resubmit Title V 500 SAM with correct due date
OWENS_BROCKWAY GLASS CONTAINER INC	7427	NC	E40829	6/20/2018	6/20/2018	2004(F)(1)	NC issued for: 1) Apply correct SOx Bias Adjustment Factor (BAF); 2) Retain tune-up records for NOx Process Units; 3) Conduct annual inspection of filter media of baghouse C272 per permit condition D322.1; 4) Maintain records of differential pressure of dust collectors C293, C294, C299, and C301 per permit condition C10.3; 5) Immediately switch Ceramic Catalyst Filter System (C281 or C286) to Sorbent Single Pass Mode upon discovery of a broken filter tube.
OWENS_BROCKWAY GLASS CONTAINER INC	7427	NC	E40829	6/20/2018	6/20/2018	2004(F)(1)	
OWENS_BROCKWAY GLASS CONTAINER INC	7427	NC	E40829	6/20/2018	6/20/2018	2011 APPENDIX A	

OWENS_BROCKWAY GLASS CONTAINER INC	7427	NC	E40829	6/20/2018	6/20/2018	2011 APPENDIX A	
OWENS_BROCKWAY GLASS CONTAINER INC	7427	NC	E40829	6/20/2018	6/20/2018	2012 APPEN A	
OWENS_BROCKWAY GLASS CONTAINER INC	7427	NC	E40829	6/20/2018	6/20/2018	2012 APPEN A	
LUNDAY_THAGARD CO DBA WORLD OIL REFINING	800080	NC	E40839	11/26/2019	1/31/2019	2004	1) Ensure QCERs are submitted within 30 days following the end of each quarter; 2) Apply missing data procedures (MDP) when monitoring data is invalid or missing.
LUNDAY_THAGARD CO DBA WORLD OIL REFINING	800080	NC	E40839	11/26/2019	1/31/2019	2004	1) Ensure QCERs are submitted within 30 days following the end of each quarter; 2) Apply missing data procedures (MDP) when monitoring data is invalid or missing.
LUNDAY_THAGARD CO DBA WORLD OIL REFINING	800080	NC	E40839	11/26/2019	1/31/2019	2012 APPEN A	1) Ensure QCERs are submitted within 30 days following the end of each quarter; 2) Apply missing data procedures (MDP) when monitoring data is invalid or missing.
LUNDAY_THAGARD CO DBA WORLD OIL REFINING	800080	NC	E40839	11/26/2019	1/31/2019	2012 APPEN A	1) Ensure QCERs are submitted within 30 days following the end of each quarter; 2) Apply missing data procedures (MDP) when monitoring data is invalid or missing.
RESIDENTIAL ASBESTOS	95762	NC	E40906	11/6/2017	11/6/2017	40701(G)	PRIOR TO ANYMORE RENOVATION/DISPOSAL OF TRANSITE SIDING AND REMOVAL OLF BLACK TRASH CANS CONTAINING SUSPECT ASBESTOS WASTE DO THE FOLLOWING: 1) HIRE AN ASB CONSULTANT TO PERFORM AN ASB INSP OF THE WEST FLOWER BED, FRONT GRASS AREA & TRASH CAN 595_010233.

HANSOLO BUILDING SERVICES, INC.	161147	NC	E40910	5/8/2018	5/8/2018	41701	PRIOR TO ANYMORE CONSTRUCTION WORK ON THE ROOF, PROVIDE PROOF OF THE FOLLOWING: ASBESTOS SURVEY FOR BUILDING & ROOF; ASBESTOS SURVEY FOR CONSTRUCTION DEBRIS INSIDE BIN PLACED BY DEMO CONTRACTOR; SCOPE OF WORK; CITY BUILDING PERMIT;
I T L INC	45329	NC	E40973	11/15/2017	11/15/2017	461	Provide 2017 Periodic Compliance Inspection record
A. GUTIERREZ ROOFING	111249	NC	E41019	9/28/2017	9/28/2017	222	need to register Roofmaster 265 gals tar kettle sn# D8903 with SCAQMD
A. GUTIERREZ ROOFING	111249	NC	E41019	9/28/2017	9/28/2017	222	need to register Roofmaster 265 gals tar kettle sn# D8903 with SCAQMD
RWS&P, ROYAL ROOF CO DBA	146360	NC	E41099	11/22/2017	11/22/2017	203	Show compliance with R203
DAVALAN FRESH	N/A	NC	E41392	6/27/2018	6/27/2018	1415.1	Kindly register all non_residential refrigeration systems using more than 50 lbs. of refrigerant with the CARB RMP_R3 (Refrigerant Registration and Reporting System)
CANTON FOOD CO.	N/A	NC	E41393	6/27/2018	6/27/2018	1415.1	Kindly register all non_residential refrigeration systems using more than 50 lbs. of refrigerant with the CARB RMP_R3 (Refrigerant Management Program; Refrigerant Registration Reporting)
N/A	N/A	NC	E41399	8/1/2018	8/1/2018	1415.1	1. Submit Missing Annual Report under the CARB RMP _ reporting year 2017. 2. Submit annual fee payment (2017) 3. Maintain records of refrigerant purchased, added, and/or removed for all systems at facility.
TRIMMING LAND CO INC	175864	NC	E41456	11/30/2017	11/30/2017	PERP 2460	contact district within 45 days of registration renewal with appointment request form
TRIMMING LAND CO INC	175864	NC	E41456	11/30/2017	11/30/2017	PERP 2460	contact district within 45 days of registration renewal with appointment request form
GOLDEN STATE WATER COMPANY_REGION 3	186434	NC	E41576	12/27/2017	12/27/2017	TITLE13ARTICLE5S	affix up to date sticker to equipment
SULLY MILLER CONTRACTING CO.	4988	NC	E41599	3/7/2018	3/7/2018	42303	provide records for portable equipment

SULLY MILLER CONTRACTING CO.	4988	NC	E41599	3/7/2018	3/7/2018	42303	provide records for portable equipment
DARLING INGREDIENTS INC.	63180	NC	E41622	7/13/2018	10/31/2016	42303	Provide requested data: 1. Provide RATA report conducted on 3/3/16 on D222 with proof of mailing to SCAQMD. 2. Provide CEMS data, 15 minute, 1 hour, and daily, serving D222 from 3/3/16 to 12/31/17. 3. Provide requested information on a hard drive...
DARLING INGREDIENTS INC.	63180	NC	E41622	7/13/2018	10/31/2016	42303	Provide requested data: 1. Provide RATA report conducted on 3/3/16 on D222 with proof of mailing to SCAQMD. 2. Provide CEMS data, 15 minute, 1 hour, and daily, serving D222 from 3/3/16 to 12/31/17. 3. Provide requested information on a hard drive...
DARLING INGREDIENTS INC.	63180	NC	E41623	8/14/2018	3/2/2018	2004	Submit accurate QCER and APEP.
DARLING INGREDIENTS INC.	63180	NC	E41623	8/14/2018	3/2/2018	2004	Submit accurate QCER and APEP.
BAKER COMMODITIES INC	800016	NC	E41624	9/14/2018	5/3/2018	415	Submit a letter of intent to fully enclose odor_emitting operations.
BAKER COMMODITIES INC	800016	NC	E41624	9/14/2018	5/3/2018	415	Submit a letter of intent to fully enclose odor_emitting operations.
BAKER COMMODITIES INC	800016	NC	E41625	10/2/2018	9/12/2018	2004(F)(1)	Post sign complying with 415(i)(1). Repair concrete or asphalt in the raw materials receiving area. Put a cover on D201.
BAKER COMMODITIES INC	800016	NC	E41625	10/2/2018	9/12/2018	415	Post sign complying with 415(i)(1). Repair concrete or asphalt in the raw materials receiving area. Put a cover on D201.
BAKER CORP	90173	NC	E41688	1/12/2018	1/12/2018	TITLE13ARTICLE5S	Correct engine (Reg #166259) model # and horsepower on CARB certificate to reflect the engine's face plate (model = 4024HF295A; HP =75BHP) ; Correct engine (Reg #166236) model # on CARB certificate to reflect the engine's face plate (Model = 6090HF485)

FISHERMAN'S PRIDE PROCESSOR INC	186673	NC	E41713	1/30/2018	1/30/2018	PERP 2458	Provide and maintain records in; correct the engine description on the registration certificate; affix the green placard to the engine so it may be easily viewed from a distance; keep the registration certificate on the immediate premises.
FISHERMAN'S PRIDE PROCESSOR INC	186673	NC	E41713	1/30/2018	1/30/2018	TITLE13ARTICLE5S	Provide and maintain records in; correct the engine description on the registration certificate; affix the green placard to the engine so it may be easily viewed from a distance; keep the registration certificate on the immediate premises.
P. KAY METAL , INC.	72937	NC	E41834	1/18/2018	1/18/2018	42303	PROVIDE DAILY RESULTS AND 30_DAY ROLLING AVGS OF AMBIENT AIR Pb FROM 12/24/2017 TO 01/15/2018; ALL AMBIENT AIR VOLUMES & CALCULATIONS FROM 12/01/2017 TO 12/31/2017; SOURCE TESTS FOR FURNACE A (PO G21176), B (G21178), C (G21180), D (G21179)
P. KAY METAL , INC.	72937	NC	E41835	1/18/2018	11/22/2017	1420.2	1) SUBMIT COMPLIANCE PLAN FOR AMBIENT Pb > 0.120 ug/m3 AVG 30 DAYS; 2) OBTAIN PC/PO FOR TENNANT HEPA VACUUM SWEEPER & TENNANT MODEL 5700 WET SWEEPER; & 3) CORRECT PO G4474 FOR BAGHOUSE "AMBIENT" (MODEL SBD12_3 WITH 12 CARTRIDGES)
P. KAY METAL , INC.	72937	NC	E41835	1/18/2018	11/22/2017	203	1) SUBMIT COMPLIANCE PLAN FOR AMBIENT Pb > 0.120 ug/m3 AVG 30 DAYS; 2) OBTAIN PC/PO FOR TENNANT HEPA VACUUM SWEEPER & TENNANT MODEL 5700 WET SWEEPER; & 3) CORRECT PO G4474 FOR BAGHOUSE "AMBIENT" (MODEL SBD12_3 WITH 12 CARTRIDGES)

P. KAY METAL , INC.	72937	NC	E41836	2/7/2018	2/7/2018	1420.2	1) CONDUCT SOURCE TESTS FOR LEAD EMISSIONS ON LEAD POT BURNER STACKS; 2) COMPLY WITH ALL HOUSEKEEPING PRACTICES TO CONTROL FUGITIVE LEAD DUST; 3) CONDUCT ALL CONSTRUCTION OR MAINTENANCE ACTIVITIES AND SUBSEQUENT CLEAN_UP IN ACCORDANCE WITH RULE REQ.
P. KAY METAL , INC.	72937	NC	E41836	2/7/2018	2/7/2018	304	1) CONDUCT SOURCE TESTS FOR LEAD EMISSIONS ON LEAD POT BURNER STACKS; 2) COMPLY WITH ALL HOUSEKEEPING PRACTICES TO CONTROL FUGITIVE LEAD DUST; 3) CONDUCT ALL CONSTRUCTION OR MAINTENANCE ACTIVITIES AND SUBSEQUENT CLEAN_UP IN ACCORDANCE WITH RULE REQ.
D&D DISPOSAL INC, WEST COAST RENDERING CO	50098	NC	E41969	2/20/2018	2/13/2018	222	Submit a R222 registration for Industrial Cooling Tower
RAFAEL DEMOLITION	187425	NC	E42273	5/8/2018	5/8/2018	1403	PRIOR TO PERFORMING ANY FURTHER DEMOLITION WORK AT DUPLEX PROPERTY LOCATED AT 844_846 N. ALTA VISTA BLVD., L.A., SUBMIT R1403 NOTIFICATION OF DEMOLITION AND WAIT REQUIRED 10 WORKING DAYS. REGISTER WITH WEB APP TO SUBMIT NOTIFICATION ON_LINE.
LIFOAM INDUSTRIES, LLC	144455	NC	E42277	7/10/2018	3/1/2017	2012	Accurately report Large Source Boiler D128 NOx emissions using the correct elevation of the meter when correcting for pressure.
JEM D INC	130841	NC	E42303	1/4/2018	1/4/2018	461	Provide up to date Daily Maintenance inspection records
SECURE MOBILE DESTRUCTION INC	186359	NC	E42326	12/19/2017	12/19/2017	PERP 2460	Within 45 days of initial issuance or renewal of a CARB Registration, contact AQMD to arrange the required inspection.

SECURE MOBILE DESTRUCTION INC	186359	NC	E42326	12/19/2017	12/19/2017	PERP 2460	Within 45 days of initial issuance or renewal of a CARB Registration, contact AQMD to arrange the required inspection.
GOLDEN WEST TRADING	186343	NC	E42329	12/20/2017	12/20/2017	PERP 2460	Within 45 days of initial issuance or renewal of a CARB Registration, contact AQMD to arrange the required inspection.
GOLDEN WEST TRADING	186343	NC	E42329	12/20/2017	12/20/2017	PERP 2460	Within 45 days of initial issuance or renewal of a CARB Registration, contact AQMD to arrange the required inspection.
NESTOR MARTINEZ	186342	NC	E42330	12/21/2017	12/21/2017	PERP 2460	Within 45 days of initial issuance or renewal of a CARB registration, contact AQMD to arrange the required inspection.
NESTOR MARTINEZ	186342	NC	E42330	12/21/2017	12/21/2017	PERP 2460	Within 45 days of initial issuance or renewal of a CARB registration, contact AQMD to arrange the required inspection.
RODRIGUEZ SANDBLASTING	141443	NC	E42332	12/22/2017	12/22/2017	PERP 2458	Within 45 days of initial issuance or renewal of a CARB registration, contact AQMD to request the required inspection. Maintain records as required by the registration certificate and operating conditions.
RODRIGUEZ SANDBLASTING	141443	NC	E42332	12/22/2017	12/22/2017	PERP 2458	Within 45 days of initial issuance or renewal of a CARB registration, contact AQMD to request the required inspection. Maintain records as required by the registration certificate and operating conditions.
RODRIGUEZ SANDBLASTING	141443	NC	E42332	12/22/2017	12/22/2017	PERP 2460	Within 45 days of initial issuance or renewal of a CARB registration, contact AQMD to request the required inspection. Maintain records as required by the registration certificate and operating conditions.
RODRIGUEZ SANDBLASTING	141443	NC	E42332	12/22/2017	12/22/2017	PERP 2460	Within 45 days of initial issuance or renewal of a CARB registration, contact AQMD to request the required inspection. Maintain records as required by the registration certificate and operating conditions.
GOLDEN WEST TRADING	186343	NC	E42337	12/29/2017	12/29/2017	1470	Submit an application with filing fees for a permit to operate for the ICE powering the back up generator. Maintain records of all hours of operation and reason for operation.

GOLDEN WEST TRADING	186343	NC	E42337	12/29/2017	12/29/2017	203 (A)	Submit an application with filing fees for a permit to operate for the ICE powering the back up generator. Maintain records of all hours of operation and reason for operation.
HUGHES BROS AIRCRAFTERS INC	8451	NC	E42520	6/13/2018	6/13/2018	42303	Provide copies of the following records: Daily logs of each of the lead pots (1, 2, 3) for years 2015_Present in tons; 1420 compliance plan; Housekeeping logs; Monthly emission records from lead pot #2 condition #8; source test records for each of the gas
RESIDENTIAL ASBESTOS	95762	NC	E42521	6/28/2018	6/28/2018	1403	Prior to any further removal or cleanup, have a Certified Asbestos consultant conduct a contamination assessment of property (inside and out). For verified asbestos have CAC prepare P5 plan for SCAQMD approval prior to cleanup by licensed contractor.
VALLEY PLATING WORKS INC	109562	NC	E42522	8/21/2018	6/27/2018	1469	1) Maintain an operation & maintenance plan per the Rule subsection; 2) Maintain logs for P/O F93812 (strip line) per condition #8; 3) Maintain pH indicator & logs for P/O G19532; 4) Maintain current housekeeping logs, indicating all practices used
VALLEY PLATING WORKS INC	109562	NC	E42522	8/21/2018	6/27/2018	203	1) Maintain an operation & maintenance plan per the Rule subsection; 2) Maintain logs for P/O F93812 (strip line) per condition #8; 3) Maintain pH indicator & logs for P/O G19532; 4) Maintain current housekeeping logs, indicating all practices used
HUGHES BROS AIRCRAFTERS INC	8451	NC	E42523	8/9/2018	8/9/2018	42303	Provide copies of the following: 1) Daily and monthly logs indicating amount of lead processed for pots 1, 2 and 3 in tone for the past five years; 2) Purchase records for any lead materials; 3) Natural gas usage
WORLD OIL MARKETING CO #106	129576	NC	E42674	2/26/2019	2/26/2019	461(E)(1)	PROVIDE ME WITH RECORDS OF METHOD 4 AND 6 TEST RESULTS.

RESIDENTIAL ASBESTOS	95762	NC	E42805	1/31/2018	1/31/2018	40701(G)	PROVIDE PROOF OF AN ASBESTOS SURVEY CONDUCTED BY A CERTIFIED ASBESTOS CONSULTANT (CAC) IN ALL AREAS OF THE BUILDING WHERE WORK HAS BEEN DONE/PLANS TO BE DONE. PROVIDE PROOF IF POSITIVE FOR ASBESTOS, OF A PREPARED PROCEDURE 5 PLAN FOR SCAQMD APPROVAL.
INDY'S DEMOLITION	183591	NC	E42850	8/10/2018	8/8/2018	40701(G)	Provide evidence and copies of the following for work performed at the location address:CSLB contractor's license; Contracts & scopes of work; Building & Safety permits; Log sheet of days worked and persons involved; waste manifests
CALIFORNIA AUTO CARE	180546	NC	E42855	4/24/2018	4/24/2018	1171	Discontinue using equipment requiring permits, including the PSB. Provide SDS for cleaning solvents used at the facility. Discontinue using solvent cleaners which exceed te allowable VOC content
CALIFORNIA AUTO CARE	180546	NC	E42855	4/24/2018	4/24/2018	203 (A)	Discontinue using equipment requiring permits, including the PSB. Provide SDS for cleaning solvents used at the facility. Discontinue using solvent cleaners which exceed te allowable VOC content
CALIFORNIA AUTO CARE	180546	NC	E42855	4/24/2018	4/24/2018	42303	Discontinue using equipment requiring permits, including the PSB. Provide SDS for cleaning solvents used at the facility. Discontinue using solvent cleaners which exceed te allowable VOC content
EPPINK OF CALIFORNIA	19194	NC	E42856	4/25/2018	4/25/2018	3002	Maintain equipment in good working order at all times, including the manometer for the PSB.
FOUNDRY WORKS	125830	NC	E42857	5/10/2018	5/10/2018	42303	Provide records for P/O F47913 on usage of sand, binder, catalyst, and VOC emissions for the past year from today.
ANGEL'S IRON WORKS, JOSE A ANGEL DBA	143427	NC	E42858	5/10/2018	5/10/2018	203(B)	Maintain manometer and PSB filters in good working conditions at all times. Provide monthly VOC emission records for the past year from today.

ANGEL'S IRON WORKS, JOSE A ANGEL DBA	143427	NC	E42858	5/10/2018	5/10/2018	42303	Maintain manometer and PSB filters in good working conditions at all times. Provide monthly VOC emission records for the past year from today.
FREEDOM POWDER COATING & SANDBLASTING	179985	NC	E42872	7/18/2018	7/18/2018	203 (B)	Maintain powder coating booth in good operating condition, including the exhaust filters, and manometer less than 2" water column when operating. Maintain pressure differential gauge in good working order at all times for P/O# G36329.
STERLING PACIFIC MEAT COMPANY	152361	NC	E42876	2/2/2018	2/2/2018	1470	1470(d) keep a record onsite that outlines all of the requirements specified in Rule 1470(d)(7), 206 post the permit for P/N F90831 within 8 meters of permitted equipment
STERLING PACIFIC MEAT COMPANY	152361	NC	E42876	2/2/2018	2/2/2018	206	1470(d) keep a record onsite that outlines all of the requirements specified in Rule 1470(d)(7), 206 post the permit for P/N F90831 within 8 meters of permitted equipment
ON TRAC	172931	NC	E42880	2/6/2018	2/6/2018	1470	1470 keep and maintain records in accordance with permit conditions
ATLAS IRON & METAL CO	147624	NC	E42886	3/7/2018	3/7/2018	PERP 2456	2453(f) registration certificate including operating conditions shall be kept onsite, 2456(g) Provide engine hour meter reading, 2458(a) provide and maintain records, and 2454(c)(1) demonstrate proper PERP usage in accordance with registration conditions
ATLAS IRON & METAL CO	147624	NC	E42886	3/7/2018	3/7/2018	PERP 2458	2453(f) registration certificate including operating conditions shall be kept onsite, 2456(g) Provide engine hour meter reading, 2458(a) provide and maintain records, and 2454(c)(1) demonstrate proper PERP usage in accordance with registration conditions

ATLAS IRON & METAL CO	147624	NC	E42886	3/7/2018	3/7/2018	TITLE13ARTICLE5S	2453(f) registration certificate including operating conditions shall be kept onsite, 2456(g) Provide engine hour meter reading, 2458(a) provide and maintain records, and 2454(c)(1) demonstrate proper PERP usage in accordance with registration conditions
STRATEGIC MATERIALS INC	113383	NC	E42890	3/30/2018	3/30/2018	203 (B)	R206 Post permits within 8m of permitted equipment, R402 Cover all gaps in East property wall, R403 prevent fugitive dust from leaving the property by using BACM, R203(b) operate in accordance with operating conditions
STRATEGIC MATERIALS INC	113383	NC	E42890	3/30/2018	3/30/2018	206	R206 Post permits within 8m of permitted equipment, R402 Cover all gaps in East property wall, R403 prevent fugitive dust from leaving the property by using BACM, R203(b) operate in accordance with operating conditions
STRATEGIC MATERIALS INC	113383	NC	E42890	3/30/2018	3/30/2018	402	R206 Post permits within 8m of permitted equipment, R402 Cover all gaps in East property wall, R403 prevent fugitive dust from leaving the property by using BACM, R203(b) operate in accordance with operating conditions
STRATEGIC MATERIALS INC	113383	NC	E42890	3/30/2018	3/30/2018	403	R206 Post permits within 8m of permitted equipment, R402 Cover all gaps in East property wall, R403 prevent fugitive dust from leaving the property by using BACM, R203(b) operate in accordance with operating conditions

LUXURY CABINETS	187552	NC	E42895	5/29/2018	5/29/2018	109	203(a) after making sure the PSB is in proper operating condition, apply for a P/O, 403(d) prevent fugitive dust from leaving the property site by implementing BACM, 109 Keep records for all VOC usage.
LUXURY CABINETS	187552	NC	E42895	5/29/2018	5/29/2018	203 (A)	203(a) after making sure the PSB is in proper operating condition, apply for a P/O, 403(d) prevent fugitive dust from leaving the property site by implementing BACM, 109 Keep records for all VOC usage.
LUXURY CABINETS	187552	NC	E42895	5/29/2018	5/29/2018	403	203(a) after making sure the PSB is in proper operating condition, apply for a P/O, 403(d) prevent fugitive dust from leaving the property site by implementing BACM, 109 Keep records for all VOC usage.
WORLD OIL MARKETING CO, #108	149793	NC	E42932	2/15/2018	2/15/2018	41960.2	replace or repair breakaway #9 (shear pin head broken); ensure product lid on tank #2 can be easily opened
JACK ENGLE & CO	11860	NC	E43013	3/7/2018	3/7/2018	42303	Provide SDS for hydraulic and metal working fluids.
JACK ENGLE & CO	11860	NC	E43013	3/7/2018	3/7/2018	42303	Provide SDS for hydraulic and metal working fluids.
COPPER WASH, LLC	178478	NC	E43034	4/25/2018	4/25/2018	461	Provide records of: -current throughput for 2017, 2018 -R461 daily training certificate, - Daily inspections, -weekly inspections, - repair/alarm log, -Method 6. Repair/replace nozzle #10 with faulty interlock. Replace torn boots on nozzle #'s 3, 4, 6, 8,10
COPPER WASH, LLC	178478	NC	E43047	5/23/2018	5/23/2018	203	Apply for a permit modification to correct tank size (should be 12k currently 10k)

ASSOCIATED READY MIXED CONCRETE INC	75513	NC	E43308	3/23/2018	3/23/2018	42303	Provide Daily & Monthly material processed for R_D37344, monthly material processed for R_D36052, F77994, F91854, D20435, D20436, D20437, D20434
GREEN WISE SOIL TECHNOLOGIES	182025	NC	E43321	8/1/2018	6/1/2018	1133	Apply for proper Permit to Operate for the Rotochopper and Vermeer equipment units (A/N 586430 & 586431), as the current ones are not sufficient; Submit Rule 1133 Registration to SCAQMD
GREEN WISE SOIL TECHNOLOGIES	182025	NC	E43321	8/1/2018	6/1/2018	203 (A)	Apply for proper Permit to Operate for the Rotochopper and Vermeer equipment units (A/N 586430 & 586431), as the current ones are not sufficient; Submit Rule 1133 Registration to SCAQMD
CLOUGHERTY PACKING, LLC	184849	NC	E43366	11/27/2018	8/15/2017	2004	1) submit QCERs with accurate emissions, 2) submit APEP report with accurate emissions, 3) used wrong mass conversion factor
CLOUGHERTY PACKING, LLC	184849	NC	E43366	11/27/2018	8/15/2017	2012	1) submit QCERs with accurate emissions, 2) submit APEP report with accurate emissions, 3) used wrong mass conversion factor
SMITHFIELD PACKAGED MEATS CORP	187885	NC	E43377	10/2/2019	4/8/2019	2012	Failure of Facility Permit holder of a large NOx source to electronically report emissions for March 2019. Report under ID 187885.

<p>ACE ROOFING SYSTEMS</p>	<p>187522</p>	<p>NC</p>	<p>E43611</p>	<p>5/23/2018</p>	<p>5/23/2018</p>	<p>1403</p>	<p>SECURE & STABILIZE SDEBRIS, INCL. TOOLS, TRUCK LIC#6X45107, MATERIALS/DEBRIS ON ROOF TOP, PLANTERS, DEBRIS IN BLDG. PRIOR TO CONTINUING RENOVATION/DEMOLITION/CLEANUP, HAVE CERTIFIED ASBESTOS CONSULTANT (CAC) PERFORM ASBESTOS CONTAMINATION ASSESSMENT INSIDE BUILDING, ON ROOF, IN FRONT PLANTERS, IN TRUCK BED AND ON THE GROUND IN FRONT OF THE PROPERTY. FOR VERIFIED ASBESTOS CONTAMINATION HAVE CAC PREPARE PROCEDURE 5 PLAN FOR SCAQMD APPROVAL PRIOR TO CLEAN UP BY A LICENSED ASBESTOS ABATEMENT CONTRACTOR. WITHIN 90 DAYS, ATTEND RULE 1403 COMPLIANCE PROMOTION CLASS AT SCAQMD HQ, STATE WHO AND WHICH DATE THEY WILL ATTEND.</p>
<p>ACE ROOFING SYSTEMS</p>	<p>187522</p>	<p>NC</p>	<p>E43612</p>	<p>5/23/2018</p>	<p>5/23/2018</p>	<p>40701(G)</p>	<p>PROVIDE EVIDENCE AND COPIES OF THE FOLLOWING: 1) PRIOR ASBESTOS SURVEY; 2) ASBESTOS REMOVAL NOTIFICATIONS; 3) CSLB CONTRACTORS LICENSE; 4) DOSH LICENSE TO REMOVE ASBESTOS; 5) CONTRACTS BETWEEN OWNER & CONTRACTOR;</p>
<p>MEGATOYS INC.</p>	<p>187521</p>	<p>NC</p>	<p>E43613</p>	<p>5/23/2018</p>	<p>5/23/2018</p>	<p>1403</p>	<p>SECURE & STABILIEZ SDEBRIS, INCL. TOOLS, TRUCK LIC#6X45107, MATERIALS/DEBRIS ON ROOF TOP, PLANTERS, DEBRIS IN BLDG. PRIOR TO CONTINUING RENOVATION/DEMOLITION/CLEANUP, HAVE CERTIFIED ASBESTOS CONSULTANT (CAC) PERFORM ASBESTOS CONTAMINATION ASSESSMENT INSIDE BUILDING, ON ROOF, IN FRONT PLANTERS, IN TRUCK BED AND ON THE GROUND IN FRONT OF THE PROPERTY. FOR VERIFIED ASBESTOS CONTAMINATION HAVE CAC PREPARE PROCEDURE 5 PLAN FOR SCAQMD APPROVAL PRIOR TO CLEAN UP BY A</p>

							LICENSED ASBESTOS ABATEMENT CONTRACTOR.
MEGATOYS INC.	187521	NC	E43614	5/23/2018	5/23/2018	40701(G)	PROVIDE EVIDENCE AND COPIES OF THE FOLLOWING: 1) PRIOR ASBESTOS SURVEY; 2) ASBESTOS REMOVAL NOTIFICATION; 3) CSLB CONTRACTORS LICENSE; 4) CONTRACTS BETWEEN OWNER & CONTRACTOR; 5) BUILDING & SAFETY PERMITS; 6) IDENTIFY WHERE WASTE WAS TRANSPORTED TO;
MEGATOYS INC.	187521	NC	E43614	5/23/2018	5/23/2018	40701(G)	PROVIDE EVIDENCE AND COPIES OF THE FOLLOWING: 1) PRIOR ASBESTOS SURVEY; 2) ASBESTOS REMOVAL NOTIFICATION; 3) CSLB CONTRACTORS LICENSE; 4) CONTRACTS BETWEEN OWNER & CONTRACTOR; 5) BUILDING & SAFETY PERMITS; 6) IDENTIFY WHERE WASTE WAS TRANSPORTED TO;
TITUS MRF SERVICES	188166	NC	E43624	8/10/2018	8/10/2018	40701(G)	APPLY FOR A PERMIT TO OPERATE COMPRESSORS ON SITE GREATER THAN 50 HP. PROVIDE MANUFACTURERS SPECS ON THE OPTICAL SCREENS AND BAGHOUSE AT THE FACILITY. SHOW PROOF OF AN ODOR MANAGEMENT PLAN. CONTACT AQMD PERMITTING DEPARTMENT.
TITUS MRF SERVICES	188166	NC	E43624	8/10/2018	8/10/2018	40701(G)	APPLY FOR A PERMIT TO OPERATE COMPRESSORS ON SITE GREATER THAN 50 HP. PROVIDE MANUFACTURERS SPECS ON THE OPTICAL SCREENS AND BAGHOUSE AT THE FACILITY. SHOW PROOF OF AN ODOR MANAGEMENT PLAN. CONTACT AQMD PERMITTING DEPARTMENT.

MONOGRAM AEROSPACE FASTENERS	133358	NC	E43752	6/7/2018	4/27/2018	201	Obtain Permit to Operate for second Vector Corporation spray machine and two SR_Walther Troval spraying and drying machines. Maintain differential pressure gauge across scrubber media in good working condition.
MONOGRAM AEROSPACE FASTENERS	133358	NC	E43752	6/7/2018	4/27/2018	203 (B)	Obtain Permit to Operate for second Vector Corporation spray machine and two SR_Walther Troval spraying and drying machines. Maintain differential pressure gauge across scrubber media in good working condition.
EXIDE TECHNOLOGIES	124805	NC	E43771	9/18/2018	9/18/2018	1420.2	Provide split samples for ambient air monitoring samples obtained from monitors A,B,C from three dates in June, 2018. Provide results of ambient air lead monitoring, wind monitoring, and other data specified by Rule 1420.2(e) for the month of June, 2018.
EXIDE TECHNOLOGIES	124805	NC	E43771	9/18/2018	9/18/2018	1420.2	Provide split samples for ambient air monitoring samples obtained from monitors A,B,C from three dates in June, 2018. Provide results of ambient air lead monitoring, wind monitoring, and other data specified by Rule 1420.2(e) for the month of June, 2018.
EXIDE TECHNOLOGIES	124805	NC	E43772	9/18/2018	9/18/2018	42303	VOID
EXIDE TECHNOLOGIES	124805	NC	E43772	9/18/2018	9/18/2018	42303	VOID
LA CO., SOCIAL SERV DEPT	16640	NC	E43773	9/19/2018	9/19/2018	1403	Secure and stabilize debris. Prior to continuing renovation, have CAC perform asbestos contamination assessment. For verified asbestos contamination, have CAC prepare Procedure 5 Plan.
LA CO., SOCIAL SERV DEPT	16640	NC	E43774	9/19/2018	9/19/2018	41701	Provide evidence and copies of asbestos survey and other pertinent documents.

7_ELEVEN, INC. #35639/ SANDHU, GURTAR	175331	NC	E44107	4/27/2018	4/27/2018	461	RULE 461(E)(1) _ PROVIDE RECORDS OF THE DYNAMIC BACKPRESSURE, METHOGOLOY 4 AND 6, TESTS WITH VALID REFERENCE NUMBERS. RECORDS ON SITE ONLY HAS "POST CONSTRUCTION" WRITTEN DOWN. IF NO RECORDS ARE FOUND, CONDUCT IN AUGUST 2018 AS A PERFORMANCE TEST.
FIRESTONE PETROL INC.	159528	NC	E44122	6/1/2018	6/1/2018	461	RULE 461 (C)(2)(B) _ REPLACE TORN BOOT ON #3, REPLACE TORN HOSES ON #5 AND #6, ENSURE GASOLINE IS NOT LEAKING BETWEEN THE WHIP HOSE CONNECTION ON #15
PABCO BLDG PRODUCTS LLC,PABCO PAPER, DBA	45746	NC	E44154	12/5/2018	8/9/2018	2012 APPEN A	report quarterly mass emissions of NOx for D15 30 days after the end of 1st, 2nd, 3rd quarter and 60 days after end of 4th qtr, and use all electronic identifiers for NOx and SOx
PABCO BLDG PRODUCTS LLC,PABCO PAPER, DBA	45746	NC	E44154	12/5/2018	8/9/2018	2012(E)(2)(B)	report quarterly mass emissions of NOx for D15 30 days after the end of 1st, 2nd, 3rd quarter and 60 days after end of 4th qtr, and use all electronic identifiers for NOx and SOx
ESTRELLITA FURNITURE	181245	NC	E44735	6/13/2018	6/13/2018	109	R109 Keep all VOC usage records, R402 Prevent fugitive dust and overspray as per complaint notifications
ESTRELLITA FURNITURE	181245	NC	E44735	6/13/2018	6/13/2018	402	R109 Keep all VOC usage records, R402 Prevent fugitive dust and overspray as per complaint notifications
PACIFIC WELDING & POWDER COATING	164813	NC	E44737	6/20/2018	6/20/2018	1107	R203(a) Apply for a permit for Powder Coating Booth with INACT_NR P/N G27328, R1107 Use of all powder coating materials shall be maintained in the form of records
PACIFIC WELDING & POWDER COATING	164813	NC	E44737	6/20/2018	6/20/2018	1107	R203(a) Apply for a permit for Powder Coating Booth with INACT_NR P/N G27328, R1107 Use of all powder coating materials shall be maintained in the form of records

PACIFIC WELDING & POWDER COATING	164813	NC	E44737	6/20/2018	6/20/2018	203 (A)	R203(a) Apply for a permit for Powder Coating Booth with INACT_NR P/N G27328, R1107 Use of all powder coating materials shall be maintained in the form of records
PACIFIC WELDING & POWDER COATING	164813	NC	E44737	6/20/2018	6/20/2018	203 (A)	R203(a) Apply for a permit for Powder Coating Booth with INACT_NR P/N G27328, R1107 Use of all powder coating materials shall be maintained in the form of records
CENOGROUP 76	163746	NC	E44878	8/22/2018	8/22/2018	206	Ensure Permit #25597 is posted. Provide R461 daily training certificate. Provide Methodology 4 and Methodology 6 Dynamic backpressure test results (possibly conducted 11/29/10). Provide current monthly gasoline throughput records.
CENOGROUP 76	163746	NC	E44878	8/22/2018	8/22/2018	461	Ensure Permit #25597 is posted. Provide R461 daily training certificate. Provide Methodology 4 and Methodology 6 Dynamic backpressure test results (possibly conducted 11/29/10). Provide current monthly gasoline throughput records.
J'S BODY SHOP	135598	NC	E44909	8/30/2019	8/30/2019	1151	1) Remove all old non_compliant paints and solvents from site, 2) Make sure Chamaleon 106 Clear Coat is compliant per R1151, 1) Find and post AQMD permit to operate, 2) Repair holes in spray booth, 3) Keep and provide updated VOC records/usage records
J'S BODY SHOP	135598	NC	E44909	8/30/2019	8/30/2019	203	1) Remove all old non_compliant paints and solvents from site, 2) Make sure Chamaleon 106 Clear Coat is compliant per R1151, 1) Find and post AQMD permit to operate, 2) Repair holes in spray booth, 3) Keep and provide updated VOC records/usage records
D&D DISPOSAL INC, WEST COAST RENDERING CO	50098	NC	E45014	10/26/2018	2/13/2018	415	Submit Letter of Intent to enclose per R415

D&D DISPOSAL INC, WEST COAST RENDERING CO	50098	NC	E45014	10/26/2018	2/13/2018	415	Submit Letter of Intent to enclose per R415
BICENT (CALIFORNIA) MALBURG LLC	155474	NC	E45029	11/6/2019	8/20/2019	2004	Submit QCERs with accurate emissions; Submit APEP with accurate emissions; Calculate process unit emissions using either Eq 28 or with the fuel consumption at maximum rating; Calculate and electronically report emissions for R219; Electronically report agg
BICENT (CALIFORNIA) MALBURG LLC	155474	NC	E45029	11/6/2019	8/20/2019	2012	Submit QCERs with accurate emissions; Submit APEP with accurate emissions; Calculate process unit emissions using either Eq 28 or with the fuel consumption at maximum rating; Calculate and electronically report emissions for R219; Electronically report agg
BICENT (CALIFORNIA) MALBURG LLC	155474	NC	E45029	11/6/2019	8/20/2019	2012 APPEN A	Submit QCERs with accurate emissions; Submit APEP with accurate emissions; Calculate process unit emissions using either Eq 28 or with the fuel consumption at maximum rating; Calculate and electronically report emissions for R219; Electronically report agg
CHRISTENSEN PLATING WKS INC	18460	NC	E45090	8/23/2018	8/23/2018	42303	Provide amp_hr reading (daily) of tank no 15 in PO G4457 from 01/01/2018 to present
CALTRANS	18372	NC	E45135	8/3/2018	8/2/2018	1403	For the project @ I_10/Via Verde, Secure and stabilize debris; Prior to continuing renovation/demo/cleanus, have CAC perform an asbestos contamination assessment; For verified asbestos contamination have CAC draft a procedure 5
H & T SEAFOOD, INC.	N/A	NC	E45187	9/28/2018	9/28/2018	1415.1	_ Submit 2017 Annual Report under CARB RMP_R3.

							<p>_ Submit Annual Fee Payment.</p> <p>_ Submit Annual Leak Inspection Records under CARB RMP_R3</p> <p>_ Conduct and maintain periodic leak inspections for all refrigeration systems</p>
UNIVERSAL MOLDING CO.	35565	NC	E45212	9/12/2018	9/12/2018	203(B)	Submit permit application for modification to permitted anodizing line F75342 to include any new changes (tanks).
FELIX & DIMAS BODY SHOP	8030	NC	E45213	9/18/2018	9/18/2018	203(B)	Maintain paint spray booth in good operating conditions at all times, including eliminating all gaps for the exhaust filters. Provide VOC usage records on a daily basis for coatings used at the facility.
FELIX & DIMAS BODY SHOP	8030	NC	E45213	9/18/2018	9/18/2018	42303	Maintain paint spray booth in good operating conditions at all times, including eliminating all gaps for the exhaust filters. Provide VOC usage records on a daily basis for coatings used at the facility.
BEST VALUE PAINT JOBS	185164	NC	E45214	9/18/2018	9/18/2018	203 (A)	Submit permit application(s) for equipment which may cause the issuance of air contaminants.
GOLD WEST ENVELOPE & PRINTING, R MILNE DB	148733	NC	E45222	12/4/2018	12/4/2018	42303	Provide SDS and usage records (on a monthly basis in gallons or pounds of VOC) for all VOC containing materials used at the facility, including but not limited to inks, coatings, adhesives, solvents, etc.
ALLEN'S BODY SHOP, ABBAS & GLORIA SHAMS	95621	NC	E45226	1/29/2019	1/29/2019	203 (B)	Maintain PSB manometer in good operating condition at all times.

EPPINK OF CALIFORNIA	19194	NC	E45233	4/11/2019	3/1/2019	3002(C)(1)	Submit Title V Semi_Annual Monitor Reports in a timely manner: Report for 1st six calendar months due by Aug 31 and a report for 2nd six calendar months due by Feb 28.
CVE NB CONTRACTING GROUP, INC	184800	NC	E45260	9/19/2018	9/19/2018	1403	1) Prior to any further renovations or clean-up, have a Certified Asbestos Consultant (CAC) conduct asbestos contamination assessment of entire market with disturbed floor tile and mastic. Specifically under gondollas, in aisles and black mastic scattered throughout; 2) For verified asbestos, have CAC prepare a procedure 5 clean-up plan for SCAQMD approval prior to clean up by licensed contractor; 3) Secure and stabilize black floor mastic throughout.
NORTHGATE #19	168265	NC	E45261	9/19/2018	9/19/2018	1403	1) Prior to any further renovations or clean-up, have a Certified Asbestos Consultant (CAC) conduct asbestos contamination assessment of entire market with disturbed floor tile and mastic. Specifically under gondollas, in aisles and black mastic scattered throughout; 2) For verified asbestos, have CAC prepare a procedure 5 clean-up plan for SCAQMD approval prior to clean up by licensed contractor; 3) Secure and stabilize black floor mastic throughout.

CVE NB CONTRACTING GROUP, INC	184800	NC	E45262	9/20/2018	9/19/2018	42303	<p>Provide copies if the following:</p> <ul style="list-style-type: none"> - Prior asbestos surveys - CSLB License and DOSh license for asbestos removal - Contracts or scope of work - Asbestos removal notification and specify which removal procedure used per Rule 1403 - Supervisor Logs, list of names and phone numbers of workers involved, AHERA certificates - Hazardous waste manifests, Hazardous waste labels, waste hauler and receipt from disposal site - List of equipment used during asbestos removal - Copy of business license
NORTHGATE #19	168265	NC	E45263	9/20/2018	9/19/2018	40701(G)	<p>Provide copies of the following:</p> <ul style="list-style-type: none"> - Business License - Prior asbestos surveys - Asbestos and demolition contracts and scope of work - Surveillance footage inside or outside , during the asbestos removal work - Clearance reports or certificates of completion - Renovation plan or operating procedure for renovations of market
BHL INDUSTRIES	137362	NC	E45265	10/19/2018	10/19/2018	1403	<p>1) prior to continuing demolition/renovatio/cleanup secure and stabilize debris around the work site</p> <p>2) prior to continuing demo/reno/cleanup have a certified asbestos consultant conduct a contamination assessment where all standing structures and debris piles are located.</p> <p>3) for verified asbestos, have CAC prepare P5 plan for SCAQMD approval prior to cleanup by licensed contractor.</p> <p>4) Within 90 days, attend Rule 1403 compliance training at SCAQMD HQ.</p>
BHL INDUSTRIES	137362	NC	E45265	10/19/2018	10/19/2018	1403	

BRIDGE POINT VERNON LLC	188664	NC	E45266	10/19/2018	10/19/2018	1403	<p>1) prior to continuing demolition/renovatio/cleanup secure and stabilize debris around the work site</p> <p>2) prior to continuing demo/reno/cleanup have a certified asbestos consultant conduct a contamination assessment where all standing structures and debris piles are located.</p> <p>3) for verified asbestos, have CAC prepare P5 plan for SCAQMD approval prior to cleanup by licensed contractor.</p> <p>4) Within 90 days, attend Rule 1403 compliance training at SCAQMD HQ.</p>
BRIDGE POINT VERNON LLC	188664	NC	E45267	10/25/2018	10/19/2018	40701(G)	<p>Provide copies of the following information:</p> <ul style="list-style-type: none"> - Prior asbestos surveys - Asbesots removal notifcations and demolition notifications - Building and saefty permits - Contracts related to demolition and abatement - Busniss license <p>If information does not apply, state so.</p>
BHL INDUSTRIES	137362	NC	E45268	10/25/2018	10/19/2018	40701(G)	<p>Provide copies of the following information:</p> <ul style="list-style-type: none"> - Prior asbestos surveys - Asbesots removal notifcations and demolition notifications - CSLB Contractors license - DOSH License to remove asbestos - Contracts related to demolition and abatement - Supervisor logs for demolition activity - Identify where waste was transported to, waste manifest, disposal receipt and transporter - Busniss license <p>If information does not apply, state so.</p>
BHL INDUSTRIES	137362	NC	E45268	10/25/2018	10/19/2018	40701(G)	<p>Provide copies of the following information:</p> <ul style="list-style-type: none"> - Prior asbestos surveys - Asbesots removal notifcations and demolition notifications - CSLB Contractors license - DOSH License to remove asbestos - Contracts related to demolition and abatement - Supervisor logs for demolition activity - Identify where waste was transported to, waste manifest, disposal receipt and transporter - Busniss license <p>If information does not apply, state so.</p>
RESIDENTIAL ASBESTOS	95762	NC	E45271	11/16/2018	11/16/2018	1403	<p>1) Prior to any further renovation of clean-up, have a CAC conduct a contamination assessment of entire unit inclduing waste bin and debris pile in driveway 2) For verified asbestos, have a CAC prepare a P5 clean-up plan for SCAQMD approval prior to clean-up by licensed contractor 3) Secure and stabilize debris pile and waste bin.</p>
RESIDENTIAL ASBESTOS	95762	NC	E45271	11/16/2018	11/16/2018	1403	<p>1) Prior to any further renovation of clean-up, have a CAC conduct a contamination assessment of entire unit inclduing waste bin and debris pile in driveway 2) For verified asbestos, have a CAC prepare a P5 clean-up plan for SCAQMD approval prior to clean-up by licensed contractor 3) Secure and stabilize debris pile and waste bin.</p>

BOWMAN FIELD, INC , CHROME NICKL PLATING	118602	NC	E45274	8/30/2019	8/28/2019	1469	1) Shutdown Hex chrome tank until an acceptable measurement is measured at each collection slot.
BOWMAN FIELD, INC , CHROME NICKL PLATING	118602	NC	E45274	8/30/2019	8/28/2019	1469	1) Shutdown Hex chrome tank until an acceptable measurement is measured at each collection slot.
BOWMAN FIELD, INC , CHROME NICKEL PLATIN	118602	NC	E45280	2/12/2019	2/12/2019	1469	1) Update OCS&ER to reflect new requirements (buildings enclosure, tank tier designation) 2) Update housekeeping log to reflect maintenance of buffing and grinding area 3) Maintain waste area in an enclosed building that does not lead to fugitive dust a
BOWMAN FIELD, INC , CHROME NICKEL PLATIN	118602	NC	E45280	2/12/2019	2/12/2019	1469	1) Update OCS&ER to reflect new requirements (buildings enclosure, tank tier designation)

							<p>2) Update housekeeping log to reflect maintenance of buffing and grinding area</p> <p>3) Maintain waste area in an enclosed building that does not lead to fugitive dust a</p>
RESIDENTIAL ASBESTOS	95762	NC	E45281	3/5/2019	3/5/2019	1403	<p>1) Prior to continuing any renovation, demolition or clean-up activity, secure and stabilize: entire site and the 10 yard and 40 yard bins</p> <p>2) Prior to continuing any renovation, demolition or clean-up activities, have a certified Asbestos Consultant (CAC) perform an asbestos contamination assessment of the entire site and the 10yard bin and 40 yard bin.</p> <p>3) For verified asbestos contamination, have CAC prepare a P5 clean-up plan for SCAQMD review and approval prior to clean-up by licensed asbestos abatement contractor</p> <p>4) within 90 days, attend Rule 1403 compliance promotion class at SCAQMD Headquarters</p>
VALLEY PLATING WORKS INC	109562	NC	E45282	3/13/2019	3/6/2019	1469	<p>1) submit OCS&ER with all information identified in APPENDIX 3</p> <p>2) Calculate the building enclosure envelope and include all openings in calculation</p> <p>3) Label all tanks within 15 feet of hex-chrome tank according to subsection</p> <p>4) measure APCD air-flow efficiency within 180 days using approved method. comply with maintenance requirements in table 4-2 in appendix 4</p> <p>5) revise OMP to include Table 4-2 and 4-3 in Appendix 4</p> <p>6) Maintain records of Housekeeping for buffing and grinding areas.</p>

A & N SERVICE CORP	29237	NC	E45339	10/11/2018	10/11/2018	203	File/Submit for Change of Operator (Form 400-CO); File/Submit for permit modification to correct processor from Clean Air Separator to Veeder-Root Vapor Polisher/Filter processor (Forms 400-A, 400-CEQ, 400-e-11)
HEE-MANG INC, MOBIL MART, DBA	115985	NC	E45435	9/6/2018	9/6/2018	203 (B)	Maintain ISD alarm log including all instances of alarms and associated repairs. Replace torn boot on nozzle 11. Maintain Healy weekly inspections. Maintain daily vapor recovery inspections. Provide Rule 461 required daily inspection training certificate.
HEE-MANG INC, MOBIL MART, DBA	115985	NC	E45435	9/6/2018	9/6/2018	461	Maintain ISD alarm log including all instances of alarms and associated repairs. Replace torn boot on nozzle 11. Maintain Healy weekly inspections. Maintain daily vapor recovery inspections. Provide Rule 461 required daily inspection training certificate.
G&M OIL CO., LLC #116	131152	NC	E45436	9/6/2018	9/6/2018	461	Repair/replace vapor cap on 91 tank that is missing the gasket. Provide Method 6 Dynamic Backpressure test results (possibly performed 11/9/09)
MHFR ENERGY, INC	182020	NC	E45449	10/18/2018	10/18/2018	203 (B)	Provide/maintain ISD alarm log with all instances of alarms, alarm clears, and repairs made. Provide/maintain current weekly inspections. Replace torn faceplate on nozzle 5. Replace torn boots on nozzles 2 and 3. Ensure AQMD required decals are visibly
MHFR ENERGY, INC	182020	NC	E45449	10/18/2018	10/18/2018	461	Provide/maintain ISD alarm log with all instances of alarms, alarm clears, and repairs made. Provide/maintain current weekly inspections. Replace torn faceplate on nozzle 5. Replace torn boots on nozzles 2 and 3. Ensure AQMD required decals are visibly
WEBB'S AUTO & TRUCK SERVICE, R. WEBB	40674	NC	E45455	11/8/2018	11/8/2018	461	Maintain spill buckets clear of liquid and debris. Replace torn boots on nozzles 3, 5, 7, and 8. Ensure Rule 461 required decals are visibly posted at all fueling points with all information. Provide Rule 461 vapor recovery daily training certificate

WEBB'S AUTO & TRUCK SERVICE, R. WEBB	40674	NC	E45455	11/8/2018	11/8/2018	461	Maintain spill buckets clear of liquid and debris. Replace torn boots on nozzles 3, 5, 7, and 8. Ensure Rule 461 required decals are visibly posted at all fueling points with all information. Provide Rule 461 vapor recovery daily training certificate
ALAMEDA AUTO SPA INC	188604	NC	E45457	11/15/2018	11/15/2018	203(A)	Submit change of ownership forms
LUNDAY_THAGARD CO DBA WORLD OIL REFINING	800080	NC	E45595	11/28/2018	11/28/2018	2004	Ensure all emissions reported on the APEP are accurate at the time of submittal.
LUNDAY_THAGARD CO DBA WORLD OIL REFINING	800080	NC	E45595	11/28/2018	11/28/2018	2004	Ensure all emissions reported on the APEP are accurate at the time of submittal.
DARLING INGREDIENTS INC.	63180	NC	E45660	10/9/2018	10/4/2018	415	Submit letter of intent per Rule 415.
DARLING INGREDIENTS INC.	63180	NC	E45660	10/9/2018	10/4/2018	415	Submit letter of intent per Rule 415.
DARLING INGREDIENTS INC.	63180	NC	E45661	10/18/2018	10/4/2018	415	Post sign in compliance with R415.
DARLING INGREDIENTS INC.	63180	NC	E45661	10/18/2018	10/4/2018	415	Post sign in compliance with R415.
D&D DISPOSAL INC, WEST COAST RENDERING CO	50098	NC	E45665	2/6/2019	1/24/2019	415	Comply with 415 BMP. Submit permit applications for PTEs required under 415.
DARLING INGREDIENTS INC.	63180	NC	E45666	3/5/2019	2/27/2019	203 (B)	Provide documentation proving "like for like" change of C123. operate baghouse per Permit Condition C10.1.
DARLING INGREDIENTS INC.	63180	NC	E45666	3/5/2019	2/27/2019	203 (B)	Provide documentation proving "like for like" change of C123. operate baghouse per Permit Condition C10.1.
DARLING INGREDIENTS INC.	63180	NC	E45666	3/5/2019	2/27/2019	42303	Provide documentation proving "like for like" change of C123. operate baghouse per Permit Condition C10.1.

DARLING INGREDIENTS INC.	63180	NC	E45666	3/5/2019	2/27/2019	42303	Provide documentation proving "like for like" change of C123. operate baghouse per Permit Condition C10.1.
D&D DISPOSAL INC, WEST COAST RENDERING CO	50098	NC	E45667	5/15/2019	12/31/2018	2012	Conduct tune_ups per Rule 2012 chapter 5 table 5_B
DARLING INGREDIENTS INC.	63180	NC	E45671	7/25/2019	1/1/2018	2012	Submit daily emissions on time.
DARLING INGREDIENTS INC.	63180	NC	E45671	7/25/2019	1/1/2018	2012	Submit daily emissions on time.
PABCO BLDG PRODUCTS LLC, PABCO PAPER, DBA	45746	NC	E45984	10/18/2019	9/17/2019	2004	Failure of Facility Permit holder to submit APEP report with accurate emissions
WEST COAST ARBORISTS INC.	142688	NC	E46060	11/27/2018	11/21/2018	42303	Facility needs to provide records for PERP registrated equipment unit.
A & B SANDBLAST CO	123245	NC	E46065	2/22/2019	2/22/2019	1155	Facility needs to maintain records of all BLDS alarms for both baghouses and records of corrective action for each alarm event.
FREEDOM POWDER COATING & SANDBLASTING	179985	NC	E46066	2/22/2019	2/22/2019	1155	1. Change all 16 filters on baghouse prior to operation per manufacturer's operation and maintenance manual 2. Provide invoice/receipt of filter installlation for baghouse 3. Ensure that weekly VEE observations are performed in a consistent manner
FREEDOM POWDER COATING & SANDBLASTING	179985	NC	E46066	2/22/2019	2/22/2019	42303	1. Change all 16 filters on baghouse prior to operation per manufacturer's operation and maintenance manual 2. Provide invoice/receipt of filter installation for baghouse 3. Ensure that weekly VEE observations are performed in a consistent manner
FINISHING TRADES INSTITUTE OF DISTRICT C	189109	NC	E46206	1/3/2019	1/3/2019	PERP 2458	1) Submit PERP Appointment Request form for all newly_registered and renewed PERP equipment. 2) Maintain records for all PERP_registered equipment.

FINISHING TRADES INSTITUTE OF DISTRICT C	189109	NC	E46206	1/3/2019	1/3/2019	PERP 2460	1) Submit PERP Appointment Request form for all newly_registered and renewed PERP equipment. 2) Maintain records for all PERP_registered equipment.
MHFR ENERGY, INC	182020	NC	E46347	1/15/2019	1/15/2019	461(C)(2)(B)	Ensure Veeder-Root ISD system has RS-232 port open and available for inspection use.
RECONSERVE OF CALIFORNIA_LOS ANGELES INC	20203	NC	E46516	11/19/2019	8/16/2019	2012	To electronically report 1) quarterly aggregated NOx emission for Large Source, Process Unit , and R219 for Q3/Q4; 2) quarterly emission by fuel type for all R219 exempt device for Q3/Q4; 3) quarterly emissions by fuel type for Process unit.
RECONSERVE OF CALIFORNIA_LOS ANGELES INC	20203	NC	E46516	11/19/2019	8/16/2019	2012	To electronically report 1) quarterly aggregated NOx emission for Large Source, Process Unit , and R219 for Q3/Q4; 2) quarterly emission by fuel type for all R219 exempt device for Q3/Q4; 3) quarterly emissions by fuel type for Process unit.
RECONSERVE OF CALIFORNIA_LOS ANGELES INC	20203	NC	E46516	11/19/2019	8/16/2019	2012 APPEN A	To electronically report 1) quarterly aggregated NOx emission for Large Source, Process Unit , and R219 for Q3/Q4; 2) quarterly emission by fuel type for all R219 exempt device for Q3/Q4; 3) quarterly emissions by fuel type for Process unit.
RECONSERVE OF CALIFORNIA_LOS ANGELES INC	20203	NC	E46516	11/19/2019	8/16/2019	2012 APPEN A	To electronically report 1) quarterly aggregated NOx emission for Large Source, Process Unit , and R219 for Q3/Q4; 2) quarterly emission by fuel type for all R219 exempt device for Q3/Q4; 3) quarterly emissions by fuel type for Process unit.
RECONSERVE OF CALIFORNIA_LOS ANGELES INC	20203	NC	E46516	11/19/2019	8/16/2019	2012(E)(2)(B)	To electronically report 1) quarterly aggregated NOx emission for Large Source, Process Unit , and R219 for Q3/Q4; 2) quarterly emission by fuel type for all R219 exempt device for Q3/Q4; 3) quarterly emissions by fuel type for Process unit.

RECONSERVE OF CALIFORNIA_LOS ANGELES INC	20203	NC	E46516	11/19/2019	8/16/2019	2012(E)(2)(B)	To electronically report 1) quarterly aggregated NOx emission for Large Source, Process Unit , and R219 for Q3/Q4; 2) quarterly emission by fuel type for all R219 exempt device for Q3/Q4; 3) quarterly emissions by fuel type for Process unit.
RESIDENTIAL ASBESTOS	95762	NC	E46770	6/28/2019	6/28/2019	1403	1) Secure and stabilize interior/exterior; 2) Perform contamination assessment of property; 3) For verified contamination, have CAC prepare P5.
GOLDEN WEST FOOD GROUP	176105	NC	E46917	2/27/2019	2/27/2019	1415.1	Register refrigeration systems or prove exemption. Update refrigeration systems in operation under the CARB RMP_R3 for the entire facility. Conduct an annual audit and calibration of refrigeration systems equipped with an automatic leak detection system
RANDALL FOODS INC	42978	NC	E46918	2/27/2019	2/27/2019	1415.1	Maintain records for each refrigeration system for a minimum of five years at the facility where the refrigeration system is in operation. Submit annually to CARB a Facility Stationary Refrigeration Report (Annual Report) for refrigeration systems with a
RANDALL FOODS INC	42978	NC	E46918	2/27/2019	2/27/2019	1415.1	Maintain records for each refrigeration system for a minimum of five years at the facility where the refrigeration system is in operation. Submit annually to CARB a Facility Stationary Refrigeration Report (Annual Report) for refrigeration systems with a
FRUITLAND ASSOCIATES	157281	NC	E46919	3/1/2019	3/1/2019	1415.1	Register refrigeration systems over 50 lbs with CARB.
N/A	N/A	NC	E46920	3/1/2019	3/1/2019	1415.1	Register all refrigeration systems with a refrigerant capacity over 50 lbs with CARB or prove exemption.

S & H PACKING & SALES CO. INC.	N/A	NC	E46926	3/15/2019	3/15/2019	1415.1	A quarterly leak inspection shall be conducted for each refrigeration system with a full charge greater than or equal to 200 pounds but less than 2000 pounds. A person operation a refrigeration system with a full charge greater than or equal to 200 pound
TESORO (USA) 63273	171563	NC	E46969	5/2/2019	5/2/2019	461	Repair/replace loose spout of nozzle at fueling point #10.
SLAUSON SHELL – MAROUN BOUTROS	165091	NC	E46970	5/2/2019	5/2/2019	203	Maintain ISD alarm logs. Replace defective vapor dust cap on tank (near FP #7). Provide 2019 monthly gasoline throughput records. Maintain locks on ball valves of Healy Clean Air Separator.
SLAUSON SHELL – MAROUN BOUTROS	165091	NC	E46970	5/2/2019	5/2/2019	461	Maintain ISD alarm logs. Replace defective vapor dust cap on tank (near FP #7). Provide 2019 monthly gasoline throughput records. Maintain locks on ball valves of Healy Clean Air Separator.
BELL CHEVRON	154947	NC	E46972	5/7/2019	5/7/2019	461	Repair/replace defective fill tube caps of all UST. Replace torn boot on FP #7. Maintain Veeder Root Vapor Polisher valve locked at all times when not testing. Provide 2018/2019 daily, weekly, repair, and ISD alarm logs on site.
BELL GAS	169632	NC	E46973	5/7/2019	5/7/2019	203 (B)	Replace torn boot on FP #7. Replace defective fill tube cap of 87 UST (missing gasket). Repair/replace defective vapor cap of 91 UST (broken handle). Provide current periodic compliance inspection. Provide 2019 ISD alarm logs.
BELL GAS	169632	NC	E46973	5/7/2019	5/7/2019	461	Replace torn boot on FP #7. Replace defective fill tube cap of 87 UST (missing gasket). Repair/replace defective vapor cap of 91 UST (broken handle). Provide current periodic compliance inspection. Provide 2019 ISD alarm logs.

XERXES PETROLEUM	154943	NC	E46974	5/7/2019	5/7/2019	203 (B)	Provide 2018/2019 ISD alarm logs, daily and weekly maintenance records, repair logs, and monthly gasoline throughput records. Replace torn boots at FP #2, 5, 6, 8, & 10. Repair/replace loose faceplate at FP #12. Provide SCAQMD telephone # on SCAQMD decals
XERXES PETROLEUM	154943	NC	E46974	5/7/2019	5/7/2019	461	Provide 2018/2019 ISD alarm logs, daily and weekly maintenance records, repair logs, and monthly gasoline throughput records. Replace torn boots at FP #2, 5, 6, 8, & 10. Repair/replace loose faceplate at FP #12. Provide SCAQMD telephone # on SCAQMD decals
NARF MGMT GROUP, INC.	154066	NC	E46980	5/15/2019	5/15/2019	206	Failure to post current version of facility permit. Maintain locks on ball valves of Clean Air Separator (padlock missing from ball valve C). Provide/maintain 2019 ISD alarm and repair logs.
NARF MGMT GROUP, INC.	154066	NC	E46980	5/15/2019	5/15/2019	461	Failure to post current version of facility permit. Maintain locks on ball valves of Clean Air Separator (padlock missing from ball valve C). Provide/maintain 2019 ISD alarm and repair logs.
LCG BELGRADE LLC	189401	NC	E47040	2/15/2019	2/15/2019	1403	Secure and stabilize debris. Prior to demolition/cleanup, have a Certified Asbestos Consultant (C.A.C.) perform asbestos contamination assessment of facility for verified asbestos contamination, have CAC prepare Procedure 5 Plan for SCAQMD approval, prior to cleanup by a licensed asbestos abatement contractor.
UNNAMED FURNITURE MANUFACTURER	N/A	NC	E47093	9/17/2019	9/17/2019	109	1) Remove all non-compliant paints from site, 2) Utilize only HVLP spraygun, 3) Keep records of all paints sprayed by spray gun
UNNAMED FURNITURE MANUFACTURER	N/A	NC	E47093	9/17/2019	9/17/2019	1136	1) Remove all non-compliant paints from site, 2) Utilize only HVLP spraygun, 3) Keep records of all paints sprayed by spray gun

ACTIVE AUTOMOTIVE	183162	NC	E47094	9/20/2019	9/20/2019	1151	1) Remove all non_compliant paints, solvents, and spray guns from site and only use compliant 1material, 2) Keep and provide updated paint and solvent usage records, 3) Keep all SDSs (Safety Data Sheet) on_site
ACTIVE AUTOMOTIVE	183162	NC	E47094	9/20/2019	9/20/2019	1151	1) Remove all non_compliant paints, solvents, and spray guns from site and only use compliant material, 2) Keep and provide updated paint and solvent usage records, 3) Keep all SDSs (Safety Data Sheet) on_site
ACTIVE AUTOMOTIVE	183162	NC	E47094	9/20/2019	9/20/2019	203	1) Remove all non_compliant paints, solvents, and spray guns from site and only use compliant material, 2) Keep and provide updated paint and solvent usage records, 3) Keep all SDSs (Safety Data Sheet) on_site
ACTIVE AUTOMOTIVE	183162	NC	E47094	9/20/2019	9/20/2019	203	1) Remove all non_compliant paints, solvents, and spray guns from site and only use compliant material, 2) Keep and provide updated paint and solvent usage records, 3) Keep all SDSs (Safety Data Sheet) on_site
DRIVERS AUTO CENTER INC	184730	NC	E47095	9/20/2019	9/20/2019	203	Keep and provide updated usage records showing amount of VOC containing materials sprayed daily.
ESPINOZA'S BODY SHOP	132233	NC	E47096	9/25/2019	9/25/2019	203	_ Make sure manometer is in good working order, _ Keep and provide updated VOC calculations for paints/solvents (2018)
ESPINOZA'S BODY SHOP	132233	NC	E47096	9/25/2019	9/25/2019	203	_ Make sure manometer is in good working order, _ Keep and provide updated VOC calculations for paints/solvents (2018)

FIVE STAR BODY SHOP	191126	NC	E47100	10/16/2019	10/16/2019	109	_ Use only compliant paints and solvents per SCAQMD Rule 1151 and Rule 1171 (and provide Technical Data Sheet for Valspar Paint), _ Keep and provide records for usage of paints and solvents, _ Submit SCAQMD application for spray booth permit or disconnect
FIVE STAR BODY SHOP	191126	NC	E47100	10/16/2019	10/16/2019	1151	_ Use only compliant paints and solvents per SCAQMD Rule 1151 and Rule 1171 (and provide Technical Data Sheet for Valspar Paint), _ Keep and provide records for usage of paints and solvents, _ Submit SCAQMD application for spray booth permit or disconnect
FIVE STAR BODY SHOP	191126	NC	E47100	10/16/2019	10/16/2019	1171	_ Use only compliant paints and solvents per SCAQMD Rule 1151 and Rule 1171 (and provide Technical Data Sheet for Valspar Paint), _ Keep and provide records for usage of paints and solvents, _ Submit SCAQMD application for spray booth permit or disconnect
FIVE STAR BODY SHOP	191126	NC	E47100	10/16/2019	10/16/2019	203	_ Use only compliant paints and solvents per SCAQMD Rule 1151 and Rule 1171 (and provide Technical Data Sheet for Valspar Paint), _ Keep and provide records for usage of paints and solvents, _ Submit SCAQMD application for spray booth permit or disconnect
SIERRA FURNITURE, INC.	152107	NC	E47101	10/17/2019	10/17/2019	403	Do not allow the emission of fugitive dust such that the dust remains visible in the atmosphere beyond the property line of the emission source.

PACIFIC ALLOY CASTINGS INC	11298	NC	E47102	10/18/2019	10/18/2019	1155	1) Make sure sand receiving/storage system (Permit #G55861) is kept in good operating condition (a.i. no emissions from the equipment), 2) Do not cause or allow the emission of fugitive dust from any active operation such that the dust remains visible in
PACIFIC ALLOY CASTINGS INC	11298	NC	E47102	10/18/2019	10/18/2019	1155	1) Make sure sand receiving/storage system (Permit #G55861) is kept in good operating condition (a.i. no emissions from the equipment), 2) Do not cause or allow the emission of fugitive dust from any active operation such that the dust remains visible in
PACIFIC ALLOY CASTINGS INC	11298	NC	E47102	10/18/2019	10/18/2019	203	1) Make sure sand receiving/storage system (Permit #G55861) is kept in good operating condition (a.i. no emissions from the equipment), 2) Do not cause or allow the emission of fugitive dust from any active operation such that the dust remains visible in
PACIFIC ALLOY CASTINGS INC	11298	NC	E47102	10/18/2019	10/18/2019	203	1) Make sure sand receiving/storage system (Permit #G55861) is kept in good operating condition (a.i. no emissions from the equipment), 2) Do not cause or allow the emission of fugitive dust from any active operation such that the dust remains visible in
PACIFIC ALLOY CASTINGS INC	11298	NC	E47102	10/18/2019	10/18/2019	403	1) Make sure sand receiving/storage system (Permit #G55861) is kept in good operating condition (a.i. no emissions from the equipment), 2) Do not cause or allow the emission of fugitive dust from any active operation such that the dust remains visible in

PACIFIC ALLOY CASTINGS INC	11298	NC	E47102	10/18/2019	10/18/2019	403	1) Make sure sand receiving/storage system (Permit #G55861) is kept in good operating condition (a.i. no emissions from the equipment), 2) Do not cause or allow the emission of fugitive dust from any active operation such that the dust remains visible in
SIGN RESOURCE	186344	NC	E47103	10/23/2019	10/23/2019	203	1) Keep and provide updated paint/VOC records on a monthly basis (and make sure to stay < 667 lbs VOC/month), and 2) Make sure manometer remains in good working order (< 0.25 in. water).
SIGN RESOURCE	186344	NC	E47103	10/23/2019	10/23/2019	203	1) Keep and provide updated paint/VOC records on a monthly basis (and make sure to stay < 667 lbs VOC/month), and 2) Make sure manometer remains in good working order (< 0.25 in. water).
PERRIN BERNARD SUPOWITZ INC	182041	NC	E47104	10/23/2019	10/23/2019	203	Keep and provide weekly operating records for usage of 3 generators
PERRIN BERNARD SUPOWITZ INC	182041	NC	E47104	10/23/2019	10/23/2019	203	Keep and provide weekly operating records for usage of 3 generators
A & I AUTO BODY SHOP	186150	NC	E47105	10/29/2019	10/29/2019	1151	_Keep and provide updated paint/solvent usage VOC logs _Remove all non_compliant paints/solvents from site and use only compliant paints/solvents
A & I AUTO BODY SHOP	186150	NC	E47105	10/29/2019	10/29/2019	203	_Keep and provide updated paint/solvent usage VOC logs _Remove all non_compliant paints/solvents from site and use only compliant paints/solvents

PAVEMENT COATINGS CO	191237	NC	E47108	11/7/2019	11/7/2019	403	Comply with all requirements under SCAQMD Rule 403: Dust (including sufficient watering to prevent any dust from crossing the property line)
PLANET COLLISION CENTER	N/A	NC	E47110	11/13/2019	11/13/2019	109	_ Use only compliant paints and solvents and remove non_compliant paints and solvents from site (a.i. primers/clearcoats must be <2.1 lb/gal VOC and paints must be <3.5 lb/gal VOC) _ Use only compliant gun_cleaning solvents (Must be < 25 g/L VOC or Acetone)
PLANET COLLISION CENTER	N/A	NC	E47110	11/13/2019	11/13/2019	1151	_ Use only compliant paints and solvents and remove non_compliant paints and solvents from site (a.i. primers/clearcoats must be <2.1 lb/gal VOC and paints must be <3.5 lb/gal VOC) _ Use only compliant gun_cleaning solvents (Must be < 25 g/L VOC or Acetone)
PLANET COLLISION CENTER	N/A	NC	E47110	11/13/2019	11/13/2019	1171	_ Use only compliant paints and solvents and remove non_compliant paints and solvents from site (a.i. primers/clearcoats must be <2.1 lb/gal VOC and paints must be <3.5 lb/gal VOC) _ Use only compliant gun_cleaning solvents (Must be < 25 g/L VOC or Acetone)
CHURCH OF SCIENTOLOGY INTERNATIONAL	162173	NC	E47172	4/16/2019	4/16/2019	109	203(b) Provide a copy of the 2018 Source Test report for the afterburners connected to Permit G34010, R1151 Provide all SDS for coatings used onsite (inks, powders, reducers, cleaners), R109 Provide all VOC records, R1155 Provide baghouse records
CHURCH OF SCIENTOLOGY INTERNATIONAL	162173	NC	E47172	4/16/2019	4/16/2019	1151	203(b) Provide a copy of the 2018 Source Test report for the afterburners connected to Permit G34010, R1151 Provide all SDS for coatings used onsite (inks, powders, reducers, cleaners), R109 Provide all VOC records, R1155 Provide baghouse records

CHURCH OF SCIENTOLOGY INTERNATIONAL	162173	NC	E47172	4/16/2019	4/16/2019	1155	203(b) Provide a copy of the 2018 Source Test report for the afterburners connected to Permit G34010, R1151 Provide all SDS for coatings used onsite (inks, powders, reducers, cleaners), R109 Provide all VOC records, R1155 Provide baghouse records
CHURCH OF SCIENTOLOGY INTERNATIONAL	162173	NC	E47172	4/16/2019	4/16/2019	203 (B)	203(b) Provide a copy of the 2018 Source Test report for the afterburners connected to Permit G34010, R1151 Provide all SDS for coatings used onsite (inks, powders, reducers, cleaners), R109 Provide all VOC records, R1155 Provide baghouse records
PRUDENTIAL OVERALL SUPPLY CO	8560	NC	E47183	6/26/2019	6/26/2019	42303	CH&SC 42303 Provide all permits in accordance with R206, provide all record keeping for dry cleaning units onsite, provide all leak test for dry cleaning units onsite for last 2 years
EXXONMOBIL DLR, MAL HUI LEE	39245	NC	E47251	5/9/2019	5/9/2019	461	Repair or replace Nozzle # 3 - sticky interlock; provide most current Daily & VST Weekly inspection records
MAYWOOD CARWASH	162663	NC	E47253	5/10/2019	5/10/2019	461	Early tests conducted in September 2018 and April 2019 - facility is to remain on a June/December test schedule - conduct next Reverification test in June 2019
VERNON FUEL DIS INC	118622	NC	E47260	5/24/2019	5/24/2019	461	Provide missing Dynamic Back Pressure test results TP201.4 Method 4; if not missing, perform at your next Vapor Recovery Test in October 2019 - Have tester schedule as a Performance test - to be witnessed by AQMD
INNOVATIVE CONSTRUCTION SOLUTIONS	120425	NC	E47305	11/14/2019	11/13/2019	1166	Apply for and obtain a Rule 1166 Site Specific Plan and do a Rule 1466 Notification of intent to conduct any earth_moving activities.

INNOVATIVE CONSTRUCTION SOLUTIONS	120425	NC	E47305	11/14/2019	11/13/2019	1466	Apply for and obtain a Rule 1166 Site Specific Plan and do a Rule 1466 Notification of intent to conduct any earth_moving activities.
METAL SURFACES INC	20280	NC	E47310	12/13/2019	12/13/2019	203 (B)	All rectifiers shall have correct identification #, max rectifier amperage, ID # of tank(s) served by rectifier. P/O R_G21746 APCD system: Ensure that HEPA system and ducting is in clean conditions. Send photo(s) and cleaning record.
METAL SURFACES INC	20280	NC	E47310	12/13/2019	12/13/2019	203 (B)	All rectifiers shall have correct identification #, max rectifier amperage, ID # of tank(s) served by rectifier. P/O R_G21746 APCD system: Ensure that HEPA system and ducting is in clean conditions. Send photo(s) and cleaning record.
EAGLE CONTRACTING, INC	172363	NC	E47356	6/18/2019	6/18/2019	1403	PURSUANT TO SOUTH COAST AQMD RULE 1403 PROPERLY NOTIFY VINYL FLOORING MATERIAL REMOVED BY MECHANICAL SAWING EQUIPMENT AS PROCEDURE 1 WORK PRACTICES; PROPERLY LABEL LEAK_TIGHT BAGS; IDENTIFY QUANTITY AS FRIABLE ASBESTOS; ATTEND RULE 1403 TRAINING CLASS
KAISER ALUMINUM FABRICATED PRODUCTS, LLC	16338	NC	E47399	5/14/2019	4/26/2019	2004	Ensure QCERs are submitted on time (i.e on or before 30 days following the end of the quarter).
GOODLAND GLOBAL FARM INC.	190205	NC	E47445	3/18/2019	3/18/2019	1415.1	UNDER THE CARB RMP_R3 KINDLY REGISTER AND REPORT ALL REFRIGERATION SYSTEMS WITH A REFRIGERANT CHARGE GREATER THAN 50 LBS. * ANNUAL LEAK INSPECTIONS ARE REQUIRED FOR SYSTEMS USING MORE THAN 50 LBS. BUT LESS THAN 200 LBS. * KEEP RECORDS ONSITE..

CJ FOODVILLE USA, INC.	N/A	NC	E47446	3/18/2019	1/8/2019	1415.1	1. QUARTERLY LEAK INSPECTIONS FOR REFRIGERATION SYSTEMS 200 LBS. < X < 2,000 LBS. 2. ANNUAL LEAK INSPECTIONS FOR REFRIGERATION SYSTEMS > 50 LBS. 3. UPDATE CARB RMP_R3 REFRIGERATION PLAN TO ACCURATELY REFLECT INFORMATION 4. MAINTAIN RECORDS/ MAKE AVAILABLE
BANDERA CUSTOM PAINT COMPANY	189880	NC	E47454	4/25/2019	4/24/2019	314	1. SUBMIT AN ANNUAL QUANTITY AND EMISSIONS REPORT FOR COMPLIANCE YEAR(S): 2017 AND 2018. 2. PROVIDE A LIST OF ALL U.S. DISTRIBUTORS TO WHOM ARCHITECTURAL COATINGS ARE SUPPLIED
COMMERCE PETRO FUEL, LLC, R&L SARABI,DBA	129550	NC	E47604	5/3/2019	5/3/2019	203(B)	Provide/maintain current ISD alarm log including all records of ISD alarms, alarm clears, and associated repairs. Ensure Permit # N31213 is posted. Provide/maintain current Healy weekly and quarterly inspections as required by the manufacturer. Replace
COMMERCE PETRO FUEL, LLC, R&L SARABI,DBA	129550	NC	E47604	5/3/2019	5/3/2019	203(B)	Provide/maintain current ISD alarm log including all records of ISD alarms, alarm clears, and associated repairs. Ensure Permit # N31213 is posted. Provide/maintain current Healy weekly and quarterly inspections as required by the manufacturer. Replace
COMMERCE PETRO FUEL, LLC, R&L SARABI,DBA	129550	NC	E47604	5/3/2019	5/3/2019	206	Provide/maintain current ISD alarm log including all records of ISD alarms, alarm clears, and associated repairs. Ensure Permit # N31213 is posted. Provide/maintain current Healy weekly and quarterly inspections as required by the manufacturer. Replace

COMMERCE PETRO FUEL, LLC, R&L SARABI,DBA	129550	NC	E47604	5/3/2019	5/3/2019	206	Provide/maintain current ISD alarm log including all records of ISD alarms, alarm clears, and associated repairs. Ensure Permit # N31213 is posted. Provide/maintain current Healy weekly and quarterly inspections as required by the manufacturer. Replace
COMMERCE PETRO FUEL, LLC, R&L SARABI,DBA	129550	NC	E47604	5/3/2019	5/3/2019	42303	Provide/maintain current ISD alarm log including all records of ISD alarms, alarm clears, and associated repairs. Ensure Permit # N31213 is posted. Provide/maintain current Healy weekly and quarterly inspections as required by the manufacturer. Replace
COMMERCE PETRO FUEL, LLC, R&L SARABI,DBA	129550	NC	E47604	5/3/2019	5/3/2019	42303	Provide/maintain current ISD alarm log including all records of ISD alarms, alarm clears, and associated repairs. Ensure Permit # N31213 is posted. Provide/maintain current Healy weekly and quarterly inspections as required by the manufacturer. Replace
COMMERCE PETRO FUEL, LLC, R&L SARABI,DBA	129550	NC	E47604	5/3/2019	5/3/2019	461	Provide/maintain current ISD alarm log including all records of ISD alarms, alarm clears, and associated repairs. Ensure Permit # N31213 is posted. Provide/maintain current Healy weekly and quarterly inspections as required by the manufacturer. Replace
COMMERCE PETRO FUEL, LLC, R&L SARABI,DBA	129550	NC	E47604	5/3/2019	5/3/2019	461	Provide/maintain current ISD alarm log including all records of ISD alarms, alarm clears, and associated repairs. Ensure Permit # N31213 is posted. Provide/maintain current Healy weekly and quarterly inspections as required by the manufacturer. Replace

RASTAAR INC	157008	NC	E47605	5/3/2019	5/3/2019	203(B)	Maintain ISD alarm log including all instances of alarms, alarm clears, and associated repairs. Replace torn boots on nozzles 3, 8, and 11. Ensure Rule 461 required decals are visibly posted at all fueling points (phone number missing on pumps 5, 6, 7, 8)
RASTAAR INC	157008	NC	E47605	5/3/2019	5/3/2019	461	Maintain ISD alarm log including all instances of alarms, alarm clears, and associated repairs. Replace torn boots on nozzles 3, 8, and 11. Ensure Rule 461 required decals are visibly posted at all fueling points (phone number missing on pumps 5, 6, 7, 8)
DEPARTMENT OF TRANS DIV OF EQUIP COMMERC	176076	NC	E47680	4/12/2019	4/12/2019	TITLE13ARTICLE5S	affix CARB placard to registered equipment and affix registration sticker to placard
HUGHES BROS AIRCRAFTERS INC	8451	NC	E47689	4/4/2019	4/4/2019	42303	1) Provide the total weight of arsenic charged to each individual permit unit in 2018 (provide sum for each permit unit). 2) Provide laboratory analyses of all lead products and lead raw materials to include lead content, arsenic content and nickel content
REBILT METALIZING CO	150363	NC	E47691	10/3/2019	9/10/2019	1469	1) Equip each rectified tank with an amp-hour meter; 2) Maintain clear labels for each tank with all information in the subsection
N/A	N/A	NC	E47816	6/12/2019	6/7/2019	2202	Submit Rule 2202 program notification form or prove exemption.

N/A	N/A	NC	E47824	8/9/2019	6/26/2019	222	Register tar pot(s)/tar kettle(s) with a maximum holding capacity equal to or greater than 600 liters (159 gallons).
J'S BODY SHOP	135598	NC	E47909	8/30/2019	8/30/2019	1151	1) Remove all old non_compliant paints and solvents from site, 2) Make sure Chamaleon 106 Clear Coat is compliant per R1151, 1) Find and post AQMD permit to operate, 2) Repair holes in spraybooth, 3) Keep and provide updated VOC records/usage records
J'S BODY SHOP	135598	NC	E47909	8/30/2019	8/30/2019	203	1) Remove all old non_compliant paints and solvents from site, 2) Make sure Chamaleon 106 Clear Coat is compliant per R1151, 1) Find and post AQMD permit to operate, 2) Repair holes in spraybooth, 3) Keep and provide updated VOC records/usage records
NICK ALEXANDER RESTORATION	190067	NC	E48169	5/22/2019	5/22/2019	1168	Discontinue the use & storage of non_compliant adhesives.
BAIPER'Z AUTO BODY & FRAME	190066	NC	E48170	5/22/2019	5/22/2019	42303	Provide & maintain safety data sheets (SDS) for all VOC containing materials, including "Auto Material Supplies Compliant Lacquer Thinner."
SMITHFIELD PACKAGED MEATS CORP	187885	NC	E48190	8/19/2019	8/19/2019	415	R415(j)(1) Record all readings taken by anemometer to demonstrate compliance with inward face velocity, R415(j)(2) keep log of all odor complaints receive by the facility and constain subsection (A)-(H), R415(e)(7) cover stored raw materials

TESORO (USA) 63009	171542	NC	E48589	6/20/2019	6/20/2019	461	Repair/replace defective vapor cap of 87 UST (tank by FP #9) _ gasket unattached to cap. Replace torn boot on FP #4.
TESORO 63022	171712	NC	E48590	6/20/2019	6/20/2019	461	Provide 2019 Periodic Compliance Inspection record
DEEP KB ENTERPRISE, INC.	176674	NC	E48594	6/27/2019	6/27/2019	461	Repair fill tube cap of 91 UST (broken handle and missing gasket). Remove liquid and debris from spill bucket of 91 UST (fill tube side). Replace torn boots on FP # 2, 4, 5, 6, & 8. Repair sticky insertion interlock mechanism at FP #4.
ANTCHAU ARCO	134642	NC	E48603	7/16/2019	7/16/2019	203 (B)	Provide/maintain ISD alarm logs, daily and weekly inspeciton records, & 2018/2019 throughput records. Provide PVV test results. Ensure 461 decals are posted at all FP (missing from FP 1_8). Replace torn boot at FP 2. Contact technician to address: ISD
ANTCHAU ARCO	134642	NC	E48603	7/16/2019	7/16/2019	461	Provide/maintain ISD alarm logs, daily and weekly inspeciton records, & 2018/2019 throughput records. Provide PVV test results. Ensure 461 decals are posted at all FP (missing from FP 1_8). Replace torn boot at FP 2. Contact technician to address: ISD
OCTANE PLUS, INC. JACQUES MASSACHI	158096	NC	E48624	8/1/2019	8/1/2019	203(A)	Correct ISD type listed on Permit to Incon ISD (software version 1.1.0). Ensure breakaway on pump 6 is installed correctly (visible gap between upper and lower pieces). Provide current monthly gasoline throughput records.

OCTANE PLUS, INC. JACQUES MASSACHI	158096	NC	E48624	8/1/2019	8/1/2019	461	Correct ISD type listed on Permit to Incon ISD (software version 1.1.0). Ensure breakaway on pump 6 is installed correctly (visible gap between upper and lower pieces). Provide current monthly gasoline throughput records.
CENTURY CLEANERS	100232	NC	E48663	5/23/2019	5/20/2019	42303	Provide 2017 and 2018 records per Rule 1421 and copy of CARB certificate
SANI DIP CLEANERS	113838	NC	E48664	5/23/2019	5/20/2019	42303	Provide copy of previous month's gas bill
BIBI FUELS INC. DBA BB FUELS	176358	NC	E48771	7/9/2019	7/9/2019	461	Provide current (2019) Daily, Healy Weekly & Healy Quarterly Maintenance Inspection records; Address/Diagnose/Repair reoccurring "Readiness ISD" event (potential issue w/Dispenser 3/4, leakage /containment); Repair Veeder-Root ISd Printer - reports are
THE NEWARK GROUP, INC.	62548	NC	E48894	10/25/2019	8/2/2019	2004	Apply for change of ownership from Carauster to Greif. (2) Failure to MDP accurately for month of Dec_2018, and (3) Since 2nd Qtr. QCER was inaccurate so was the APEP.
THE NEWARK GROUP, INC.	62548	NC	E48894	10/25/2019	8/2/2019	2012	Apply for change of ownership from Carauster to Greif. (2) Failure to MDP accurately for month of Dec_2018, and (3) Since 2nd Qtr. QCER was inaccurate so was the APEP.

THE NEWARK GROUP, INC.	62548	NC	E48894	10/25/2019	8/2/2019	203	Apply for change of ownership from Carauster to Greif. (2) Failure to MDP accurately for month of Dec_2018, and (3) Since 2nd Qtr. QCER was inaccurate so was the APEP.
PQ CORPORATION	11435	NC	E48898	11/7/2019	10/1/2018	2004(F)(1)	Failed to submit (1) 2nd 500_SAM (1/1/19 to 6/30/19) and 500_ACC (7/1/18 to 6/30/18). Submit them at once. Monthly electronic reporting for the Large Boiler, D51, for the 1st Qtr were wrong and failed to submit for month of December 2018. Make sure
PQ CORPORATION	11435	NC	E48898	11/7/2019	10/1/2018	2012	Failed to submit (1) 2nd 500_SAM (1/1/19 to 6/30/19) and 500_ACC (7/1/18 to 6/30/18). Submit them at once. Monthly electronic reporting for the Large Boiler, D51, for the 1st Qtr were wrong and failed to submit for month of December 2018. Make sure
PQ CORPORATION	11435	NC	E48898	11/7/2019	10/1/2018	3002(C)(1)	Failed to submit (1) 2nd 500_SAM (1/1/19 to 6/30/19) and 500_ACC (7/1/18 to 6/30/18). Submit them at once. Monthly electronic reporting for the Large Boiler, D51, for the 1st Qtr were wrong and failed to submit for month of December 2018. Make sure
CUDAHY FUEL STOP	189850	NC	E49179	7/23/2019	7/23/2019	206	Post current permit to operate. Provide R461 daily inspection training certificate. Provide/maintain repair logs, and daily/weekly inspection records.
CUDAHY FUEL STOP	189850	NC	E49179	7/23/2019	7/23/2019	461	Post current permit to operate. Provide R461 daily inspection training certificate. Provide/maintain repair logs, and daily/weekly inspection records.
WORLD OIL MARKETING CO #102	129460	NC	E49590	9/10/2019	9/10/2019	203 (B)	Replace 87 UST vapor cap, broken handle. Repair loose spout at FP 3. Adjust nozzle faceplate alignment at FP 11. Reactivate old permit N21152. Deactivate current permit N30528. Contact Engineer Randy Matsuyama.

WORLD OIL MARKETING CO #102	129460	NC	E49590	9/10/2019	9/10/2019	461	Replace 87 UST vapor cap, broken handle. Repair loose spout at FP 3. Adjust nozzle faceplate alignment at FP 11. Reactivate old permit N21152. Deactivate current permit N30528. Contact Engineer Randy Matsuyama.
E_ENERGY 76, EUN DEOK KIM	166190	NC	E50193	11/13/2019	11/13/2019	203 (B)	Maintain ISD alarm log. Replace damaged faceplate on nozzle at FP 7.
E_ENERGY 76, EUN DEOK KIM	166190	NC	E50193	11/13/2019	11/13/2019	461	Maintain ISD alarm log. Replace damaged faceplate on nozzle at FP 7.
FLORENCE CORNER OIL CORP.	176954	NC	E50194	11/13/2019	11/13/2019	461	Remove tape from float check valve; ensure label is visible. Ensure SCAQMD nozzle decals are posted at all fueling points. Provide/maintain 2019 Daily Inspection records.
MOBIL DLR, AMIR BARHOMA	91211	NC	E50195	11/13/2019	11/13/2019	203 (B)	Provide/maintain ISD alarm log. Adjust nozzle faceplate alignment at FP 1. Provide South Coast AQMD phone #800_242_4020 on nozzle decals at all FP. Provide Rule 461 Daily Inspection training certificate.
MOBIL DLR, AMIR BARHOMA	91211	NC	E50195	11/13/2019	11/13/2019	461	Provide/maintain ISD alarm log. Adjust nozzle faceplate alignment at FP 1. Provide South Coast AQMD phone #800_242_4020 on nozzle decals at all FP. Provide Rule 461 Daily Inspection training certificate.
SOUTH CITY GAS INC	174973	NC	E50205	12/12/2019	12/12/2019	203 (B)	Contact Permitting to correct the In_Station Diagnostic type on PO N27766 to INCON. Remove liquid from spill buckets of 87 UST. Adjust nozzle faceplate alignment at FP 2. Repair loose spout at FP 7. Provide R461 Daily Inspection training certificate.

SOUTH CITY GAS INC	174973	NC	E50205	12/12/2019	12/12/2019	461	Contact Permitting to correct the In_Station Diagnostic type on PO N27766 to INCON. Remove liquid from spill buckets of 87 UST. Adjust nozzle faceplate alignment at FP 2. Repair loose spout at FP 7. Provide R461 Daily Inspection training certificate.
G&M OIL CO., #42	179731	NC	E50206	12/12/2019	12/12/2019	461	REPAIR STICKY INSERTION INTERLOCK MECHANISM AT FP 13.
BAKER COMMODITIES INC	800016	NC	E50259	12/4/2019	10/31/2019	2004	Report QCER within 30 days of the conclusion of each quarter
IMPERIAL MOTORING, EDDIE ESCOBEDO DBA	134079	NC	E50561	11/26/2019	11/26/2019	203	1) Rectify permit to operate for spraybooth or disconnect all wiring and remove filters. Do not operate without a valid SCAQMD Permit to Operate, 2) Make sure manometer is in good working order and provide purchase receipts (2018) for paints
PACIFIC CONVERTERS	168937	NC	E50562	11/27/2019	11/27/2019	203	Keep and provide records of paint usage
NAVAREZ BODY SHOP	171181	NC	E50563	11/27/2019	11/27/2019	203	Keep and provide updated VOC records (and purchase records for 2018)
A_1 CLASSIC AUTO BODY & PAINT	139313	NC	E50565	12/27/2019	12/27/2019	109	_Apply for SCAQMD permit for spraybooth (Do not operate until submittal of application), _Keep records of paints sprayed in spraybooth
A_1 CLASSIC AUTO BODY & PAINT	139313	NC	E50565	12/27/2019	12/27/2019	109	_Apply for SCAQMD permit for spraybooth (Do not operate until submittal of application), _Keep records of paints sprayed in spraybooth

A_1 CLASSIC AUTO BODY & PAINT	139313	NC	E50565	12/27/2019	12/27/2019	203	_Apply for SCAQMD permit for spraybooth (Do not operate until submittal of application), _Keep records of paints sprayed in spraybooth
A_1 CLASSIC AUTO BODY & PAINT	139313	NC	E50565	12/27/2019	12/27/2019	203	_Apply for SCAQMD permit for spraybooth (Do not operate until submittal of application), _Keep records of paints sprayed in spraybooth
A_1 CLASSIC AUTO BODY & PAINT	139313	NC	E50566	12/27/2019	12/27/2019	109	_Apply for SCAQMD Permit to Operate for spray booth (if not available), _Keep and provide records of paints/solvents sprayed in spraybooth
A_1 CLASSIC AUTO BODY & PAINT	139313	NC	E50566	12/27/2019	12/27/2019	203	_Apply for SCAQMD Permit to Operate for spray booth (if not available), _Keep and provide records of paints/solvents sprayed in spraybooth
EXIDE TECHNOLOGIES	124805	NC	E50836	12/27/2019	12/19/2019	203 (A)	Submit permit application requesting revisoin to the equipment description of P/O F35377 HEPA and P/O F88663 HEPA.
EXIDE TECHNOLOGIES	124805	NC	E50836	12/27/2019	12/19/2019	203 (A)	Submit permit application requesting revisoin to the equipment description of P/O F35377 HEPA and P/O F88663 HEPA.

RESIDENTIAL ASBESTOS	95762	NC	F10003	6/12/2019	6/12/2019	40701(G)	<p>Provide evidence and copies of the following:</p> <ul style="list-style-type: none"> Prior asbestos survey Asbestos removal notification(s) CSLB Contractor's License DOSH License to remove asbestos Contract(s) Building and Safety Permits Names, addresses, phone numbers of worker(s) and supervisor(s) Asbestos (AHERA) training certificates for supervisor(s) and worker(s) Supervisor logs Hazardous waste manifest(s) Hazardous waste generator label(s) Identify location where waste was transported to Identify hazardous waste transporter Copy of landfill/Disposal site receipt Business license Specify which asbestos removal procedure was used per 1403(d)(1)(D)(i)
SRM CONSTRUCTION	190795	NC	F10004	7/10/2019	7/9/2019	40701(G)	<p>Asbestos Removal Notifications to SCAQMD; CSLB License; DOSH License to remove asbestos; Contract; Contact Info of workers/sups; AHERA Training Certs; Sup logs; HazWaste Manifest and generator labels; Location _ waste transported to; Waste Transporter;</p>
SRM CONSTRUCTION	190795	NC	F10054	5/6/2019	5/6/2019	40701(G)	<p>Provide the following evidence: prior asbestos survey, asbestos removal notification (s)/revisions and proof of payment, CSLB license, DOSH, contracts, scope of work, building and safety permits, names, contact info of supervisors/workers, logs, manifests</p>
RESIDENTIAL ASBESTOS	95762	NC	F10243	9/6/2019	9/6/2019	1403	<p>Provide evidence and copies of Rule 1403 compliance documents.</p>

RESIDENTIAL ASBESTOS	95762	NC	F10243	9/6/2019	9/6/2019	40701(G)	Provide evidence and copies of Rule 1403 compliance documents.
RESIDENTIAL ASBESTOS	95762	NC	F10305	7/9/2019	6/28/2019	40701(G)	Provide evidence/copies of documents related to the removal of ceiling and wall material.
RESIDENTIAL ASBESTOS	95762	NC	F10306	7/9/2019	6/28/2019	40701(G)	Provide evidence/copies of documents related to the removal of ceiling and wall material.
INDY'S DEMOLITION	183591	NC	F10477	7/24/2019	7/22/2019	1403	Provide evidence and copies of the following items: Prior asbestos survey; CSLB Contractor's License; Contract for demolition; Building & Safety Permits; Name(s) and telephone numbers for all workers who performed demolition work; and Business License.
RESIDENTIAL ASBESTOS	95762	NC	F10527	11/8/2019	11/8/2019	1403	Voluntarily cease all work activities. Secure and stabilize all debris. Have CAC conduct a contamination assessment. If asbestos contamination is detected, have CAC prepare a Procedure 5 Plan and submit to SCAQMD for approval.
RESIDENTIAL ASBESTOS	95762	NC	G10003	6/12/2019	6/12/2019	1403	<p>1403(d)(1)(C)(ii)(V) - Prior to continuing with any renovation, demolition, or clean-up activity, secure and stabilize the entire site.</p> <p>1403(d)(1)(A) - Prior to continuing renovation / demolition / cleanup, have Certified Asbestos Consultant (C.A.C.) perform asbestos contamination assessment of the entire site. Provide copy of C.A.C.'s report</p> <p>1403(d)(1)(D)(i)(V) - For verified asbestos contamination, have C.A.C. prepare Procedure 5 plan for SCAQMD approval prior to clean up by licensed asbestos abatement contractor.</p>

SRM CONSTRUCTION	190795	NC	G10005	7/9/2019	7/9/2019	1403	Prior to continuing with any renovation, demolition, or clean_up activity, secure and stabilize the entire site including the dumpster and debris surrounding the dumpster; have a CAC perform a contamination assessment of the
SRM CONSTRUCTION	190795	NC	G10053	5/6/2019	5/6/2019	1403	Secure and stabilize debris on_site. Prior to continuing renovation/demolition/cleanup have Certified Asbestos Consultant (CAC) perform asbestos contamination assessment. For verified contamination have CAC prepare Procedure 5 plan
ALONSO GRADING AND DEMOLITION INC	187504	NC	G10140	8/5/2019	8/5/2019	1403	Prior to continuing any demolition related activities obtain a South Coast AQMD Demolition Notification

INDY'S DEMOLITION	183591	NC	G10191	7/22/2019	7/22/2019	1403	<p>Rule 1403 (d)(1)(C)(ii)(V) - Prior to continuing with any demolition activity, secure and stabilize the following area: Rear portion of 4-plex Apt building (adjacent to demolition area of Apt #C and garage);</p> <p>Rule 1403 (d)(1)(A) - Prior to continuing with demolition activities, have a Certified Asbestos Consultant (CAC) perform an asbestos contamination assessment of the rear portion demolition area of the 4-plex Apt building (adjacent to the garage area);</p> <p>Rule 1403 (d)(1)(D)(i)(V) - For verified asbestos contamination, have a CAC prepare a Procedure 5 clean-up plan for South Coast AQMD review and approval prior to clean-up by a licensed asbestos abatement contractor;</p> <p>Rule 1403 (i)(3) - Within 90 days, attend a Rule 1403 Compliance Promotion Training Class at South Coast AQMD headquarters.</p>
RESIDENTIAL ASBESTOS	95762	NC	G10242	9/6/2019	9/6/2019	1403	<p>Secure and stabilize debris; Prior to continuing renovation/demolition/cleanup have CAC perform asbestos contamination assessment; for verified asbestos contamination, have CAC prepare Procedure 5 Plan for SCAQMD approval prior to cleanup.</p>
RESIDENTIAL ASBESTOS	95762	NC	G10305	5/29/2019	5/29/2019	1403	<p>1) Secure and stabilize perimeter of 5227 1/2 Live Oak; 2) Perform contamination assessment of 5227 1/2 Live Oak; 3) For verified contamination, have CAC prepare P5.</p>
RESIDENTIAL ASBESTOS	95762	NC	G10577	11/8/2019	11/8/2019	40701(G)	<p>Requesting additional documentation and information.</p>

BEST VALUE PAINT JOBS	185164	NOV	P50749	6/4/2019	5/22/2019	203	Operating Paint Spary Booth without a valid Permit to Operate.
PABCO BLDG PRODUCTS LLC,PABCO PAPER, DBA	45746	NOV	P57099	10/6/2017	8/30/2017	2004	Failure of Facility Permit Holder to submit Annual Permit Emission Program (APEP) report on or before 60 calendar days following the last day of the Compliance Year
RECONSERVE OF CALIFORNIA_LOS ANGELES INC	20203	NOV	P57880	2/15/2017	7/1/2015	2004	(1) Failed to reconcile quarterly NOx Emissions in the 2nd quarter. (2) NOx Emissions from the beginning of the (Year 2015) Compliance Year through the end of the 2nd quarter exceeded the annual NOx emissions Allocation in effect at the of the reconcilia_
RECONSERVE OF CALIFORNIA_LOS ANGELES INC	20203	NOV	P57880	2/15/2017	7/1/2015	2004	(1) Failed to reconcile quarterly NOx Emissions in the 2nd quarter. (2) NOx Emissions from the beginning of the (Year 2015) Compliance Year through the end of the 2nd quarter exceeded the annual NOx emissions Allocation in effect at the of the reconcilia_
CLOUGHERTY PACKING LLC/HORMEL FOODS CORP	16978	NOV	P57882	12/13/2017	10/1/2016	2004	Submit accurate QCER and APEP. 1st Qtr. QCER was inaccurate so as the APEP for CY 2016. [VOIDED by jchakrabarti; 12/20/2017]
ARMSTRONG FLOORING INC	12155	NOV	P57889	6/12/2018	1/1/2017	2004	Submittted inaccurate APEP. Failed report the District within 1 hour of breakdown or from the time when the source came to know.

ARMSTRONG FLOORING INC	12155	NOV	P57889	6/12/2018	1/1/2017	2012	Submitted inaccurate APEP. Failed report the District within 1 hour of breakdown or from the time when the source came to know.
ARMSTRONG FLOORING INC	12155	NOV	P57899	5/24/2019	5/1/2018	2004	Failure to submit APEP by the due date. Submitting inaccurate QCERs for first three Qtrs., Failure to comply with Section K #23 & #24 not sumitting 2nd 500_SAM by 2/28/19 and 500_ACC by 3/1/19. R219 electronically reporting was incorrect for 1 to 3 Qtrs,
ARMSTRONG FLOORING INC	12155	NOV	P57899	5/24/2019	5/1/2018	2012	Failure to submit APEP by the due date. Submitting inaccurate QCERs for first three Qtrs., Failure to comply with Section K #23 & #24 not sumitting 2nd 500_SAM by 2/28/19 and 500_ACC by 3/1/19. R219 electronically reporting was incorrect for 1 to 3 Qtrs,
ARMSTRONG FLOORING INC	12155	NOV	P57899	5/24/2019	5/1/2018	2012 APPEN A	Failure to submit APEP by the due date. Submitting inaccurate QCERs for first three Qtrs., Failure to comply with Section K #23 & #24 not sumitting 2nd 500_SAM by 2/28/19 and 500_ACC by 3/1/19. R219 electronically reporting was incorrect for 1 to 3 Qtrs,
KAISER ALUMINUM FABRICATED PRODUCTS, LLC	16338	NOV	P60280	5/5/2017	1/1/2016	2012 APPEN A	Failure to monitor temperature at dedicated fuel meters to report at standard fuel conditions (D6 and D10 were operating while temp probe not installed); failing to report the following NOx emissions electronically: NPF (D14, Q3), NPF (D47, Q2), NRF (natu

AJAX FORGE CO	19515	NOV	P60692	8/23/2017	6/9/2017	1430	Operating equipment without a valid permit to operate. Failure to submit permit applications for grinding equipment and baghouse.
AJAX FORGE CO	19515	NOV	P60692	8/23/2017	6/9/2017	203 (A)	Operating equipment without a valid permit to operate. Failure to submit permit applications for grinding equipment and baghouse.
LIFOAM INDUSTRIES, LLC	144455	NOV	P61613	2/15/2017	7/1/2015	2004	Failed to reconcile quarterly NOx emissions in the last quarter. NOx emissions from the beginning of 2015 CY through the end of the last qtr exceeded annual NOx emissions allocation in effect at the end of the reconciliation period for that qtr
OWENS-BROCKWAY GLASS CONTAINER INC	7427	NOV	P62080	2/9/2017	1/1/2016	2004	Failed to reconcile quarterly NOx emissions in the third quarter of 2016 CY. NOx emissions from the beginning of the 2016 compliance year through the end of the third quarter exceeded the annual NOx emissions allocation in effect at the end of the reconc

OWENS-BROCKWAY GLASS CONTAINER INC	7427	NOV	P62080	2/9/2017	1/1/2016	2004	Failed to reconcile quarterly NOx emissions in the third quarter of 2016 CY. NOx emissions from the beginning of the 2016 compliance year through the end of the third quarter exceeded the annual NOx emissions allocation in effect at the end of the reconc
BAKER COMMODITIES INC	800016	NOV	P62085	9/28/2017	8/30/2017	2004	Failure to submit a 2016 Compliance Year APEP report by August 29, 2017.
BICENT (CALIFORNIA) MALBURG LLC	155474	NOV	P62087	12/1/2017	11/1/2016	2004	Failure to submit a 1st quarter QCER for the 2016 Compliance Year by October 31, 2016.
A'S MATCH DYEING & FINISHING	122666	NOV	P62814	2/15/2017	7/1/2015	2004	Failed to reconcile quarterly NOx emissions in the First and Third Quarters. NOx emissions from the beginning of the 2015 Compliance Year through the end of the First and Third Quarters exceeded the annual NOx emissions Allocation in effect at the end of
A'S MATCH DYEING & FINISHING	122666	NOV	P62814	2/15/2017	7/1/2015	2004(D)	Failed to reconcile quarterly NOx emissions in the First and Third Quarters. NOx emissions from the beginning of the 2015 Compliance Year through the end of the First and Third Quarters exceeded the annual NOx emissions Allocation in effect at the end of

EXIDE TECHNOLOGIES	124838	NOV	P63309	5/31/2018	4/16/2018	3002	FAILED TO NOTIFY AQMD, 800.CUT_SMOG, REGARDING THE PURPOSED CLEANING OF A VEHICLE OUTSIDE THE TRUCK WASH STATION PRIOR TO (1) HOUR OF THE WET CLEANING.
D&D DISPOSAL INC, WEST COAST RENDERING CO	50098	NOV	P63560	10/10/2017	1/1/2016	2004	D&D Disposal Inc, West Coast Rendering Co submitted Inaccurate QCERs for quarters 1, 2, 3, & 4 for the 2016 CY & submitted an Inaccurate APEP for the 2016 CY
D&D DISPOSAL INC, WEST COAST RENDERING CO	50098	NOV	P63560	10/10/2017	1/1/2016	2004	D&D Disposal Inc, West Coast Rendering Co submitted Inaccurate QCERs for quarters 1, 2, 3, & 4 for the 2016 CY & submitted an Inaccurate APEP for the 2016 CY
OLD COUNTRY MILLWORK INC	89248	NOV	P63688	10/4/2017	3/1/2017	3002	Failure to timely submit 500_SAM report.
OLD COUNTRY MILLWORK INC	89248	NOV	P63688	10/4/2017	3/1/2017	3002	Failure to timely submit 500_SAM report.
LUNDAY_THAGARD CO DBA WORLD OIL REFINING	800080	NOV	P64023	5/31/2017	1/1/2015	2004	3002(c)(1)/203(b): Violation issued for self reported Title V Deviations, see report; 2004(f)(1): For counts related to RECLAIM devices, see report.

LUNDAY_THAGARD CO DBA WORLD OIL REFINING	800080	NOV	P64023	5/31/2017	1/1/2015	2004	3002(c)(1)/203(b): Violation issued for self reported Title V Deviations, see report; 2004(f)(1): For counts related to RECLAIM devices, see report.
LUNDAY_THAGARD CO DBA WORLD OIL REFINING	800080	NOV	P64023	5/31/2017	1/1/2015	3002	3002(c)(1)/203(b): Violation issued for self reported Title V Deviations, see report; 2004(f)(1): For counts related to RECLAIM devices, see report.
LUNDAY_THAGARD CO DBA WORLD OIL REFINING	800080	NOV	P64023	5/31/2017	1/1/2015	3002	3002(c)(1)/203(b): Violation issued for self reported Title V Deviations, see report; 2004(f)(1): For counts related to RECLAIM devices, see report.
LUNDAY_THAGARD CO DBA WORLD OIL REFINING	800080	NOV	P64027	8/30/2017	7/27/2017	1173	1173(d)(1)(E) _ Open ended line in light service
LUNDAY_THAGARD CO DBA WORLD OIL REFINING	800080	NOV	P64027	8/30/2017	7/27/2017	1173	1173(d)(1)(E) _ Open ended line in light service
LUNDAY_THAGARD CO DBA WORLD OIL REFINING	800080	NOV	P64030	10/12/2017	7/1/2016	3002(C)(1)	R3002(c)(1) Self reported Title V deviations. See attached table. Violation dates 7/1/16 _ 12/31/16

LUNDAY_THAGARD CO DBA WORLD OIL REFINING	800080	NOV	P64030	10/12/2017	7/1/2016	3002(C)(1)	R3002(c)(1) Self reported Title V deviations. See attached table. Violation dates 7/1/16 _ 12/31/16
LUNDAY_THAGARD CO DBA WORLD OIL REFINING	800080	NOV	P64032	10/12/2017	7/1/2015	3002(C)(1)	Rule 3002(c)(1) Self reported Title V deviations. See attached table
LUNDAY_THAGARD CO DBA WORLD OIL REFINING	800080	NOV	P64032	10/12/2017	7/1/2015	3002(C)(1)	Rule 3002(c)(1) Self reported Title V deviations. See attached table
LUNDAY_THAGARD CO DBA WORLD OIL REFINING	800080	NOV	P64033	10/12/2017	1/1/2016	3002(C)(1)	R3002(c)(1) Self reported Title V deviations. See attached table. Violation dates 1/1/16 _ 6/30/16
LUNDAY_THAGARD CO DBA WORLD OIL REFINING	800080	NOV	P64033	10/12/2017	1/1/2016	3002(C)(1)	R3002(c)(1) Self reported Title V deviations. See attached table. Violation dates 1/1/16 _ 6/30/16
BURLINGTON NORTHERN/SANTA FE RAILWAY CO	109461	NOV	P64134	5/24/2017	6/17/2014	201	Altering permitted gasoline dispensing station with a major modification without first obtaining a permit to construct and operating modified gasoline dispensing station without a valid permit to operate.

BURLINGTON NORTHERN/SANTA FE RAILWAY CO	109461	NOV	P64134	5/24/2017	6/17/2014	203 (A)	Altering permitted gasoline dispensing station with a major modification without first obtaining a permit to construct and operating modified gasoline dispensing station without a valid permit to operate.
BAKER COMMODITIES INC	800016	NOV	P64374	11/11/2017	8/30/2017	2004	Failure to submit an Annual Permit Emission Program (APEP) report on or before the last day of the reconciliation period for the 2016 Compliance Year
KAISER ALUMINUM FABRICATED PRODUCTS, LLC	16338	NOV	P64381	4/25/2018	9/1/2017	3002(C)(1)	Failure to timely submit Form 500 SAM for the period 01/01/17 _ 06/30/17
SHULTZ STEEL CO	16639	NOV	P64382	5/4/2018	8/1/2017	2004	Late QCER for the 2nd QTR of the 2017 compliance year Inaccurate APEP for the 2017 compliance year Late 500_SAM for the 1st semester of the 2017 compliance year

SHULTZ STEEL CO	16639	NOV	P64382	5/4/2018	8/1/2017	3002	Late QCER for the 2nd QTR of the 2017 compliance year Inaccurate APEP for the 2017 compliance year Late 500_SAM for the 1st semester of the 2017 compliance year
KAISER ALUMINUM FABRICATED PRODUCTS, LLC	16338	NOV	P64384	5/23/2018	4/1/2017	2004	Inaccurate CY2017 APEP Inaccurate QCERs for the CY2017 2nd and 3rd QTRs Failure to submit quarterly electronic emissions reports for process units D1 and D4 for the CY2017 4th QTR
KAISER ALUMINUM FABRICATED PRODUCTS, LLC	16338	NOV	P64384	5/23/2018	4/1/2017	2012	Inaccurate CY2017 APEP Inaccurate QCERs for the CY2017 2nd and 3rd QTRs Failure to submit quarterly electronic emissions reports for process units D1 and D4 for the CY2017 4th QTR
SHULTZ STEEL CO	16639	NOV	P64395	7/1/2019	4/1/2018	2004	Inaccurate APEP (CY2018) Inaccurate QCERs for the 1st and 2nd QTRS (CY2018) Failing to pass the source test conducted on process unit D12 on 04/21/18

SHULTZ STEEL CO	16639	NOV	P64395	7/1/2019	4/1/2018	2012	Inaccurate APEP (CY2018) Inaccurate QCERs for the 1st and 2nd QTRS (CY2018) Failing to pass the source test conducted on process unit D12 on 04/21/18
KAISER ALUMINUM FABRICATED PRODUCTS, LLC	16338	NOV	P64410	2/9/2017	1/1/2016	2004	1.failed to reconcile NOx emissions in the 3rd quarter of the 2016 compliance year 2.NOx emissions from the beginning of the 2016 compliance year through the end of the 3rd quarter exceeded the annual NOx emissions allocation in effect at the end of the
DEMENNO_KERDOON DBA WORLD OIL RECYCLING	800037	NOV	P64424	10/16/2018	7/1/2017	2004	Quarterly Certification of Emission Reports for quarters 1, 2, and 3 of the 2017 compliance year were inaccurate
P. KAY METAL , INC.	72937	NOV	P64530	1/18/2018	11/14/2017	1420.2	FAILURE TO INSTALL & TO CONDUCT AMBIENT AIR LEAD MONITORING & SAMPLING WITHIN 90 DAYS AFTER APPROVAL OF LEAD AMBIENT AIR MONITORING & SAMPLING PLAN. DISCHARGING EMISSIONS INTO THE ATMOSPHERE WHICH CONTRIBUTE TO AMBIENT AIR CONCENTRATIONS OF LEAD THAT EXCEED 0.150 UG/M3 AVERAGED OVER ANY 30 CONSECUTIVE DAYS.

P. KAY METAL , INC.	72937	NOV	P64530	1/18/2018	11/14/2017	221	OPERATING CONTRARY TO CONDITION NOS. 1 & 2 SPECIFIED IN THE APPROVED RULE 1420.2 LEAD AMBIENT AIR MONITORING & SAMPLING PLAN UNDER A/N 583264 ISSUED AUGUST 16, 2017.
P. KAY METAL , INC.	72937	NOV	P64531	2/7/2018	7/2/2017	1147	FAILURE TO OBTAIN A WRITTEN PERMIT PRIOR TO MODIFICATION & USE OF EQUIPMENT WHICH CONTROLS THE ISSUANCE OF AIR CONTAMIANANTS. FAILURE TO DEMONSTRATE COMPLIANCE WITH THE NOX EMISSION LIMITS OF SCAQMD R1147 FOR THE FOLLOWING FURNANCES: A(PO G21176), B(G21178), C(G21180), D(G21179).
P. KAY METAL , INC.	72937	NOV	P64531	2/7/2018	7/2/2017	1420.2	DISCHARGING EMISSIONS INTO THE ATMOSPHERE WHICH CONTRIBUTE TO AMBIENT AIR CONCENTRATIONS OF LEAD THAT EXCEED 0.150 MG/M3 AVERAGED OVER ANY 30 CONSECUTIVE DAYS.
P. KAY METAL , INC.	72937	NOV	P64531	2/7/2018	7/2/2017	203	FAILURE TO COLLECT A VALID 24-HOUR SAMPLE FOR MORE THAN ONE DAY OVER A CONSECUTIVE 30-DAY PERIOD, SPECIFICALLY SAMPLER A ON 1/21/18 AND ON 12/24/17.
P. KAY METAL , INC.	72937	NOV	P64580	5/22/2018	3/18/2018	1420.2	1) Missing more than one valid 24_hour midnight_to_midnight sample over a consecutive 30_day period from Monitor A. 2) Failure to notify the EO of an exceedance of ambient air lead concentration ... within 24_hours of receipt of analysis followed by
HUGHES BROS AIRCRAFTERS INC	8451	NOV	P64582	8/9/2018	7/2/2012	1147	(c)(10)

HUGHES BROS AIRCRAFTERS INC	8451	NOV	P64582	8/9/2018	7/2/2012	1420.2	(e)(1), (g)(1), (h)(1)(A), (h)(7), (i)(1), (h)(5)
HUGHES BROS AIRCRAFTERS INC	8451	NOV	P64582	8/9/2018	7/2/2012	203	Operating contrary to permit conditions
BOWMAN FIELD, INC , CHROME NICKEL PLATIN	118602	NOV	P64583	3/27/2019	2/2/2018	203 (B)	1) Failure to operate process tanks #16, 17 & 18 within the permitted maximum annual ampere_hour limit for calendar year 2018.
BOWMAN FIELD, INC , CHROME NICKEL PLATIN	118602	NOV	P64583	3/27/2019	2/2/2018	203 (B)	1) Failure to operate process tanks #16, 17 & 18 within the permitted maximum annual ampere_hour limit for calendar year 2018.
EXIDE TECHNOLOGIES	124838	NOV	P64588	12/27/2019	12/26/2019	221	1) Rule 3002 (c)(1) _ Failure to comply with R1420.1 Compliance Plan, 2) Rule 221 (b) _ Operating contrary to conditions in R1420.1 Compliance Plan.
EXIDE TECHNOLOGIES	124838	NOV	P64588	12/27/2019	12/26/2019	3002	1) Rule 3002 (c)(1) _ Failure to comply with R1420.1 Compliance Plan, 2) Rule 221 (b) _ Operating contrary to conditions in R1420.1 Compliance Plan.
AMERICA WOOD FINISHES CORP	132266	NOV	P64670	4/25/2017	4/20/2017	1113(C)(1)	1113(c)(1) _ supplying, selling, offering for sale, manufacturing, and blending architectural coatings with VOC in excess of Rule 1113 Table of Standards 1
UNIFIED GROCERS INC	74064	NOV	P64822	5/19/2017	5/12/2017	2202	FAILURE TO IMPLEMENT DIRECT STRATEGIES AS DESCRIBED IN THE EMPLOYEE COMMUTE REDUCTION PROGRAM

UNIFIED GROCERS INC	74064	NOV	P64822	5/19/2017	5/12/2017	2202	FAILURE TO IMPLEMENT DIRECT STRATEGIES AS DESCRIBED IN THE EMPLOYEE COMMUTE REDUCTION PROGRAM
SMARK COMPANY	186520	NOV	P64828	12/1/2017	8/10/2017	1143	OFFERING FOR SALE AND SELLING A CONSUMER MULTI_PURPOSE SOLVENT FOR USE WITHIN SCAQMD WITH A VOC IN EXCESS OF 25 GRAMS PER LITER.
PAPA CANTELLA'S INC	185405	NOV	P64831	8/11/2017	3/2/2015	1415.1	(1) FAILURE TO PAY IMPLEMENTATION FEES ON REFRIGERATION SYSTEMS WITH A CAPACITY GREATER THAN 200 LBS. FOR CY 14, 15, 16; (2) FAILURE TO FILE ANNUAL REPORTS FOR CY 14, 15, 16 (3) FAILURE TO REGISTER TWO (2) 2 MM BTU BOILERS
PAPA CANTELLA'S INC	185405	NOV	P64831	8/11/2017	3/2/2015	222	(1) FAILURE TO PAY IMPLEMENTATION FEES ON REFRIGERATION SYSTEMS WITH A CAPACITY GREATER THAN 200 LBS. FOR CY 14, 15, 16; (2) FAILURE TO FILE ANNUAL REPORTS FOR CY 14, 15, 16 (3) FAILURE TO REGISTER TWO (2) 2 MM BTU BOILERS
REBILT METALIZING CO	150363	NOV	P64855	8/31/2017	2/2/2017	1469	Failure to submit Ongoing Compliance Status and Emission Report for calendar year 2016 by the February 1st 2017 deadline.
WORLD OIL CO, SS# 17	26405	NOV	P64949	8/23/2018	8/13/2018	461	Failure to notify District and/or obtain a confirmation number prior to conducting backfill
CLEAN AIR TESTING, INC	136077	NOV	P64993	11/8/2017	12/19/2016	461	RULE 461 (E)3(D) _ FAILURE TO SUBMIT A COPY OF THE PASS/FAIL TEST RESULTS WITHIN 72 HOURS. (E)3(E) _ FAILURE TO SUBMIT THE FINAL TEST RESULTS WITHIN 14 DAYS

<p>WORLD OIL MARKETING COMPANY 10</p>	<p>149617</p>	<p>NOV</p>	<p>P65018</p>	<p>4/25/2017</p>	<p>4/25/2017</p>		<p>VEEDER-ROOT IN-STATION DIAGNOSTIC (ISD) WAS INOPERABLE. ISD STATUS, ISD DAILY REPORT AND ISD MONTHLY REPORT IS UNAVAILABLE. FAILURE TO MAINTAIN SYSTEM PER MANUFACTURER'S SPECS; OPERATING WITH A MAJOR DEFECT; ISD NOT MAINTAINED IN GOOD WORKING ORDER.</p>
<p>LAUSD CONSTRUCTION SITE (SOUTH REGION H.</p>	<p>170138</p>	<p>NOV</p>	<p>P65029</p>	<p>11/7/2017</p>	<p>11/2/2017</p>	<p>403</p>	<p>OBSERVED TRACK_OUT EXTENDING GREATER THAN 25 FT. IN CUMMULATIVE LENGTH ON TWEEDY BL IN SOUTH ST. BETWEEN ATLANTIC AVE. AND BURTIS ST. FROM THE POINT OF ORIGIN FROM AN ACTIVE OPERATION LOCATED ACROSS FROM LEGACY HIGH SCHOOL.</p> <p>FAILURE TO INSTALL ADEQUATE PADDING OF WASHED GRAVEL (MINIMUM - SIZE): ONE INCH MAINTAINED IN A CLEAN CONDITION TO A DEPTH OF LEAST 6 IN. AND EXTENDING AT LEAST 30 FT. WIDE AND AT LEAST 50 FT. LONG.</p> <p>FAILURE TO INSTALL WHEEL SHAKER GRATES AT LEAST 24 FT LONG AND 10 FT WIDE TO REMOVE BULK MATERIAL FROM TIRES AND VEHICLE UNDERCARRIAGES BEFORE VEHICLES EXIT THE SITE.</p>

<p>OHNO CONSTRUCTION COMPANY</p>	<p>176229</p>	<p>NOV</p>	<p>P65030</p>	<p>11/7/2017</p>	<p>11/2/2017</p>	<p>403</p>	<p>OBSERVED TRACK_OUT EXTENDING GREATER THAN 25 FT. IN CUMMULATIVE LENGTH ON TWEEDY BL IN SOUTH ST. BETWEEN ATLANTIC AVE. AND BURTIS ST. FROM THE POINT OF ORIGIN FROM AN ACTIVE OPERATION LOCATED ACROSS FROM LEGACY HIGH SCHOOL.</p> <p>FAILED TO UTILIZE AT LEAST ONE OF THE MEASURES LISTED IN SUBPARAGRAPHS (d)(5)(A) THROUGH (d)(5)(E) AT EACH VEHICLE EGRESS FROM THE SITE TO A PAVED PUBLIC ROAD DURING AN ACTIVE OPERATION.</p>
<p>KEMP BROS. CONSTRUCTION, INC.</p>	<p>145096</p>	<p>NOV</p>	<p>P65031</p>	<p>11/7/2017</p>	<p>11/2/2017</p>	<p>403</p>	<p>OBSERVED TRACK_OUT EXTENDING GREATER THAN 25 FT. IN CUMMULATIVE LENGTH ON TWEEDY BL IN SOUTH ST. BETWEEN ATLANTIC AVE. AND BURTIS ST. FROM THE POINT OF ORIGIN FROM AN ACTIVE OPERATION LOCATED ACROSS FROM LEGACY HIGH SCHOOL.</p>
<p>SERVICE PLATING CO INC</p>	<p>24240</p>	<p>NOV</p>	<p>P65036</p>	<p>2/7/2018</p>	<p>2/2/2018</p>	<p>203 (B)</p>	<p>THE TEMPERATURE OF THE SOLUTIONS IN TANK NO. 8, ALKALINE ELECTROCLEANER, EXCEEDED THE PERMITTED LIMIT OF 175 F. THE TEMPERATURE READING I OBSERVED ON 2/2/2018 WAS 190 F.</p> <p>FAILURE TO MAINTAIN A DAILY TEMPERATURE LOG OF THE SOLUTIONS DURING OPERATION FOR TANK NO. 8</p>
<p>METAL SURFACES INC</p>	<p>20280</p>	<p>NOV</p>	<p>P65040</p>	<p>5/4/2018</p>	<p>1/1/2018</p>	<p>1469</p>	<p>(Violation #1) FAILURE TO SUBMIT THE ONGOING COMPLIANCE STATUS &</p>

METAL SURFACES INC	20280	NOV	P65040	5/4/2018	1/1/2018	203 (A)	<p>EMISSIONS REPORT ON OR BEFORE FEBRUARY 1, 2018.</p> <p>(Violation #2) OPERATING THE FOLLOWING TANKS WITHOUT A PERMIT TO OPERATE: 95; 1F46; 1E16; SN1; SN2; AND CR1.</p> <p>(Violation #3) FAILURE TO MAINTAIN THEIR 2017 TOTAL AMP HOUR RECORDS FOR THE FOLLOWING TANKS: P31; P32; P53; P35; P9; P60; P40A; P2; P11 (NOW 2C51); P41; P42; P44; P67; P116; P149B; P77; P85; P56; 2B43; AND 2A09.</p> <p>(Violation #4) THE FACILITY EXCEEDED THEIR MAXIMUM ANNUAL AMP HOUR (CALENDAR YEAR) LIMIT OF 41,965 FOR TANK 2A94 IN 2017.</p> <p>(Violation #6) THE ACTUAL CHEMICALS AND COMPOUNDS IN TANK 4B AND TANK R4 DID NOT MATCH OR REFLECT THE CHEMICALS AND COMPOUNDS SPECIFICALLY IDENTIFIED IN THE PERMIT EQUIPMENT DESCRIPTION.</p> <p>(Violation #5, #7, #8, #9, #10) FAILURE TO MAINTAIN MONTHLY QUANTITATIVE ANALYSIS OF THE CONCENTRATION, % BY WT, OF THE COMPOUNDS IN THE APPROPRIATE TANKS FOR PERMITS G21038, G26044, G31525, G15040, G20796, G28802, F82938, AND F82939.</p>
METAL SURFACES INC	20280	NOV	P65040	5/4/2018	1/1/2018	203 (B)	<p>(Violation #2) OPERATING THE FOLLOWING TANKS WITHOUT A PERMIT TO OPERATE: 95; 1F46; 1E16; SN1; SN2; AND CR1.</p> <p>(Violation #3) FAILURE TO MAINTAIN THEIR 2017 TOTAL AMP HOUR RECORDS FOR THE FOLLOWING TANKS: P31; P32; P53; P35; P9; P60; P40A; P2; P11 (NOW 2C51); P41; P42; P44; P67; P116; P149B; P77; P85; P56; 2B43; AND 2A09.</p> <p>(Violation #4) THE FACILITY EXCEEDED THEIR MAXIMUM ANNUAL AMP HOUR (CALENDAR YEAR) LIMIT OF 41,965 FOR TANK 2A94 IN 2017.</p> <p>(Violation #6) THE ACTUAL CHEMICALS AND COMPOUNDS IN TANK 4B AND TANK R4 DID NOT MATCH OR REFLECT THE CHEMICALS AND COMPOUNDS SPECIFICALLY IDENTIFIED IN THE PERMIT EQUIPMENT DESCRIPTION.</p> <p>(Violation #5, #7, #8, #9, #10) FAILURE TO MAINTAIN MONTHLY QUANTITATIVE ANALYSIS OF THE CONCENTRATION, % BY WT, OF THE COMPOUNDS IN THE APPROPRIATE TANKS FOR PERMITS G21038, G26044, G31525, G15040, G20796, G28802, F82938, AND F82939.</p>

<p>HIGH TEC GENERAL ENGINEERING INC</p>	<p>185396</p>	<p>NOV</p>	<p>P65210</p>	<p>8/11/2017</p>	<p>8/10/2017</p>	<p>402</p>	<p>Emitting fugitive dust from an active operation to travel beyond the property line. Not utilizing best available control measure(s) to minimize fugitive dust. Discharging such quantities of air contaminants which caused damage to property.</p>
<p>HIGH TEC GENERAL ENGINEERING INC</p>	<p>185396</p>	<p>NOV</p>	<p>P65210</p>	<p>8/11/2017</p>	<p>8/10/2017</p>	<p>403(D)(1)</p>	<p>Emitting fugitive dust from an active operation to travel beyond the property line. Not utilizing best available control measure(s) to minimize fugitive dust. Discharging such quantities of air contaminants which caused damage to property.</p>

HIGH TEC GENERAL ENGINEERING INC	185396	NOV	P65210	8/11/2017	8/10/2017	403(D)(2)	Emitting fugitive dust from an active operation to travel beyond the property line. Not utilizing best available control measure(s) to minimize fugitive dust. Discharging such quantities of air contaminants which caused damage to property.
REYES ENERGY	182451	NOV	P65213	10/3/2017	10/3/2017	402	Discharging such quantities of air contaminants which caused a nuisance to a considerable number of persons or to the public.
REYES ENERGY	182451	NOV	P65213	10/3/2017	10/3/2017	41700	Discharging such quantities of air contaminants which caused a nuisance to a considerable number of persons or to the public.
AJAX FORGE CO	19515	NOV	P65216	3/8/2018	3/8/2018	203 (A)	A person shall not operate any equipment which may cause the issuance of air contaminants without first obtaining a permit

AJAX FORGE CO	19515	NOV	P65216	3/8/2018	3/8/2018	203 (A)	A person shall not operate any equipment which may cause the issuance of air contaminants without first obtaining a permit
FELIX & DIMAS BODY SHOP	8030	NOV	P65221	9/18/2018	9/18/2018	1151(E)(1)	Possessing an automotive coating that is not compliant with requirements of Rule 1151(d)(1).
BEST VALUE PAINT JOBS	185164	NOV	P65222	9/18/2018	9/18/2018	1151(E)(1)	Possessing an automotive coating that is not compliant with requirements of Rule 1151(d)(1).
GRIFFITH COMPANY	79321	NOV	P65234	6/6/2019	6/4/2019	403(D)(1)	Allowing emissions of fugitive dust from an active operation to travel beyond a property line. Conducting operations at an active construction site without utilizing applicable best available control measures, to minimize fugitive dust.

GRIFFITH COMPANY	79321	NOV	P65234	6/6/2019	6/4/2019	403(D)(2)	Allowing emissions of fugitive dust from an active operation to travel beyond a property line. Conducting operations at an active construction site without utilizing applicable best available control measures, to minimize fugitive dust.
SEVEN-UP/ROYAL CROWN BOTTLING CO OF SOCA	25786	NOV	P65269	9/25/2018	1/1/2018	1146	Operating a 10.5 million Btu/hr natural gas fired boiler (G13006) without conducting a compliance determination (source test) every three years (1/1/18)
R. A. REED ELECTRIC CO	9877	NOV	P65273	3/1/2019	1/16/2019	203 (B)	failure to submit to the SCAQMD via mail or email a source test protocol within 180 days from the date of issuance of Permit to Operate #G53344 (July 19, 2018).
SMITHFIELD PACKAGED MEATS CORP	187885	NOV	P65279	9/26/2019	3/27/2019	3002(C)(1)	failure to submit a copy of the source tests results within 60 days of test date of 01/25/2019 for Boiler #1 (D115), Boiler #2 (D116) and Boiler #3 (D86)

J & J SNACK FOODS CORP	57226	NOV	P65280	12/20/2019	7/2/2016	1147	Operating an in-use deep fat fryer with a 1.5M Btu/hr natural gas fired burner not in accordance with the compliance schedule date of 7/1/16 for demonstrating compliance with the applicable emission limit in Table 1 [60 ppm NOx]
TESORO LOGISTICS, VINVALE TERMINAL	174710	NOV	P65312	9/12/2017	7/13/2017	3002(C)(1)	Failed to comply w/ Condition 5 of the Rule 462 Continuous Monitoring System Compliance Plan _ Application 553206 of the Title V Permit.
TESORO LOGISTICS, VINVALE TERMINAL	174710	NOV	P65312	9/12/2017	7/13/2017	3002(C)(1)	Failed to comply w/ Condition 5 of the Rule 462 Continuous Monitoring System Compliance Plan _ Application 553206 of the Title V Permit.
TESORO LOGISTICS,CARSON PROD TERMINAL	174703	NOV	P65313	9/15/2017	8/23/2017	462(D)(1)(F)	Facility vapor leaks from loading rack no. 2 (loading arm 22)

EXXONMOBIL OIL CORPORATION	800171	NOV	P65316	10/11/2017	4/24/2013	3002(C)(1)	Failed to comply w/ Condition 11 of A/N 499738. Analyzer's calibration gas injection location incorrectly installed.
TORRANCE LOGISTICS COMPANY LLC	182752	NOV	P65317	10/11/2017	7/1/2016	3002(C)(1)	Failed to comply w/: Condition 8 of Rule 462 CMS Plan (A/N 588468); Condition 10 of Rule 462 CMS Plan (A/N 588468); Condition 4 of Rule 462 CMS Plan (A/N 588468); Condition 11 (A/N 586924).
TORRANCE LOGISTICS COMPANY LLC	182752	NOV	P65327	9/26/2018	9/3/2015	109	Failed to use approved contractor under the Laboratory Approval Program to determine compliance with NOx and CO emission requirements for Thermal Fluid Heater No.2 Failed to perform gap measurements of the rim seal system for storage Tank 49. Failed to

<p>TORRANCE LOGISTICS COMPANY LLC</p>	<p>182752</p>	<p>NOV</p>	<p>P65327</p>	<p>9/26/2018</p>	<p>9/3/2015</p>	<p>1146</p>	<p>Failed to use approved contractor under the Laboratory Approval Program to determine compliance with NOx and CO emission requirements for Thermal Fluid Heater No.2</p> <p>Failed to perform gap measurements of the rim seal system for storage Tank 49.</p> <p>Failed to</p>
<p>TORRANCE LOGISTICS COMPANY LLC</p>	<p>182752</p>	<p>NOV</p>	<p>P65327</p>	<p>9/26/2018</p>	<p>9/3/2015</p>	<p>1178</p>	<p>Failed to use approved contractor under the Laboratory Approval Program to determine compliance with NOx and CO emission requirements for Thermal Fluid Heater No.2</p> <p>Failed to perform gap measurements of the rim seal system for storage Tank 49.</p> <p>Failed to</p>

LUNDAY_THAGARD CO DBA WORLD OIL REFINING	800080	NOV	P65396	11/28/2018	1/1/2018	2004	Failure to submit QCERs with accurate emissions.
LUNDAY_THAGARD CO DBA WORLD OIL REFINING	800080	NOV	P65396	11/28/2018	1/1/2018	2004	Failure to submit QCERs with accurate emissions.
CHRISTENSEN PLATING WKS INC	18460	NOV	P65404	8/23/2018	4/12/2018	203 (A)	Operating equipment in Permit to Operate G4457 with an expired Permit to Operate G4457 (no valid permit)
RENE'S WELDING, ISRAEL CAMORLINGA DBA	136105	NOV	P65554	5/30/2017	5/30/2017	203 (A)	operating without a valid SCAQMD permit
PETROLION INC	146697	NOV	P66019	4/23/2019	7/31/2017	203 (B)	Operating contrary to permit conditions (32); exceeded monthly throughput July_October, December 2017, March_May, August, December 2018, January & March 2019. Exceeded yearly throughput limit for 2018. Failure to conduct Reverification Tests during same

<p>PETROLION INC</p>	<p>146697</p>	<p>NOV</p>	<p>P66019</p>	<p>4/23/2019</p>	<p>7/31/2017</p>	<p>203 (B)</p>	<p>Operating contrary to permit conditions (32); exceeded monthly throughput July_October, December 2017, March_May, August, December 2018, January & March 2019. Exceeded yearly throughput limit for 2018. Failure to conduct Reverification Tests during same</p>
<p>PETROLION INC</p>	<p>146697</p>	<p>NOV</p>	<p>P66019</p>	<p>4/23/2019</p>	<p>7/31/2017</p>	<p>461 (E) (2)</p>	<p>Operating contrary to permit conditions (32); exceeded monthly throughput July_October, December 2017, March_May, August, December 2018, January & March 2019. Exceeded yearly throughput limit for 2018. Failure to conduct Reverification Tests during same</p>

<p>PETROLION INC</p>	<p>146697</p>	<p>NOV</p>	<p>P66019</p>	<p>4/23/2019</p>	<p>7/31/2017</p>	<p>461 (E) (2)</p>	<p>Operating contrary to permit conditions (32); exceeded monthly throughput July_October, December 2017, March_May, August, December 2018, January & March 2019. Exceeded yearly throughput limit for 2018. Failure to conduct Reverification Tests during same</p>
<p>PABCO BLDG PRODUCTS LLC,PABCO PAPER, DBA</p>	<p>45746</p>	<p>NOV</p>	<p>P66101</p>	<p>10/12/2017</p>	<p>1/31/2017</p>	<p>2004</p>	<p>Failure of facility permit holder to submit quarterly certification of emission reports (QCERs) on or before 30 days following the end of the second and third quarters. Failure of facility permit holder to submit QCERs with accurate emissions.</p>

<p>D&D DISPOSAL INC, WEST COAST RENDERING CO</p>	<p>50098</p>	<p>NOV</p>	<p>P66156</p>	<p>2/20/2018</p>	<p>2/20/2018</p>	<p>2004(F)(1)</p>	<p>The Selective Catalytic Reduction (SCR) unit C41 was being operated at temperatures below 350 degrees Fahrenheit; in violation of permit to operate FPO# 50098 condition C8.5</p>
<p>D&D DISPOSAL INC, WEST COAST RENDERING CO</p>	<p>50098</p>	<p>NOV</p>	<p>P66156</p>	<p>2/20/2018</p>	<p>2/20/2018</p>	<p>2004(F)(1)</p>	<p>The Selective Catalytic Reduction (SCR) unit C41 was being operated at temperatures below 350 degrees Fahrenheit; in violation of permit to operate FPO# 50098 condition C8.5</p>
<p>D&D DISPOSAL INC, WEST COAST RENDERING CO</p>	<p>50098</p>	<p>NOV</p>	<p>P66160</p>	<p>5/24/2018</p>	<p>10/1/2017</p>	<p>2004</p>	<p>Failure of facility permit holder to submit APEP report with accurate emissions. Failure of Facility Permit Holder to comply with all rules and permit conditions applicable to the facility, as specified in the facility permit.</p>

<p>D&D DISPOSAL INC, WEST COAST RENDERING CO</p>	<p>50098</p>	<p>NOV</p>	<p>P66160</p>	<p>5/24/2018</p>	<p>10/1/2017</p>	<p>2004</p>	<p>Failure of facility permit holder to submit APEP report with accurate emissions. Failure of Facility Permit Holder to comply with all rules and permit conditions applicable to the facility, as specified in the facility permit.</p>
<p>D&D DISPOSAL INC, WEST COAST RENDERING CO</p>	<p>50098</p>	<p>NOV</p>	<p>P66160</p>	<p>5/24/2018</p>	<p>10/1/2017</p>	<p>2004(F)(1)</p>	<p>Failure of facility permit holder to submit APEP report with accurate emissions. Failure of Facility Permit Holder to comply with all rules and permit conditions applicable to the facility, as specified in the facility permit.</p>
<p>D&D DISPOSAL INC, WEST COAST RENDERING CO</p>	<p>50098</p>	<p>NOV</p>	<p>P66160</p>	<p>5/24/2018</p>	<p>10/1/2017</p>	<p>2004(F)(1)</p>	<p>Failure of facility permit holder to submit APEP report with accurate emissions. Failure of Facility Permit Holder to comply with all rules and permit conditions applicable to the facility, as specified in the facility permit.</p>

<p>D&D DISPOSAL INC, WEST COAST RENDERING CO</p>	<p>50098</p>	<p>NOV</p>	<p>P66165</p>	<p>10/19/2018</p>	<p>1/1/2017</p>	<p>2004</p>	<p>Failed to reconcile quarterly NOx emissions in the last quarter; NOx emissios from the beginning of 2017 compliance year through the end of the last quarter exceeded the annual NOx emissions allocation in effect at the end of the reconciliation period</p>
<p>D&D DISPOSAL INC, WEST COAST RENDERING CO</p>	<p>50098</p>	<p>NOV</p>	<p>P66165</p>	<p>10/19/2018</p>	<p>1/1/2017</p>	<p>2004</p>	<p>Failed to reconcile quarterly NOx emissions in the last quarter; NOx emissios from the beginning of 2017 compliance year through the end of the last quarter exceeded the annual NOx emissions allocation in effect at the end of the reconciliation period</p>

<p>D&D DISPOSAL INC, WEST COAST RENDERING CO</p>	<p>50098</p>	<p>NOV</p>	<p>P66165</p>	<p>10/19/2018</p>	<p>1/1/2017</p>	<p>2004(D)</p>	<p>Failed to reconcile quarterly NOx emissions in the last quarter; NOx emissios from the beginning of 2017 compliance year through the end of the last quarter exceeded the annual NOx emissions allocation in effect at the end of the reconciliation period</p>
<p>D&D DISPOSAL INC, WEST COAST RENDERING CO</p>	<p>50098</p>	<p>NOV</p>	<p>P66165</p>	<p>10/19/2018</p>	<p>1/1/2017</p>	<p>2004(D)</p>	<p>Failed to reconcile quarterly NOx emissions in the last quarter; NOx emissios from the beginning of 2017 compliance year through the end of the last quarter exceeded the annual NOx emissions allocation in effect at the end of the reconciliation period</p>
<p>RECONSERVE OF CALIFORNIA_LOS ANGELES INC</p>	<p>20203</p>	<p>NOV</p>	<p>P66207</p>	<p>4/5/2018</p>	<p>7/1/2017</p>	<p>2004</p>	<p>Failed to acquire sufficient RECLAIM Trading Credits (RTCs) to reconcile reported NOx emissions for the second quarter of the 2017 Cycle II Compliance Year</p>

RECONSERVE OF CALIFORNIA_LOS ANGELES INC	20203	NOV	P66207	4/5/2018	7/1/2017	2004	Failed to acquire sufficient RECLAIM Trading Credits (RTCs) to reconcile reported NOx emissions for the second quarter of the 2017 Cycle II Compliance Year
LIFOAM INDUSTRIES, LLC	144455	NOV	P66301	8/10/2017	8/10/2017	2004	Failure to notify the district of breakdown within one hour of occurrence
ACE ROOFING SYSTEMS	187522	NOV	P66710	11/14/2018	5/23/2018	1403	FAILURE TO PERFORM AN ASBESTOS SURVEY PRIOR TO DISTURBING ACM. FAILURE TO NOTIFY SCAQMD 10 DAYS PRIOR TO RENOVATION. FAILURE TO REMOVE ACM PRIOR TO RENOVATION. FAILURE TO USE REMOVAL PROCEDURES. REMOVED DISTURBED ACM WITHOUT AN APPROVED PROCEDURE 5 PLAN. FAILURE TO COLLECT AND PLACE ALL ACWM IN LEAK TIGHT TRANSPARENT BAGS. FAILURE TO HANDLE ACM CAREFULLY. FAILURE TO WET/ENCAPSULATE ACWM. FAILURE TO CLEAN WORK AREA OF ACWM. FAILURE TO HAVE ONSITE SUPERVISOR WITH TRAINING. FAILURE TO PLACE ACWM IN BAGS INACCESSIBLE TO THE PUBLIC. FAILURE TO DISPOSE OF ACWM AT LANDFILL. FAILURE TO LABEL AND MARK ACWM BAGS. FAILURE TO PREPARE ACWM SHIPMENT RECORDS.
ACE ROOFING SYSTEMS	187522	NOV	P66710	11/14/2018	5/23/2018	40 CFR	
MEGATOYS INC.	187521	NOV	P66711	11/14/2018	5/23/2018	1403	FAILURE TO PERFORM AN ASBESTOS SURVEY PRIOR TO DISTURBING ACM. FAILURE TO NOTIFY SCAQMD 10 DAYS PRIOR TO RENOVATION. FAILURE TO REMOVE ACM PRIOR TO RENOVATION. FAILURE TO USE REMOVAL PROCEDURES. REMOVED DISTURBED ACM WITHOUT AN APPROVED PROCEDURE 5 PLAN. FAILURE TO COLLECT AND PLACE ALL ACWM IN LEAK TIGHT TRANSPARENT BAGS. FAILURE TO
MEGATOYS INC.	187521	NOV	P66711	11/14/2018	5/23/2018	40 CFR	

							HANDLE ACM CAREFULLY. FAILURE TO WET/ENCAPSULATE ACWM. FAILURE TO CLEAN WORK AREA OF ACWM. FAILURE TO HAVE ONSITE SUPERVISOR WITH TRAINING. FAILURE TO PLACE ACWM IN BAGS INACCESSIBLE TO THE PUBLIC. FAILURE TO DISPOSE OF ACWM AT LANDFILL. FAILURE TO LABEL AND MARK ACWM BAGS. FAILURE TO PREPARE ACWM SHIPMENT RECORDS.
EXIDE TECHNOLOGIES	124838	NOV	P66712	3/8/2019	2/17/2019	221	FAILURE TO COMPLY WITH EXIDE'S R1420.1 COMPLIANCE PLAN FOR CLOSURE ACTIVITIES: SECTION I CONDITION 2A: VENT TO AN EMISSION SYSTEM THAT DUCTS THE ENTIRE GAS STREAM WHICH MAY CONTAIN LEAD OR ARSENIC TO AN APPROPRIATE SCAQMD PERMITTED CONTROL DEVICE. FAILURE TO COMPLY WITH EXIDE'S R1420.1 COMPLIANCE PLAN FOR CLOSURE ACTIVITIES: SECTION I COND 2B: MAINTAIN THE VENTILATION AT ANY OPENING AT A NEGATIVE PRESSURE OF AT LEAST 0.011 INCHES H2O. OPERATING CONTRARY TO CONDITIONS 2A + 2B AS SPECIFIED IN THE R1420.1 COMPLIANCE PLAN FOR CLOSURE ACTIVITIES, APPLICATION NUMBER 5850051.
EXIDE TECHNOLOGIES	124838	NOV	P66712	3/8/2019	2/17/2019	3002(C)(1)	
TORRANCE LOGISTICS COMPANY LLC	182752	NOV	P66839	9/25/2019	9/3/2019	3002(C)(1)	Operating three tank truck loading bays with vapor leaks exceeding 3,000 ppm; Failure to maintain three tank truck loading bays in good operating condition
TORRANCE LOGISTICS COMPANY LLC	182752	NOV	P66839	9/25/2019	9/3/2019	462(D)(1)(F)	Operating three tank truck loading bays with vapor leaks exceeding 3,000 ppm; Failure to maintain three tank truck loading bays in good operating condition

RECONSERVE OF CALIFORNIA_LOS ANGELES INC	20203	NOV	P66870	11/14/2019	7/1/2018	2004	Failed to submit APEP with accurate emission for CY2018. Failure to comply with Rule 2004(f)(1) and permit condition C1.2 as specified in the Facility Permit
RECONSERVE OF CALIFORNIA_LOS ANGELES INC	20203	NOV	P66870	11/14/2019	7/1/2018	2004	Failed to submit APEP with accurate emission for CY2018. Failure to comply with Rule 2004(f)(1) and permit condition C1.2 as specified in the Facility Permit
OWENS_BROCKWAY GLASS CONTAINER INC	7427	NOV	P66908	6/20/2018	1/1/2017	2004	1) Failure to submit accurate QCER; 2) Failure to submit accurate APEP; 3) late daily electronic NOx report from a Major Source; 4) late daily electronic SOx report from a Major Source.
OWENS_BROCKWAY GLASS CONTAINER INC	7427	NOV	P66908	6/20/2018	1/1/2017	2004	1) Failure to submit accurate QCER; 2) Failure to submit accurate APEP; 3) late daily electronic NOx report from a Major Source; 4) late daily electronic SOx report from a Major Source.

OWENS_BROCKWAY GLASS CONTAINER INC	7427	NOV	P66908	6/20/2018	1/1/2017	2011(C)(3)(A)	1) Failure to submit accurate QCER; 2) Failure to submit accurate APEP; 3) late daily electronic NOx report from a Major Source; 4) late daily electronic SOx report from a Major Source.
OWENS_BROCKWAY GLASS CONTAINER INC	7427	NOV	P66908	6/20/2018	1/1/2017	2011(C)(3)(A)	1) Failure to submit accurate QCER; 2) Failure to submit accurate APEP; 3) late daily electronic NOx report from a Major Source; 4) late daily electronic SOx report from a Major Source.
OWENS_BROCKWAY GLASS CONTAINER INC	7427	NOV	P66908	6/20/2018	1/1/2017	2012(C)(3)(A)	1) Failure to submit accurate QCER; 2) Failure to submit accurate APEP; 3) late daily electronic NOx report from a Major Source; 4) late daily electronic SOx report from a Major Source.
OWENS_BROCKWAY GLASS CONTAINER INC	7427	NOV	P66908	6/20/2018	1/1/2017	2012(C)(3)(A)	1) Failure to submit accurate QCER; 2) Failure to submit accurate APEP; 3) late daily electronic NOx report from a Major Source; 4) late daily electronic SOx report from a Major Source.

OWENS_BROCKWAY GLASS CONTAINER INC	7427	NOV	P66921	7/12/2019	1/1/2018	2004	<p>NOV issued for:</p> <p>-Rule 2004(b)(4): Inaccurate Annual Permit Emissions Program (APEP) report. A typographical error in 4th quarter Major Sources emissions resulted in NOx being over-reported by 930 lbs and SOx being under-reported by 8,440 lbs.</p> <p>-Rule 2004(e): Inaccurate Quarter 2 Quarterly Certification of Emissions Report (QCER). A QCER correction was submitted to amend emissions due to an incorrect stack flow Bias Adjustment Factor (BAF) applied to furnace D112 for 06/07/2018-06/30/2018. Although the corrected figures were accurate, Rule 2004(c)(1)(A) requires demonstration that emissions were originally inaccurately certified due to an error caused by conditions beyond the reasonable control of the permit holder. Since BAF application is within the facility's reasonable control, the original Q2 QCER is considered inaccurate.</p> <p>-Rules 2012(c)(3)(A) & 2011(c)(3)(A): Late daily electronic reporting of Major Source emissions. These rules require NOx and SOx emissions from Major Source devices be electronically reported by no later than 5pm the following day. The NOx and SOx reports for D112 and D147 for 12/18/2018 were transmitted on 12/29/2018 (ten days late).</p> <p>-Rules 2004(f)(1) & 3002(c)(1): Failure to comply with RECLAIM permit conditions / Title V permit conditions. These conditions were: --D12.9: The differential pressure (DP) across Ceramic Catalyst Filter housing units shall be monitored and maintained at 1.0-12.5 inches WC. As reported via Form 500-C2, the "differential pressure reading communication signal coding device malfunctioned from 6/2/2018 to 6/19/2018. Missing DP reading until the malfunctioned device was replaced." Records show that the differential pressures of all four CCF housing units comprising C286 were unmonitored for approximately 18 days.</p>
OWENS_BROCKWAY GLASS CONTAINER INC	7427	NOV	P66921	7/12/2019	1/1/2018	2004	
OWENS_BROCKWAY GLASS CONTAINER INC	7427	NOV	P66921	7/12/2019	1/1/2018	2004(F)(1)	
OWENS_BROCKWAY GLASS CONTAINER INC	7427	NOV	P66921	7/12/2019	1/1/2018	2004(F)(1)	
OWENS_BROCKWAY GLASS CONTAINER INC	7427	NOV	P66921	7/12/2019	1/1/2018	2011(C)(3)(A)	
OWENS_BROCKWAY GLASS CONTAINER INC	7427	NOV	P66921	7/12/2019	1/1/2018	2011(C)(3)(A)	
OWENS_BROCKWAY GLASS CONTAINER INC	7427	NOV	P66921	7/12/2019	1/1/2018	2012(C)(3)(A)	
OWENS_BROCKWAY GLASS CONTAINER INC	7427	NOV	P66921	7/12/2019	1/1/2018	2012(C)(3)(A)	
OWENS_BROCKWAY GLASS CONTAINER INC	7427	NOV	P66921	7/12/2019	1/1/2018	3002(C)(1)	
OWENS_BROCKWAY GLASS CONTAINER INC	7427	NOV	P66921	7/12/2019	1/1/2018	3002(C)(1)	

							<p>--C10.3: The differential pressure of the sorbent feeder system (C293, C299, C301) shall be maintained at 1.0-12.5 inches water column (WC). As reported via Form 500-C2, "DP record shows the reading was below 1.0 inch of water column intermittently." Records show that the sorbent system recorded differential pressures below 1.0" WC on numerous days in 2018.</p> <p>--E448.1: Particulate matter (PM) from furnace D147 shall not exceed 0.2 lbs per ton of glass pulled. The results of a source test of D147 on 11/13/2018 showed a PM result of 0.26 lbs per ton of glass pulled.</p>
LUNDAY_THAGARD CO DBA WORLD OIL REFINING	800080	NOV	P66926	11/26/2019	7/1/2018	2004	<p>1) Inaccurate APEP for Compliance Year 2018; 2) Inaccurate QCERs for Quarters 2 and 3 of Compliance Year 2018</p>
LUNDAY_THAGARD CO DBA WORLD OIL REFINING	800080	NOV	P66926	11/26/2019	7/1/2018	2004	<p>1) Inaccurate APEP for Compliance Year 2018; 2) Inaccurate QCERs for Quarters 2 and 3 of Compliance Year 2018</p>

H&T SEAFOOD, INC	190666	NOV	P67025	8/8/2019	10/13/2018	1415.1	1. FAILURE TO SUBMIT ANNUAL FACILITY STATIONARY REFRIGERATION REPORT (ANNUAL REPORT) TO THE CALIFORNIA AIR RESOURCES BOARD (CARB). CY: 2017, 2018 2. FAILURE TO CONDUCT A QUARTERLY LEAK INSPECTION 3. FAILURE TO PROVIDE RECORDS
FABRI_COTE,DIV A & S GLASS FABRICS CO IN	25501	NOV	P67117	10/24/2019	9/1/2019	3002	Failure to operate a Title V facility in compliance with all terms, requirements, and conditions specified in the Title V permit at all times
FABRI_COTE,DIV A & S GLASS FABRICS CO IN	25501	NOV	P67117	10/24/2019	9/1/2019	3002	
DARLING INGREDIENTS INC.	63180	NOV	P67304	8/14/2018	1/1/2017	2012	Rule 2012 (h)(6) - Failure to install, operate, and maintain required monitoring, reporting, and record keeping no later than 12 months after the initial start-up of the Major NOx Source D200. Rule 2012 (c)(2)(A) - Failure to install, maintain, and operate a direct monitoring device for each Major NOx source to continuously measure the concentration of NOx emissions for D200 & D222. D200 - Violation dates range from 9/25/17 to 10/21/17 D222 - Violation dates range from 10/29/16 to
DARLING INGREDIENTS INC.	63180	NOV	P67304	8/14/2018	1/1/2017	2012	
DARLING INGREDIENTS INC.	63180	NOV	P67304	8/14/2018	1/1/2017	2012(C)(2)(A)	
DARLING INGREDIENTS INC.	63180	NOV	P67304	8/14/2018	1/1/2017	2012(C)(2)(A)	

DARLING INGREDIENTS INC.	63180	NOV	P67304	8/14/2018	1/1/2017	2012(H)(6)	5/9/18 Rule 2012 Attachment C (B)(2)(a) - Failure to conduct RATA for D222.
DARLING INGREDIENTS INC.	63180	NOV	P67304	8/14/2018	1/1/2017	2012(H)(6)	
BAKER COMMODITIES INC	800016	NOV	P67305	10/2/2018	9/12/2018	2004(F)(1)	Failure to comply with permit conditions: C6.3, C6.14, and C3.11
BAKER COMMODITIES INC	800016	NOV	P67305	10/2/2018	9/12/2018	3002(C)(1)	Failure to comply with permit conditions: C6.3, C6.14, and C3.11
BAKER COMMODITIES INC	800016	NOV	P67306	10/19/2018	7/1/2017	2004	Exceeded RTC balance for CY 2017 Q4.
BAKER COMMODITIES INC	800016	NOV	P67306	10/19/2018	7/1/2017	2004(D)	Exceeded RTC balance for CY 2017 Q4.
BAKER COMMODITIES INC	800016	NOV	P67307	10/30/2018	7/1/2017	2004	Innacurate QCER for Q3 CY 2017.
DARLING INGREDIENTS INC.	63180	NOV	P67309	2/14/2019	1/1/2017	2004	Failed to acquire sufficient RTCs in Q3 and Q4. Exceeding NOx Allocation for CY 2017.
DARLING INGREDIENTS INC.	63180	NOV	P67309	2/14/2019	1/1/2017	2004	Failed to acquire sufficient RTCs in Q3 and Q4. Exceeding NOx Allocation for CY 2017.

D&D DISPOSAL INC, WEST COAST RENDERING CO	50098	NOV	P67311	3/19/2019	2/21/2019	415	Apply for PTE under R415. Repair asphalt in receiving area, move materials into process within 4 hours of delivery, incoming deliveries must be fully covered or tarped, grinded material must enter cooking process or be covered within one hour.
D&D DISPOSAL INC, WEST COAST RENDERING CO	50098	NOV	P67311	3/19/2019	2/21/2019	415	Apply for PTE under R415. Repair asphalt in receiving area, move materials into process within 4 hours of delivery, incoming deliveries must be fully covered or tarped, grinded material must enter cooking process or be covered within one hour.
D&D DISPOSAL INC, WEST COAST RENDERING CO	50098	NOV	P67314	5/15/2019	1/1/2018	2004	Submission of an inaccurate APEP.
D&D DISPOSAL INC, WEST COAST RENDERING CO	50098	NOV	P67314	5/15/2019	1/1/2018	2004	Submission of an inaccurate APEP.

BAKER COMMODITIES INC	800016	NOV	P67318	8/29/2019	8/27/2019	415	Failure to move raw materials into a PTE, covered container, or in the process within four hours of delivery.
BAKER COMMODITIES INC	800016	NOV	P67319	9/10/2019	9/5/2019	415	Failure to move raw rendering materials into PTE, covered containers, or into the process within 4 hours.
D&D DISPOSAL INC, WEST COAST RENDERING CO	50098	NOV	P67320	9/24/2019	9/20/2019	415	Failure to move raw materials into the cooking process, covered containers, or a PTE within four hours. Failure to follow conditions of the Order of Abatement. Conditions 7 and 12.
D&D DISPOSAL INC, WEST COAST RENDERING CO	50098	NOV	P67320	9/24/2019	9/20/2019	415	Failure to move raw materials into the cooking process, covered containers, or a PTE within four hours. Failure to follow conditions of the Order of Abatement. Conditions 7 and 12.

D&D DISPOSAL INC, WEST COAST RENDERING CO	50098	NOV	P67320	9/24/2019	9/20/2019	42401	Failure to move raw materials into the cooking process, covered containers, or a PTE within four hours. Failure to follow conditions of the Order of Abatement. Conditions 7 and 12.
D&D DISPOSAL INC, WEST COAST RENDERING CO	50098	NOV	P67320	9/24/2019	9/20/2019	42401	Failure to move raw materials into the cooking process, covered containers, or a PTE within four hours. Failure to follow conditions of the Order of Abatement. Conditions 7 and 12.
BAKER COMMODITIES INC	800016	NOV	P67321	10/2/2019	7/1/2018	2004	Failure to acquire sufficient RTCs through the fourth quarter of CY 2018
CLOUGHERTY PACKING, LLC	184849	NOV	P67366	11/27/2018	3/1/2018	2012	Failure of Facility Permit holder of a large NOx source to comply with permitted NOx concentration limit.
NATIONAL ENGINEERING CONSULTING GROUP LL	165356	NOV	P67427	5/14/2019	7/17/2018	403	Failure to prevent dust track out
SRM CONSTRUCTION	190795	NOV	P67444	10/10/2019	5/6/2019	1403	1403 (d)(1)(A)(i) - Failure to obtain a facility survey prior to renovation activities

<p>SRM CONSTRUCTION</p>	<p>190795</p>	<p>NOV</p>	<p>P67444</p>	<p>10/10/2019</p>	<p>5/6/2019</p>	<p>40 CFR</p>	<p>40 CFR, Part 61, Sub. M., Sec. 145 (a) - Failure to thoroughly inspect the affected facility for the presence of asbestos prior to the commencement of renovation activity</p> <p>1403 (d)(1)(B) - Failure to notify South Coast AQMD of the intent to conduct any renovation activity no later than 10 working days before renovation activity.</p> <p>40 CFR, Part 61, Sub. M., Sec. 145 (b)(3)(i) - Failure to notify at least ten working days prior to renovation activity.</p> <p>1403 (d)(1)(D)(i) - Failure to use one or more asbestos removal procedures when removing or stripping asbestos containing material (ACM)</p> <p>1403 (d)(1)(E) - Failure to collect and place all asbestos containing waste material (ACWM) in transparent, leak-tight containers or wrapping</p> <p>40 CFR, Part 61, Sub. M., Sec. 150 (a)(1)(iii) - Failure to seal all ACWM in leak tight containers while wet</p> <p>1403 (d)(1)(E)(iii) - Failure to collect and seal ACWM in leak tight containers. Failure to adequately wet ACWM prior to and during collection</p> <p>40 CFR, Part 61, Sub. M., Sec. 145 (c)(6)(i) - Failure to adequately wet regulated asbestos-containing material (RACM) and ensure that it remains wet until collected and contained</p> <p>1403 (d)(1)(G) - Failure to have trained on-site representative present during the stripping, removing, handling or disturbing of ACM.</p> <p>40 CFR, Part 61, Sub. M., Sec. 145 (c)(8) - Regulated asbestos containing materials (RACM) shall not be stripped, removed or otherwise handled or disturbed at a facility unless at least one on-site representative is trained in the provision in this regulation</p>
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							<p>1403(d)(1)(H) - Failure to maintain surveys and copies of notifications on-site</p> <p>1403 (d)(1)(I) - Failure to store ACWM in leak-tight container in a locked and enclosed area</p> <p>1403 (d)(1)(K) - Failure to label containers that contain asbestos-containing waste material (ACWM)</p> <p>40 CFR, Part 61, Sub. M., Sec. 150 (a)(1)(iv) - Failure to label containers containing ACWM</p> <p>1403(i) - Removed of ACM by personnel without proper training pursuant to asbestos hazard emergency response act (AHERA)</p> <p>1403 (e)(1) - Failure to label bags, containers and storage area with warning signs, labels and markings</p> <p>1403 (d)(1)(J) - Failure to dispose of asbestos containing waste material (ACWM) properly</p> <p>40 CFR, Part 61, Sub. M., Sec. 150 (b)(1) - Failure to dispose of asbestos containing waste material (ACWM) properly</p> <p>1403 (g)(1) - Failure to maintain records</p>
EXIDE TECHNOLOGIES	124805	NOV	P67460	12/13/2018	9/5/2018	1420.2	Discharging emissions into the atmosphere which contribute to ambient air concentrations of lead that exceed 0.100 ug/m3 averaged over any 30 consecutive days. Failure to adequately clean all required areas.
EXIDE TECHNOLOGIES	124805	NOV	P67460	12/13/2018	9/5/2018	1420.2	Discharging emissions into the atmosphere which contribute to ambient air concentrations of lead that exceed 0.100 ug/m3 averaged over any 30 consecutive days. Failure to adequately clean all required areas.

EXIDE TECHNOLOGIES	124805	NOV	P67460	12/13/2018	9/5/2018	221	Discharging emissions into the atmosphere which contribute to ambient air concentrations of lead that exceed 0.100 ug/m3 averaged over any 30 consecutive days. Failure to adequately clean all required areas.
EXIDE TECHNOLOGIES	124805	NOV	P67460	12/13/2018	9/5/2018	221	Discharging emissions into the atmosphere which contribute to ambient air concentrations of lead that exceed 0.100 ug/m3 averaged over any 30 consecutive days. Failure to adequately clean all required areas.
COPPER WASH, LLC	178478	NOV	P67660	5/23/2018	11/1/2017	203	Failure to maintain 2017 and 2018 gasoline throughput records. Failure to provide/maintain a copy of method 6 test. Failure to replace interlock on #10. Failure to replace boot #'s 3,4,6,8,10. Failure to maintain weekly inspections. Failure to maintain...
COPPER WASH, LLC	178478	NOV	P67660	5/23/2018	11/1/2017	461	Failure to maintain 2017 and 2018 gasoline throughput records. Failure to provide/maintain a copy of method 6 test. Failure to replace interlock on #10. Failure to replace boot #'s 3,4,6,8,10. Failure to maintain weekly inspections. Failure to maintain...
WEBB'S CHEVRON/WEBB'S AUTO & TRUCK SERVI	107668	NOV	P67682	11/2/2018	11/2/2018	41960.2	Failure to maintain equipment at a Gasoline Dispensing Facility (GDF) according to CARB Executive Orders. Operating a GDF with a major defect: uncertified hoses. Failure to maintain equipment at a GDF in good working order according to manufacturer's
WEBB'S CHEVRON/WEBB'S AUTO & TRUCK SERVI	107668	NOV	P67682	11/2/2018	11/2/2018	461	Failure to maintain equipment at a Gasoline Dispensing Facility (GDF) according to CARB Executive Orders. Operating a GDF with a major defect: uncertified hoses. Failure to maintain equipment at a GDF in good working order according to manufacturer's

WEBB'S AUTO & TRUCK SERVICE, R. WEBB	40674	NOV	P67683	11/8/2018	11/8/2018	41960.2	Failure to maintain equipment according to CARB Executive Orders. Operating a Gasoline Dispensing Facility (GDF) with a major defect: improper installation of a certified component - upside down hose. Failure to maintain equipment at a GDF in good working
WEBB'S AUTO & TRUCK SERVICE, R. WEBB	40674	NOV	P67683	11/8/2018	11/8/2018	41960.2	Failure to maintain equipment according to CARB Executive Orders. Operating a Gasoline Dispensing Facility (GDF) with a major defect: improper installation of a certified component - upside down hose. Failure to maintain equipment at a GDF in good working
WEBB'S AUTO & TRUCK SERVICE, R. WEBB	40674	NOV	P67683	11/8/2018	11/8/2018	461	Failure to maintain equipment according to CARB Executive Orders. Operating a Gasoline Dispensing Facility (GDF) with a major defect: improper installation of a certified component - upside down hose. Failure to maintain equipment at a GDF in good working
WEBB'S AUTO & TRUCK SERVICE, R. WEBB	40674	NOV	P67683	11/8/2018	11/8/2018	461	Failure to maintain equipment according to CARB Executive Orders. Operating a Gasoline Dispensing Facility (GDF) with a major defect: improper installation of a certified component - upside down hose. Failure to maintain equipment at a GDF in good working
MHFR ENERGY, INC	182020	NOV	P67690	1/15/2019	10/26/2018	203(B)	Failure to record all ISD alarms and associated information related to alarm events. Resetting ISD alarms without proof of repairs. Failure to conduct VST weekly inspections as required by the manufacturer.
MHFR ENERGY, INC	182020	NOV	P67690	1/15/2019	10/26/2018	461(C)(2)(B)	Failure to record all ISD alarms and associated information related to alarm events. Resetting ISD alarms without proof of repairs. Failure to conduct VST weekly inspections as required by the manufacturer.

LUNDAY_THAGARD CO DBA WORLD OIL REFINING	800080	NOV	P67803	8/8/2018	1/1/2017	3002(C)(1)	Issued for self_reported 1H 2017 and 2H 2017 Title V deviations (see attachment A)
LUNDAY_THAGARD CO DBA WORLD OIL REFINING	800080	NOV	P67803	8/8/2018	1/1/2017	3002(C)(1)	Issued for self_reported 1H 2017 and 2H 2017 Title V deviations (see attachment A)
TESORO LOGISTICS, VINVALE TERMINAL	174710	NOV	P67910	9/20/2018	2/21/2018	3002(C)(1)	failure to meet VOC reduction requirement of 0.08 lbs/1000gal liquid loaded; failure to operate VRU No. 2 in compliance with Condition #11 (VOC) on Title V permit
TESORO LOGISTICS, VINVALE TERMINAL	174710	NOV	P67910	9/20/2018	2/21/2018	3002(C)(1)	failure to meet VOC reduction requirement of 0.08 lbs/1000gal liquid loaded; failure to operate VRU No. 2 in compliance with Condition #11 (VOC) on Title V permit
TESORO LOGISTICS, VINVALE TERMINAL	174710	NOV	P67910	9/20/2018	2/21/2018	462	failure to meet VOC reduction requirement of 0.08 lbs/1000gal liquid loaded; failure to operate VRU No. 2 in compliance with Condition #11 (VOC) on Title V permit
TESORO LOGISTICS, VINVALE TERMINAL	174710	NOV	P67910	9/20/2018	2/21/2018	462	failure to meet VOC reduction requirement of 0.08 lbs/1000gal liquid loaded; failure to operate VRU No. 2 in compliance with Condition #11 (VOC) on Title V permit

TESORO LOGISTICS, VINVALE TERMINAL	174710	NOV	P67923	9/26/2019	8/1/2019	3002(C)(1)	Facility vapor leak > 3000ppm _ Lane 4, Arm 41 and 42. Incorrect or incomplete information provided on 500_ACC and on 500_SAM reports.
TESORO LOGISTICS, VINVALE TERMINAL	174710	NOV	P67923	9/26/2019	8/1/2019	3002(C)(1)	Facility vapor leak > 3000ppm _ Lane 4, Arm 41 and 42. Incorrect or incomplete information provided on 500_ACC and on 500_SAM reports.
TESORO LOGISTICS, VINVALE TERMINAL	174710	NOV	P67923	9/26/2019	8/1/2019	462(D)(1)(F)	Facility vapor leak > 3000ppm _ Lane 4, Arm 41 and 42. Incorrect or incomplete information provided on 500_ACC and on 500_SAM reports.
TESORO LOGISTICS, VINVALE TERMINAL	174710	NOV	P67923	9/26/2019	8/1/2019	462(D)(1)(F)	Facility vapor leak > 3000ppm _ Lane 4, Arm 41 and 42. Incorrect or incomplete information provided on 500_ACC and on 500_SAM reports.
VILLEGAS POWDER COATING	180854	NOV	P68051	4/5/2018	3/13/2018	201	R203(a) apply for a permit for Powder Coating Booth, R203(b) a gauge shall be installed to indicate, in inches of water, the differential pressure across the exhaust filters, R201 construction of Powder Coating Booth without obtaining P/C
VILLEGAS POWDER COATING	180854	NOV	P68051	4/5/2018	3/13/2018	203 (A)	R203(a) apply for a permit for Powder Coating Booth, R203(b) a gauge shall be installed to indicate, in inches of water, the differential pressure across the exhaust filters, R201 construction of Powder Coating Booth without obtaining P/C

VILLEGAS POWDER COATING	180854	NOV	P68051	4/5/2018	3/13/2018	203 (B)	R203(a) apply for a permit for Powder Coating Booth, R203(b) a gauge shall be installed to indicate, in inches of water, the differential pressure across the exhaust filters, R201 construction of Powder Coating Booth without obtaining P/C
OSVALDO'S FURNITURE	184617	NOV	P68055	5/29/2018	5/29/2018	109	203(a) Operation of a PSB without a valid AQMD permit to operate. 109 Failure to keep VOC usage records for active coating operations
OSVALDO'S FURNITURE	184617	NOV	P68055	5/29/2018	5/29/2018	109	203(a) Operation of a PSB without a valid AQMD permit to operate. 109 Failure to keep VOC usage records for active coating operations
OSVALDO'S FURNITURE	184617	NOV	P68055	5/29/2018	5/29/2018	203 (A)	203(a) Operation of a PSB without a valid AQMD permit to operate. 109 Failure to keep VOC usage records for active coating operations
OSVALDO'S FURNITURE	184617	NOV	P68055	5/29/2018	5/29/2018	203 (A)	203(a) Operation of a PSB without a valid AQMD permit to operate. 109 Failure to keep VOC usage records for active coating operations
DEPARTMENT OF TRANS DIV OF EQUIP COMMERC	176076	NOV	P68056	6/15/2018	6/15/2018	203 (A)	Operation of an oven without a current active permit with the AQMD

THROGMORTONS FRAME CLINIC INC	124159	NOV	P68059	8/24/2018	8/24/2018	1151(E)(1)	1151(e) For the purpose of this rule, no person shall possess any automotive coating that is not in compliance with requirements of paragraph (d)(1). Remove Grow 1360 or 1380 and use a reducer with a VOC of less than or equal to 2.1 lbs/gal VOC.
PACIFIC WELDING & POWDER COATING	164813	NOV	P68061	10/19/2018	10/19/2018	109	203(a) Operation of powder coating booth and baker curing oven without a valid AQMD permit. 109 & 1107(j) Failure to adhere to the use of all powder coating materials shall be maintained in the form of recordkeeping.
PACIFIC WELDING & POWDER COATING	164813	NOV	P68061	10/19/2018	10/19/2018	1107	203(a) Operation of powder coating booth and baker curing oven without a valid AQMD permit. 109 & 1107(j) Failure to adhere to the use of all powder coating materials shall be maintained in the form of recordkeeping.
PACIFIC WELDING & POWDER COATING	164813	NOV	P68061	10/19/2018	10/19/2018	203(A)	203(a) Operation of powder coating booth and baker curing oven without a valid AQMD permit. 109 & 1107(j) Failure to adhere to the use of all powder coating materials shall be maintained in the form of recordkeeping.
WORLD OIL CO #38	31696	NOV	P68113	7/11/2018	7/3/2018	203(A)	Operating a gasoline dispensing facility without a valid SCAQMD Permit to Operate (Incorrect Equipment Description on N31241)
PABCO BLDG PRODUCTS LLC,PABCO PAPER, DBA	45746	NOV	P68307	12/5/2018	2/16/2018	2012	Failed to electronically file the monthly NOx emissions report for January 2018 for Large Units D4, D6, D7, and D14 within 15 days following the end of January 2018

WORLD OIL MARKETING CO #13	8443	NOV	P68436	5/24/2019	5/24/2019	41960	Failure to maintain gasoline dispensing facility system in good working order in accordance with the manufacturer's specification of the certified system; Operating a gasoline dispensing system contrary to CARB Executive Order, Including the IOM -
WORLD OIL MARKETING CO #13	8443	NOV	P68436	5/24/2019	5/24/2019	41960	Failure to maintain gasoline dispensing facility system in good working order in accordance with the manufacturer's specification of the certified system; Operating a gasoline dispensing system contrary to CARB Executive Order, Including the IOM -
WORLD OIL MARKETING CO #13	8443	NOV	P68436	5/24/2019	5/24/2019	461	Failure to maintain gasoline dispensing facility system in good working order in accordance with the manufacturer's specification of the certified system; Operating a gasoline dispensing system contrary to CARB Executive Order, Including the IOM -
WORLD OIL MARKETING CO #13	8443	NOV	P68436	5/24/2019	5/24/2019	461	Failure to maintain gasoline dispensing facility system in good working order in accordance with the manufacturer's specification of the certified system; Operating a gasoline dispensing system contrary to CARB Executive Order, Including the IOM -
BIBI FUELS INC. DBA BB FUELS	176358	NOV	P68444	7/9/2019	3/2/2019	461	Failure to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1st following each calendar year: 2018 date due 03/01/19
TESORO (USA) 63273	171563	NOV	P69005	5/2/2019	5/2/2019	41960.2	Failure to maintain gasoline dispensing system in good working order in accordance with the manufacturer's specification of the certified system. Operating a gasoline dispensing system contrary to CARB Executive Order _ uncertified

TESORO (USA) 63273	171563	NOV	P69005	5/2/2019	5/2/2019	461	Failure to maintain gasoline dispensing system in good working order in accordance with the manufacturer's specification of the certified system. Operating a gasoline dispensing system contrary to CARB Executive Order _uncertified
SLAUSON SHELL _ MAROUN BOUTROS	165091	NOV	P69006	5/2/2019	3/12/2019	41960.2	Failure to maintain gasoline dispensing system in good working order in accordance with the manufacturer's specification of the certified system; Operating a gasoline dispensing system contrary to CARB Executive Order_ Ball valve A of
SLAUSON SHELL _ MAROUN BOUTROS	165091	NOV	P69006	5/2/2019	3/12/2019	461	Failure to maintain gasoline dispensing system in good working order in accordance with the manufacturer's specification of the certified system; Operating a gasoline dispensing system contrary to CARB Executive Order_ Ball valve A of
NARF MGMT GROUP, INC.	154066	NOV	P69009	5/15/2019	3/2/2019	461(C)(3)(Q)	Failure to submit monthly gasoline throughput for the 2018 calendar year on or before March 1, 2019 due date.
TESORO 63022	171712	NOV	P69014	6/20/2019	6/20/2019	41960.2	Failure to maintain gasoline dispensing system in good working order in accordance with the manufacturer's specification of the certified system. Operating a gasoline dispensing system contrary to CARB executive order;
TESORO 63022	171712	NOV	P69014	6/20/2019	6/20/2019	461	Failure to maintain gasoline dispensing system in good working order in accordance with the manufacturer's specification of the certified system. Operating a gasoline dispensing system contrary to CARB executive order;

TESORO 63022	171712	NOV	P69014	6/20/2019	6/20/2019	461(C)(2)(B)	Failure to maintain gasoline dispensing system in good working order in accordance with the manufacturer's specification of the certified system. Operating a gasoline dispensing system contrary to CARB executive order;
DEEP KB ENTERPRISE, INC.	176674	NOV	P69016	6/27/2019	6/27/2019	41960.2	Failure to maintain gasoline dispensing system in good working order in accordance with the manufacturer's specification of the certified system. Operating a gasoline dispensing system contrary to CARB executive order _ torn whip hose on FP#2.
DEEP KB ENTERPRISE, INC.	176674	NOV	P69016	6/27/2019	6/27/2019	461	Failure to maintain gasoline dispensing system in good working order in accordance with the manufacturer's specification of the certified system. Operating a gasoline dispensing system contrary to CARB executive order _ torn whip hose on FP#2.
DEEP KB ENTERPRISE, INC.	176674	NOV	P69016	6/27/2019	6/27/2019	461(C)(2)(B)	Failure to maintain gasoline dispensing system in good working order in accordance with the manufacturer's specification of the certified system. Operating a gasoline dispensing system contrary to CARB executive order _ torn whip hose on FP#2.
CUDAHY FUEL STOP	189850	NOV	P69022	7/23/2019	5/1/2018	203 (A)	Operating a gasoline dispensing facility without a valid South Coast AQMD permit to operate.
MOBIL DLR, AMIR BARHOMA	91211	NOV	P69050	11/13/2019	3/2/2019	41960.2	Operating a gasoline dispensing system with a major defect_ uncertified Healy 800 nozzle installed at fueling point #6. Failure to submit monthly gasoline throughput for the 2018 calendar year on or before March 1, 2019 due date.

MOBIL DLR, AMIR BARHOMA	91211	NOV	P69050	11/13/2019	3/2/2019	461	Operating a gasoline dispensing system with a major defect_ uncertified Healy 800 nozzle installed at fueling point #6. Failure to submit monthly gasoline throughput for the 2018 calendar year on or before March 1, 2019 due date.
MOBIL DLR, AMIR BARHOMA	91211	NOV	P69050	11/13/2019	3/2/2019	461(C)(2)(B)	Operating a gasoline dispensing system with a major defect_ uncertified Healy 800 nozzle installed at fueling point #6. Failure to submit monthly gasoline throughput for the 2018 calendar year on or before March 1, 2019 due date.
MOBIL DLR, AMIR BARHOMA	91211	NOV	P69050	11/13/2019	3/2/2019	461(C)(3)(Q)	Operating a gasoline dispensing system with a major defect_ uncertified Healy 800 nozzle installed at fueling point #6. Failure to submit monthly gasoline throughput for the 2018 calendar year on or before March 1, 2019 due date.
NORMA OVIEDO	190670	NOV	P69208	10/3/2019	5/29/2019	1403	Failure to survey for asbestos; Failure to remove ACM; Failure to store ACWM in enclosed/locked storage area; Failure to provide asbestos_related training
JOSE GARCIA	190975	NOV	P69209	10/3/2019	5/29/2019	1403	Failure to survey for asbestos; Failure to remove ACM; Failure to utilize an appropriate procedure; Failure to adequately wet, collect, and seal ACWM; Failure to adequately clean all surfaces;

NORMA OVIEDO	190670	NOV	P69210	10/3/2019	6/28/2019	1403	Failure to survey for asbestos; Failure to notify; Failure to remove ACM; Failure to store ACWM in enclosed/locked storage area; Failure to provide asbestos_related training
JOSE GARCIA	190975	NOV	P69211	10/3/2019	6/28/2019	1403	Failure to survey for asbestos; Failure to notify; Failure to remove ACM; Failure to utilize an appropriate procedure; Failure to adequately wet, collect, and seal ACWM; Failure to adequately clean all surfaces;
KAISER ALUMINUM FABRICATED PRODUCTS, LLC	16338	NOV	P69366	5/14/2019	1/1/2018	2004	Failure to submit an APEP with accurat emissions. Failure to submit QCERs with accurate emissions
INDY'S DEMOLITION	183591	NOV	P69433	8/8/2019	7/22/2019	1403	<p>RULE 1403 (d)(1)(A)(i) - Failure to have the affected facility thoroughly surveyed for the presence of asbestos prior to demolition activity;</p> <p>RULE 1403 (d)(1)(C) - Failure to remove all asbestos containing material (ACM) from the facility prior to demolition activity;</p> <p>RULE 1403 (d)(1)(D) - Failure to use required ACM removal procedures;</p> <p>RULE 1403 (d)(1)(E) - Failure to collect and place asbestos containing waste material (ACWM) in leak-tight containers;</p> <p>RULE 1403 (d)(1)(E)(iii) - Failure to adequately wet ACWM;</p> <p>RULE 1403 (d)(1)(H) - Performed asbestos removal without a valid Cal/OSHA (DOSH) Registration and State accreditation;</p> <p>RULE 1403 (i)(1) & (i)(3) - Failure to have an</p>

							on-site representative trained in accordance with the provisions of South Coast AQMD Rule 1403 during the disturbance of ACM
AJAX FORGE CO	19515	NOV	P69533	11/6/2019	1/31/2019	202(A)	Failure to submit required source test protocol.
AJAX FORGE CO	19515	NOV	P69533	11/6/2019	1/31/2019	202(A)	Failure to submit required source test protocol.
F.A.L. TRANSPORTATION INC	190758	NOV	P69577	8/30/2019	7/26/2019	TITLE 13	Allowing the idling of a diesel fueled commercial vehicle over 5 minutes
SHOLES, LUTILLER B TR	190939	NOV	P69747	10/2/2019	5/13/2019	1403	Failed to notify South Coast AQMD and submit a valid demolition notification 10_working days prior to the start of demolition activities.
SHOLES, LUTILLER B TR	190939	NOV	P69747	10/2/2019	5/13/2019	1403	Failed to notify South Coast AQMD and submit a valid demolition notification 10_working days prior to the start of demolition activities.
WORLD OIL MARKETING CO., SS #60	109963	NOV	P70360	11/14/2019	2/1/2019	461	Failure to test semi_annually with a throughput greater than 100,000 gallons a month. Failure to conduct reverification testing semi_annually in the same month established by the performance test.

OCTANE PLUS, INC. JACQUES MASSACHI	158096	NOV	P70564	11/29/2017	3/2/2017	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2017. Certified Mail Tracking #7016 1970 0001 0459 0312
ENERGIZED INC	154347	NOV	P70566	11/29/2017	3/2/2017	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2017. Certified Mail Tracking #7016 1970 0001 0459 0336
BIBI FUELS INC. DBA BB FUELS	176358	NOV	P70605	11/29/2017	3/2/2017	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2017. Certified Mail Tracking #7016 1970 0001 0459 0725
WHEEL POWER INC	181741	NOV	P70709	11/29/2017	3/2/2017	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2017. Certified Mail Tracking #7016 1970 0001 0459 1968
OXFORD VERNON, LLC	171079	NOV	P70724	11/29/2017	3/2/2017	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2017. Certified Mail Tracking #7016 1970 0001 0459 2118
ORI'S SERVICE CTR., J. MASSACHI, DBA	117441	NOV	P70780	11/29/2017	3/2/2017	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2017. Certified Mail Tracking #7017 1450 0002 1529 8367
FIRESTONE GAS INC.	166041	NOV	P70921	11/29/2017	3/2/2017	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2017. Certified Mail Tracking #7017 1450 0002 1529 9807
PENSKE TRUCK LEASING CO., L.P.	57661	NOV	P71049	12/1/2017	3/2/2017	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2017. Certified Mail Tracking #70171450000217315062
CALIFORNIA WATER SERVICE CO	31367	NOV	P71066	12/1/2017	3/2/2017	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2017. Certified Mail Tracking #70171450000217315239

BUDGET RENT A CAR SYS INC #1422	137871	NOV	P71102	12/1/2017	3/2/2017	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2017. Certified Mail Tracking #70171450000217316540
BURLINGTON NORTHERN SANTA FE RAILWAY	139770	NOV	P71120	12/1/2017	3/2/2017	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2017. Certified Mail Tracking #70171450000217316731
PACER CARTAGE, INC.	155663	NOV	P71218	12/1/2017	3/2/2017	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2017. Certified Mail Tracking #70150640000471798386
HUNTINGTON PARK CITY	250	NOV	P71239	12/1/2017	3/2/2017	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2017. Certified Mail Tracking #70150640000471798591
SOUTH GATE CITY	15369	NOV	P71349	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7017 2620 0001 1050 0675
SOUTH GATE CITY	15369	NOV	P71349	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7017 2620 0001 1050 0675
SOUTH GATE CITY POLICE DEPARTMENT	16859	NOV	P71356	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7017 2620 0001 1050 0743
SOUTH GATE CITY POLICE DEPARTMENT	16859	NOV	P71356	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7017 2620 0001 1050 0743
SAROYAN LUMBER CO	46484	NOV	P71470	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7017 2620 0001 1050 1887

PENSKE TRUCK LEASING CO., L.P.	57661	NOV	P71493	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7017 2620 0001 1050 2105
SOUTH GATE CITY	92231	NOV	P71568	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7017 3380 0000 7803 2883
SOUTH GATE CITY	92231	NOV	P71568	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7017 3380 0000 7803 2883
BUDGET RENT A CAR SYS INC #1422	137871	NOV	P71691	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7017 3380 0000 7803 4115
MARQUEZ/MARQUEZ	153659	NOV	P71739	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7017 3380 0000 7803 4603
PACER CARTAGE, INC.	155663	NOV	P71741	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7017 3380 0000 7803 4627
A & N SERVICE CORP	29237	NOV	P71828	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7017 0190 0000 6374 8483
EXXONMOBIL DLR, MAL HUI LEE	39245	NOV	P71849	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7017 0190 0000 6374 8698
I T L INC	45329	NOV	P71860	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7017 0190 0000 6374 8780

BANDINI TRUCK TERMINAL	64720	NOV	P71876	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7017 0190 0000 6374 8940
MOBIL DLR, AMIR BARHOMA	91211	NOV	P71896	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7017 3380 0000 7803 8052
CARDLOCK FUELS	109678	NOV	P71927	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7017 3380 0000 7803 8342
ORI'S SERVICE CTR., J. MASSACHI, DBA	117441	NOV	P71975	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7017 3380 0000 7803 8823
ZALADO INC, DBA SUPER DOLLAR WISE	118506	NOV	P71985	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7017 3380 0000 7803 8922
COMMERCE PETRO FUEL, LLC, R&L SARABI,DBA	129550	NOV	P72034	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7017 3380 0000 7803 9400
COMMERCE PETRO FUEL, LLC, R&L SARABI,DBA	129550	NOV	P72034	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7017 3380 0000 7803 9400
OSCAR'S SPIRIT, RAMON ROMERO DBA	139633	NOV	P72102	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7018 0040 0000 1660 3918
FLORENCE SHELL	149032	NOV	P72235	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7018 0680 0001 2738 1448

ENERGIZED INC	154347	NOV	P72309	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7018 0680 0001 2738 2131
RASTAAR INC	157008	NOV	P72363	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7018 0680 0001 2738 6443
OCTANE PLUS, INC. JACQUES MASSACHI	158096	NOV	P72374	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7018 0680 0001 2738 6559
CENOGROUP 76	163746	NOV	P72437	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7018 0040 0000 1660 5431
FIRESTONE GAS INC.	166041	NOV	P72476	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7018 0040 0000 1660 5875
U S HENDY OIL INC.	167407	NOV	P72495	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7018 0040 0000 1660 6056
OXFORD VERNON, LLC	171079	NOV	P72544	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #
BILL'S SERVICES NABIL KHEIR	171595	NOV	P72554	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7018 0040 0000 1659 7248
PHENOMENA INC.	173423	NOV	P72580	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7018 0040 0000 1659 6982

PHENOMENA INC.	173423	NOV	P72580	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7018 0040 0000 1659 6982
DEEP KB ENTERPRISE, INC.	176674	NOV	P72659	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7018 0040 0000 1659 6111
FLORENCE CORNER OIL CORP.	176954	NOV	P72666	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7018 0040 0000 1659 6050
WEBB'S AUTO & TRUCK SERVICE, R. WEBB	40674	NOV	P76639	12/12/2019	3/2/2019	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7019 1120 0000 2838 0570
WEBB'S AUTO & TRUCK SERVICE, R. WEBB	40674	NOV	P76639	12/12/2019	3/2/2019	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7019 1120 0000 2838 0570
PENSKE TRUCK LEASING CO., L.P.	57661	NOV	P76662	12/12/2019	3/2/2019	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7019 1120 0000 2837 1288
HEE-MANG INC, MOBIL MART, DBA	115985	NOV	P76774	12/12/2019	3/2/2019	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7019 1120 0000 2838 1348
BUDGET RENT A CAR SYS INC #1422	137871	NOV	P76846	12/12/2019	3/2/2019	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7019 1120 0000 2837 2117
FLORENCE SHELL	149032	NOV	P76928	12/12/2019	3/2/2019	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7019 1120 0000 2837 0076

ENERGIZED INC	154347	NOV	P76963	12/12/2019	3/2/2019	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7019 1120 0000 2837 0274
PACER CARTAGE, INC.	155663	NOV	P76976	12/12/2019	3/2/2019	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7019 1120 0000 2837 0335
U S HENDY OIL INC.	167407	NOV	P77040	12/12/2019	3/2/2019	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7019 1120 0000 2837 0632
JSK INTERNATIONAL, INC. (DBA) APEX	172500	NOV	P77071	12/12/2019	3/2/2019	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7017 0190 0000 6375 9311
COPPER WASH, LLC	178478	NOV	P77142	12/12/2019	3/2/2019	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7019 2280 0002 0330 4351
WHEEL POWER INC	181741	NOV	P77211	12/12/2019	3/2/2019	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7019 2280 0002 0330 5020
ZOHRAJ, LLC	184985	NOV	P77275	12/12/2019	3/2/2019	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7019 2280 0002 0330 5662
BANDINI TRUCK STOP CENTER, INC.	188335	NOV	P77348	12/12/2019	3/2/2019	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7019 1120 0000 2838 6022
BAKER COMMODITIES INC	800016	NOV	P77391	12/12/2019	3/2/2019	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7019 1120 0000 2838 6145

CARB Compliance History in SELA, January 2017 to December 2019

As shown in Table 1, from 2017 through 2019, CARB conducted over 3,500 HDDV inspections in the SELA Community.

Of the 1126 heavy-duty trucks and buses and off-road equipment CARB's observed idling in the SELA community over the past three years, all but 27 were in compliance with CARB's commercial vehicle, off-road equipment, and school bus idling rules (98 percent compliance overall). This is likely because the vehicles had Clean Idle stickers, idled for less than five minutes, or were not idling within 100 feet of restricted areas near sensitive receptors like schools and senior care facilities. Compliance with CARB's idling rules does not mean a vehicle complies with CARB's other rules. CARB field enforcement has begun to focus on ensuring that these idling vehicles are also in compliance with all of the other pertinent CARB rules as well by conducting heavy-duty diesel compliance inspections along with idling inspections. Two important areas with lower compliance rates were off-road vehicles, like construction equipment, and TRUs—small transportation refrigeration units used to cool truck cargo areas—with compliance rates of 72 and 42 percent, respectively.

CARB field enforcement can only pull over a limited number of trucks. Therefore, CARB tends to pull over vehicles that are more likely to be out of compliance, such as older or smoking vehicles. Even with that, compliance rates for drayage trucks, HDVIP, and CHE rules are very high. Additionally, California Department of Motor Vehicles (DMV) now supports compliance with the Truck and Bus Regulation through registration holds for non-compliant vehicles, moving that compliance rate even closer to 100 percent.

Beginning in 2018, CARB added the Streamlined Truck Enforcement Program (STEP) to enhance its ability to enforce the Truck and Bus Regulation through fleet-wide audits. From January 2018 to October 2019, CARB audited 1,033 fleets with a total of 4,084 vehicles in the SELA community. Of these 3325 were compliant. CARB sent 797 fleets warning letters, and 409 vehicle owners Notice to Comply or Notice of Violation letters during this time. From this process, CARB brought 40 vehicles into compliance through meeting CARB's Truck and Bus Regulation requirements and another 354 vehicles into compliance by requesting registration holds from DMV. Other vehicles are either in compliance through declaration of non-operational or low mileage usage status, being sold out of state, or still in the process of being brought into compliance. While this process is faster than in-person fleet inspections, CARB staff believes that compliance with the Truck and Bus Regulation will continue to improve as DMV vehicle registration is tied to compliance with the regulation through the end of 2023.

In addition to HDDV inspections, CARB conducted 222 inspections on CHE at the BNSF railyards in SELA in 2017 and found no violations. As well, CARB inspected 94 other, less common vehicle types and smaller engines, such as off-highway recreational vehicles and small off-road engines, from 2017 – 2019 in the SELA community, and found no violations of our regulations (Table 4-8).

Table 4-5: CARB 2017-2019 HDDV Inspections in SELA

Program Type	2017		2018		2019		3- year Total by Program		
	Inspections	Violations	Inspections	Violations	Inspections	Violations	Inspections	Violations	Compliance Rate
Drayage	3	2	43	1	4	2	50	5	90%
HDVIP	178	9	482	19	527	23	1187	51	96%
Idling	133	1	463	21	530	5	1126	27	98%
Off-Road	32	16	4	0	101	22	137	38	72%
Smartway	5	2	22	3	37	13	64	18	72%
SWC	1	0	2	1	0	0	3	1	67%
TRUs	20	13	190	109	191	109	401	231	42%
Truck & Bus	125	46	241	40	207	10	573	96	83%
Total by Year	497	89	1447	194	1597	184	3541	467	87%

Table 4-6: CARB 2017 – 2019 Consumer Products Inspections Statewide¹

Program Type	2017		2018		2019		3-Year Total	
	Inspections	Non-compliant	Inspections	Non-compliant	Inspections	Non-compliant	Inspections	Non-compliant
Aerosol Coatings	7	5	72	19	39	0	118	24

Antiperspirant/Deodorants	5	0	19	4	11	0	35	4
Composite Wood	80	10	11	1	29	0	120	11
Consumer Products	514	32	590	32	506	9	1610	73
Total	606	47	692	56	585	9	1883	112

¹ No CARB consumer products inspections occurred in SELA from 2017 - 2019. Locations of additional inspections can be found at <https://webmaps.arb.ca.gov/edvs/>, CARB’s Enforcement Data Visualization System, an interactive mapping tool that visualizes CARB’s enforcement activities throughout California, including field inspections and case settlements.

Table 4-7: CARB 2017-2019 Fuels Inspections in SELA

Fuel Type	2017		2018		2019		3-Year Total	
	Inspections	Violations	Inspections	Violations	Inspections	Violations	Inspections	Violations
Ethanol					1	0	1	0
Racing							0	0
Gas	13	1	8	0	4	0	25	1
Diesel	3	0					3	0
Total	16	1	8	0	5	0	29	1

Table 4-8: CARB 2017 – 2019 Fuels Inspection Locations in SELA

Year	Brand	Facility Name	Fuel Sample Type			Fuel Violation Type			Total
			Gas	Diesel	Ethanol	Gas	Diesel	Ethanol	
2019	PBF	Vernon Terminal	4	0	1	0	0	0	0
2017	Tesoro/Andeavor	Vinvale Terminal	7	3	0	1	0	0	1
2017	PBF	Vernon Terminal	6	0	0	0	0	0	0

2018	PBF	Vernon Terminal	5	0	0	0	0	0	0
2018	PBF	Vernon Terminal	3	0	0	0	0	0	0

Table 4-9: CARB 2017-2019 Other Vehicles and Engines Inspections in SELA

Program Type ¹	2017		2018		2019		3-Year Total	
	Inspections	NOVs	Inspections	NOVs	Inspections	NOVs	Inspections	NOVs
49 State	3	0	3	0			6	0
Dealer & Fleet Tampering	7	0	11	0	18	0	36	0

LSI			8	0			8	0
OHRV			1	0			1	0
Portable Fuel Containers			7	0			7	0
R134A	4	0	12	0	12	0	28	0
SORE	1	0	5	0	2	0	8	0
Total	15	0	47	0	32	0	94	0

¹This list covers a number of other statewide enforcement programs briefly described here:

49 State: Ensures that vehicles and engines are certified to both California and USEPA standards, not just USEPA standards that are valid for the other 49 states. Dealer and Fleet Tampering: Staff inspect automobile dealerships and commercial fleets to ensure new vehicles and engines are certified to California emissions standards, and that emissions control systems are not tampered with.

LSI: CARB ensures compliance with certified emissions standards for spark-ignition engines, including large spark-ignition (LSI) engines, and the evaporative emissions control systems of vehicles and equipment like forklifts, sweeper/scrubbers, industrial tow tractors, and airport ground support equipment.

OHVR: CARB ensures off-highway recreational vehicles (OHVR), such as off-highway motorcycles and all-terrain vehicles (ATVs) used recreationally, in agriculture, building and trades, landscape maintenance and law enforcement, meet emissions standards for smog pre-cursors and evaporative emissions. Portable fuel containers: CARB ensures all gas cans (PFCs) used to fill equipment like lawnmowers, vehicles, and personal watercraft minimize spillage and meet low-emissions requirements through the implementation of low permeation plastics and automatic sealing nozzles.

R134A: CARB ensures small containers of mobile air conditioning refrigerant (HFC-134a) minimize greenhouse gas emissions by meeting requirements, such as having self-sealing valves on the containers.

SORE: CARB ensures that certified exhaust emissions standards are complied with for Small Off-Road Engines (SORE) used in lawn and garden equipment as well as other outdoor power equipment and specialty vehicles.

Insp Date	Program	Inspection	Result	Street	City	Zip Code
3/2/2017	Off-Road		Pass	4060 E 26TH ST (VIG INDUSTRIES INC)	VERNON	90058
3/2/2017	Off-Road		Pass	4060 E 26TH ST (VIG INDUSTRIES INC)	VERNON	90058
3/2/2017	Off-Road		Pass	4060 E 26TH ST (VIG INDUSTRIES INC)	VERNON	90058
3/2/2017	Off-Road		Pass	4060 E 26TH ST (VIG INDUSTRIES INC)	VERNON	90058
3/6/2017	Off-Road		False Data	3801-3805 INDEPENDENCE AVE @ ADMORE AVE	SOUTH GATE	90280
3/6/2017	Off-Road		No EIN	3801-3805 INDEPENDENCE AVE @ ADMORE AVE	SOUTH GATE	90280
3/6/2017	Off-Road		No EIN	3801-3805 INDEPENDENCE AVE @ ADMORE AVE	SOUTH GATE	90280
3/6/2017	Off-Road		Pass	3801-3805 INDEPENDENCE AVE @ ADMORE AVE	SOUTH GATE	90280
5/1/2017	Idling	Commercial	Pass	3120 Slavson, 6140 Alcoa Ave, 4921 Gifford Ave, 375 T & Soto	Vernon	90058
5/1/2017	Idling	Commercial	Pass	3120 Slavson, 6140 Alcoa Ave, 4921 Gifford Ave, 375 T & Soto	Vernon	90058
5/1/2017	Idling	Commercial	Pass	3120 Slavson, 6140 Alcoa Ave, 4921 Gifford Ave, 375 T & Soto	Vernon	90058
5/1/2017	Idling	Commercial	Pass	3120 Slavson, 6140 Alcoa Ave, 4921 Gifford Ave, 375 T & Soto	Vernon	90058
5/1/2017	Idling	Commercial	Pass	3120 Slavson, 6140 Alcoa Ave, 4921 Gifford Ave, 375 T & Soto	Vernon	90058
5/1/2017	Idling	Commercial	Pass	3120 Slavson, 6140 Alcoa Ave, 4921 Gifford Ave, 375 T & Soto	Vernon	90058
5/1/2017	Idling	Commercial	Pass	3120 Slavson, 6140 Alcoa Ave, 4921 Gifford Ave, 375 T & Soto	Vernon	90058
5/1/2017	Idling	Commercial	Pass	3120 Slavson, 6140 Alcoa Ave, 4921 Gifford Ave, 375 T & Soto	Vernon	90058
5/1/2017	Idling	Commercial	Pass	3120 Slavson, 6140 Alcoa Ave, 4921 Gifford Ave, 375 T & Soto	Vernon	90058
5/1/2017	Idling	Commercial	Pass	3120 Slavson, 6140 Alcoa Ave, 4921 Gifford Ave, 375 T & Soto	Vernon	90058
5/1/2017	Idling	Commercial	Pass	3120 Slavson, 6140 Alcoa Ave, 4921 Gifford Ave, 375 T & Soto	Vernon	90058
5/1/2017	Idling	Commercial	Pass	3120 Slavson, 6140 Alcoa Ave, 4921 Gifford Ave, 375 T & Soto	Vernon	90058
5/1/2017	Idling	Commercial	Pass	3120 Slavson, 6140 Alcoa Ave, 4921 Gifford Ave, 375 T & Soto	Vernon	90058
5/1/2017	Truck & Bus		Non-Compliant	3120 Slavson, 6140 Alcoa Ave, 4921 Gifford Ave, 375 T & Soto	Vernon	90058

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5/1/2017	Truck & Bus		Non-Compliant	3120 Slavson, 6140 Alcoa Ave, 4921 Gifford Ave, 375 T & Soto	Vernon	90058
5/1/2017	Truck & Bus		Non-Compliant	3120 Slavson, 6140 Alcoa Ave, 4921 Gifford Ave, 375 T & Soto	Vernon	90058
5/1/2017	Truck & Bus		Pass	3120 Slavson, 6140 Alcoa Ave, 4921 Gifford Ave, 375 T & Soto	Vernon	90058
5/1/2017	Truck & Bus		Pass	3120 Slavson, 6140 Alcoa Ave, 4921 Gifford Ave, 375 T & Soto	Vernon	90058
5/8/2017	Off-Road		Failure to Notify	4120 BANDIN BLVD	VERNON	90058
5/8/2017	Off-Road		Failure to Notify	4120 BANDIN BLVD	VERNON	90058
5/8/2017	Off-Road		False Data	4325 BANDINI BLVD	VERNON	90058
5/8/2017	Off-Road		No EIN	4325 BANDINI BLVD	VERNON	90058
5/8/2017	Off-Road		Pass	4325 BANDINI BLVD	VERNON	90058
5/8/2017	Off-Road		Pass	4325 BANDINI BLVD	VERNON	90058
5/8/2017	Off-Road		Pass	4325 BANDINI BLVD	VERNON	90058
5/8/2017	Off-Road		Pass	4325 BANDINI BLVD	VERNON	90058
5/8/2017	Off-Road		Pass	4325 BANDINI BLVD	VERNON	90058
5/8/2017	Off-Road		Pass	4325 BANDINI BLVD	VERNON	90058
7/3/2017	Idling	Commercial	Pass	6180 ALCOA AVE, 4889 E 49TH ST, 2032 E 45TH ST	VERNON	90058
7/3/2017	Idling	Commercial	Pass	6180 ALCOA AVE, 4889 E 49TH ST, 2032 E 45TH ST	VERNON	90058
7/3/2017	Idling	Commercial	Pass	6180 ALCOA AVE, 4889 E 49TH ST, 2032 E 45TH ST	VERNON	90058
7/3/2017	Idling	Commercial	Pass	6180 ALCOA AVE, 4889 E 49TH ST, 2032 E 45TH ST	VERNON	90058
7/3/2017	Idling	Commercial	Pass	6180 ALCOA AVE, 4889 E 49TH ST, 2032 E 45TH ST	VERNON	90058
7/3/2017	Idling	Commercial	Pass	6180 ALCOA AVE, 4889 E 49TH ST, 2032 E 45TH ST	VERNON	90058
7/3/2017	Idling	Commercial	Pass	6180 ALCOA AVE, 4889 E 49TH ST, 2032 E 45TH ST	VERNON	90058
7/3/2017	Idling	Commercial	Pass	6180 ALCOA AVE, 4889 E 49TH ST, 2032 E 45TH ST	VERNON	90058
7/3/2017	Idling	Commercial	Pass	6180 ALCOA AVE, 4889 E 49TH ST, 2032 E 45TH ST	VERNON	90058
7/3/2017	Idling	Commercial	Pass	6180 ALCOA AVE, 4889 E 49TH ST, 2032 E 45TH ST	VERNON	90058
7/3/2017	Idling	Commercial	Pass	6180 ALCOA AVE, 4889 E 49TH ST, 2032 E 45TH ST	VERNON	90058
7/3/2017	Idling	Commercial	Pass	6180 ALCOA AVE, 4889 E 49TH ST, 2032 E 45TH ST	VERNON	90058
7/3/2017	Idling	Commercial	Pass	6180 ALCOA AVE, 4889 E 49TH ST, 2032 E 45TH ST	VERNON	90058

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7/3/2017	Idling	Commercial	Pass	6180 ALCOA AVE, 4889 E 49TH ST, 2032 E 45TH ST	VERNON	90058
7/3/2017	Idling	Commercial	Pass	6180 ALCOA AVE, 4889 E 49TH ST, 2032 E 45TH ST	VERNON	90058
7/3/2017	Truck & Bus		Non-Compliant	6180 ALCOA AVE, 4889 E 49TH ST, 2032 E 45TH ST	VERNON	90058
7/3/2017	Truck & Bus		Non-Compliant	6180 ALCOA AVE, 4889 E 49TH ST, 2032 E 45TH ST	VERNON	90058
7/3/2017	Truck & Bus		Non-Compliant	6180 ALCOA AVE, 4889 E 49TH ST, 2032 E 45TH ST	VERNON	90058
7/3/2017	Truck & Bus		Non-Compliant	6180 ALCOA AVE, 4889 E 49TH ST, 2032 E 45TH ST	VERNON	90058
7/3/2017	Truck & Bus		Pass	6180 ALCOA AVE, 4889 E 49TH ST, 2032 E 45TH ST	VERNON	90058
7/3/2017	Truck & Bus		Pass	6180 ALCOA AVE, 4889 E 49TH ST, 2032 E 45TH ST	VERNON	90058
7/5/2017	Off-Road		Failure to Notify	3401 E FLORENCE AVE	HUNTINGTON PARK	90255
7/5/2017	Off-Road		Failure to Notify	3401 E FLORENCE AVE	HUNTINGTON PARK	90255
7/5/2017	Off-Road		Failure to Notify	3401 E FLORENCE AVE	HUNTINGTON PARK	90255
7/10/2017	HDVIP	Tampering	1st Fail	2360 E 51 ST	VERNON	90058
7/10/2017	Idling	Commercial	Pass	2360 E 51 ST	VERNON	90058
7/10/2017	Idling	Commercial	Pass	2360 E 51 ST	VERNON	90058
7/10/2017	Idling	Commercial	Pass	2360 E 51 ST	VERNON	90058
7/10/2017	Idling	Commercial	Pass	2360 E 51 ST	VERNON	90058
7/10/2017	Idling	Commercial	Pass	2360 E 51 ST	VERNON	90058
7/10/2017	Idling	Commercial	Pass	2360 E 51 ST	VERNON	90058
7/10/2017	Idling	Commercial	Pass	2360 E 51 ST	VERNON	90058
7/10/2017	Idling	Commercial	Pass	2414 FLORENCE AVE	HUNTINGTON PARK	90255
7/10/2017	Idling	Commercial	Pass	2414 FLORENCE AVE	HUNTINGTON PARK	90255
7/10/2017	Idling	Commercial	Pass	2414 FLORENCE AVE	HUNTINGTON PARK	90255

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7/10/2017	Idling	Commercial	Pass	2414 FLORENCE AVE	HUNTINGTON PARK	90255
7/10/2017	Truck & Bus		Non-Compliant	2414 FLORENCE AVE	HUNTINGTON PARK	90255
7/10/2017	Truck & Bus		Non-Compliant	2360 E 51 ST	VERNON	90058
7/10/2017	Truck & Bus		Non-Compliant	2360 E 51 ST	VERNON	90058
7/10/2017	Truck & Bus		Pass	2414 FLORENCE AVE	HUNTINGTON PARK	90255
7/10/2017	Truck & Bus		Pass	2360 E 51 ST	VERNON	90058
7/10/2017	Truck & Bus		Pass	2360 E 51 ST	VERNON	90058
7/10/2017	Truck & Bus		Pass	2360 E 51 ST	VERNON	90058
7/10/2017	Truck & Bus		Pass	2360 E 51 ST	VERNON	90058
7/10/2017	Truck & Bus		Pass	2360 E 51 ST	VERNON	90058
8/7/2017	HDVIP	ECL	Fail	3130 Leonis Blvd, 3737 S Soto St,, 2851 E 44TH Soto ST	Vernon	90058
8/7/2017	HDVIP	ECL	Pass	3130 Leonis Blvd, 3737 S Soto St,, 2851 E 44TH Soto ST	Vernon	90058
8/7/2017	HDVIP	ECL	Pass	3130 Leonis Blvd, 3737 S Soto St,, 2851 E 44TH Soto ST	Vernon	90058
8/7/2017	Idling	Commercial	Pass	3130 Leonis Blvd, 3737 S Soto St,, 2851 E 44TH Soto ST	Vernon	90058
8/7/2017	Idling	Commercial	Pass	3130 Leonis Blvd, 3737 S Soto St,, 2851 E 44TH Soto ST	Vernon	90058
8/7/2017	Idling	Commercial	Pass	3130 Leonis Blvd, 3737 S Soto St,, 2851 E 44TH Soto ST	Vernon	90058
8/7/2017	Idling	Commercial	Pass	3130 Leonis Blvd, 3737 S Soto St,, 2851 E 44TH Soto ST	Vernon	90058
8/7/2017	Idling	Commercial	Pass	3130 Leonis Blvd, 3737 S Soto St,, 2851 E 44TH Soto ST	Vernon	90058
8/7/2017	Idling	Commercial	Pass	3130 Leonis Blvd, 3737 S Soto St,, 2851 E 44TH Soto ST	Vernon	90058
8/7/2017	Idling	Commercial	Pass	3130 Leonis Blvd, 3737 S Soto St,, 2851 E 44TH Soto ST	Vernon	90058
8/7/2017	Idling	Commercial	Pass	3130 Leonis Blvd, 3737 S Soto St,, 2851 E 44TH Soto ST	Vernon	90058
8/7/2017	Idling	Commercial	Pass	3130 Leonis Blvd, 3737 S Soto St,, 2851 E 44TH Soto ST	Vernon	90058
8/7/2017	Idling	Commercial	Pass	3130 Leonis Blvd, 3737 S Soto St,, 2851 E 44TH Soto ST	Vernon	90058
8/7/2017	Idling	Commercial	Pass	3130 Leonis Blvd, 3737 S Soto St,, 2851 E 44TH Soto ST	Vernon	90058

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8/7/2017	Idling	Commercial	Pass	3130 Leonis Blvd, 3737 S Soto St,, 2851 E 44TH Soto ST	Vernon	90058
8/7/2017	Idling	Commercial	Pass	3130 Leonis Blvd, 3737 S Soto St,, 2851 E 44TH Soto ST	Vernon	90058
8/7/2017	Idling	Commercial	Pass	3130 Leonis Blvd, 3737 S Soto St,, 2851 E 44TH Soto ST	Vernon	90058
8/7/2017	Truck & Bus		Non-Compliant	3130 Leonis Blvd, 3737 S Soto St,, 2851 E 44TH Soto ST	Vernon	90058
8/7/2017	Truck & Bus		Non-Compliant	3130 Leonis Blvd, 3737 S Soto St,, 2851 E 44TH Soto ST	Vernon	90058
8/7/2017	Truck & Bus		Non-Compliant	3130 Leonis Blvd, 3737 S Soto St,, 2851 E 44TH Soto ST	Vernon	90058
8/7/2017	Truck & Bus		Non-Compliant	3130 Leonis Blvd, 3737 S Soto St,, 2851 E 44TH Soto ST	Vernon	90058
8/15/2017	HDVIP	Quick Snap	Pass	Bandini Blvd & Downey RD	Vernon	90058
8/15/2017	HDVIP	ECL	Pass	Bandini Blvd & Downey RD	Vernon	90058
8/15/2017	HDVIP	Quick Snap	Pass	Bandini Blvd & Downey RD	Vernon	90058
8/15/2017	HDVIP	Quick Snap	Pass	Bandini Blvd & Downey RD	Vernon	90058
8/15/2017	HDVIP	Quick Snap	Pass	Bandini Blvd & Downey RD	Vernon	90058
8/15/2017	HDVIP	ECL	Pass	Bandini Blvd & Downey RD	Vernon	90058
8/15/2017	HDVIP	ECL	Pass	Bandini Blvd & Downey RD	Vernon	90058
8/15/2017	HDVIP	ECL	Pass	Bandini Blvd & Downey RD	Vernon	90058
8/15/2017	HDVIP	Quick Snap	Pass	Bandini Blvd & Downey RD	Vernon	90058
8/15/2017	HDVIP	ECL	Pass	Bandini Blvd & Downey RD	Vernon	90058
8/15/2017	HDVIP	ECL	Pass	Bandini Blvd & Downey RD	Vernon	90058
8/15/2017	HDVIP	Quick Snap	Pass	Bandini Blvd & Downey RD	Vernon	90058
8/15/2017	HDVIP	Quick Snap	Pass	Bandini Blvd & Downey RD	Vernon	90058
8/15/2017	HDVIP	Quick Snap	Pass	Bandini Blvd & Downey RD	Vernon	90058
8/15/2017	HDVIP	ECL	Pass	Bandini Blvd & Downey RD	Vernon	90058
8/15/2017	HDVIP	Quick Snap	Pass	Bandini Blvd & Downey RD	Vernon	90058
8/15/2017	Smart Way		Pass	Bandini Blvd & Downey RD	Vernon	90058
8/15/2017	Smart Way		Pass	Bandini Blvd & Downey RD	Vernon	90058
8/15/2017	Smart Way		Pass	Bandini Blvd & Downey RD	Vernon	90058
8/15/2017	TRU		No IDN	Bandini Blvd & Downey RD	Vernon	90058

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8/15/2017	TRU		Pass	Bandini Blvd & Downey RD	Vernon	90058
8/15/2017	TRU		Pass	Bandini Blvd & Downey RD	Vernon	90058
8/15/2017	TRU		Pass	Bandini Blvd & Downey RD	Vernon	90058
8/15/2017	Truck & Bus		Non-Compliant	Bandini Blvd & Downey RD	Vernon	90058
8/15/2017	Truck & Bus		Non-Compliant	Bandini Blvd & Downey RD	Vernon	90058
8/15/2017	Truck & Bus		Non-Compliant	Bandini Blvd & Downey RD	Vernon	90058
8/15/2017	Truck & Bus		Pass	Bandini Blvd & Downey RD	Vernon	90058
8/15/2017	Truck & Bus		Pass	Bandini Blvd & Downey RD	Vernon	90058
8/15/2017	Truck & Bus		Pass	Bandini Blvd & Downey RD	Vernon	90058
8/15/2017	Truck & Bus		Pass	Bandini Blvd & Downey RD	Vernon	90058
8/15/2017	HDVIP	Tampering	1st Fail	EB BANDINI BLVD	Vernon	90058
8/15/2017	HDVIP	Tampering	1st Fail	EB BANDINI BLVD	Vernon	90058
8/15/2017	Truck & Bus		Pass	EB BANDINI BLVD	Vernon	90058
8/15/2017	HDVIP	Quick Snap	Pass	EB BANDINI BLVD	Vernon	90058
8/15/2017	HDVIP	ECL	Pass	EB BANDINI BLVD	Vernon	90058
8/15/2017	HDVIP	DEF	Pass	EB BANDINI BLVD	Vernon	90058
8/15/2017	HDVIP	ECL	Pass	EB BANDINI BLVD	Vernon	90058
8/15/2017	HDVIP	Quick Snap	Pass	EB BANDINI BLVD	Vernon	90058
8/15/2017	HDVIP	ECL	Pass	EB BANDINI BLVD	Vernon	90058
8/15/2017	HDVIP	ECL	Pass	EB BANDINI BLVD	Vernon	90058
8/15/2017	Truck & Bus		Pass	EB BANDINI BLVD	Vernon	90058
8/15/2017	HDVIP	ECL	Pass	EB BANDINI BLVD	Vernon	90058
8/15/2017	HDVIP	Quick Snap	Pass	EB BANDINI BLVD	Vernon	90058
8/15/2017	HDVIP	Quick Snap	Pass	EB BANDINI BLVD	Vernon	90058
8/15/2017	Truck & Bus		Pass	EB BANDINI BLVD	Vernon	90058

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8/15/2017	Truck & Bus		Pass	EB BANDINI BLVD	Vernon	90058
8/15/2017	HDVIP	Quick Snap	Pass	EB BANDINI BLVD	Vernon	90058
8/15/2017	HDVIP	Quick Snap	Pass	EB BANDINI BLVD	Vernon	90058
8/15/2017	HDVIP	Quick Snap	Pass	EB BANDINI BLVD	Vernon	90058
8/15/2017	HDVIP	ECL	Pass	EB BANDINI BLVD	Vernon	90058
8/15/2017	HDVIP	ECL	Pass	EB BANDINI BLVD	Vernon	90058
8/15/2017	HDVIP	DEF	Pass	EB BANDINI BLVD	Vernon	90058
8/15/2017	Truck & Bus		Pass	EB BANDINI BLVD	Vernon	90058
8/15/2017	Truck & Bus		Pass	EB BANDINI BLVD	Vernon	90058
8/15/2017	Truck & Bus		Pass	EB BANDINI BLVD	Vernon	90058
8/15/2017	HDVIP	Quick Snap	Pass	EB BANDINI BLVD	Vernon	90058
9/5/2017	Idling	Commercial	Pass	3020 Washington Blvd	Los Angeles	90023
9/5/2017	Idling	Commercial	Pass	3020 Washington Blvd	Los Angeles	90023
9/5/2017	Idling	Commercial	Pass	3020 Washington Blvd	Los Angeles	90023
9/5/2017	Idling	Commercial	Pass	3020 Washington Blvd	Los Angeles	90023
9/5/2017	Idling	Commercial	Pass	3020 Washington Blvd	Los Angeles	90023
9/5/2017	Idling	Commercial	Pass	3020 Washington Blvd	Los Angeles	90023
9/5/2017	Idling	Off-Road	Pass	3020 Washington Blvd	Los Angeles	90023
9/5/2017	Idling	Commercial	Pass	3020 Washington Blvd	Los Angeles	90023
9/5/2017	Idling	Commercial	Pass	3020 Washington Blvd	Los Angeles	90023
9/5/2017	Idling	Commercial	Pass	3020 Washington Blvd	Los Angeles	90023
9/5/2017	Idling	Commercial	Pass	3020 Washington Blvd	Los Angeles	90023
9/5/2017	Truck & Bus		Non-Compliant	3020 Washington Blvd	Los Angeles	90023
9/5/2017	Truck & Bus		Non-Compliant	3020 Washington Blvd	Los Angeles	90023
9/5/2017	Truck & Bus		Non-Compliant	3020 Washington Blvd	Los Angeles	90023
9/11/2017	Idling	Commercial	Pass	5925 Alcoa Ave, 6160 Malburg way	Vernon	90058
9/11/2017	Idling	Commercial	Pass	5925 Alcoa Ave, 6160 Malburg way	Vernon	90058
9/11/2017	Idling	Commercial	Pass	5925 Alcoa Ave, 6160 Malburg way	Vernon	90058
9/11/2017	Idling	Commercial	Pass	5925 Alcoa Ave, 6160 Malburg way	Vernon	90058

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9/11/2017	Idling	Commercial	Pass	5925 Alcoa Ave, 6160 Malburg way	Vernon	90058
9/11/2017	Idling	Commercial	Pass	5925 Alcoa Ave, 6160 Malburg way	Vernon	90058
9/11/2017	Idling	Commercial	Pass	5925 Alcoa Ave, 6160 Malburg way	Vernon	90058
9/11/2017	Idling	Commercial	Pass	5925 Alcoa Ave, 6160 Malburg way	Vernon	90058
9/11/2017	Idling	Commercial	Pass	5925 Alcoa Ave, 6160 Malburg way	Vernon	90058
9/11/2017	Idling	Commercial	Pass	5925 Alcoa Ave, 6160 Malburg way	Vernon	90058
9/11/2017	Idling	Commercial	Pass	5925 Alcoa Ave, 6160 Malburg way	Vernon	90058
9/11/2017	Idling	Commercial	Pass	5925 Alcoa Ave, 6160 Malburg way	Vernon	90058
9/11/2017	Idling	Commercial	Pass	5925 Alcoa Ave, 6160 Malburg way	Vernon	90058
9/11/2017	Idling	Commercial	Pass	5925 Alcoa Ave, 6160 Malburg way	Vernon	90058
9/11/2017	Truck & Bus		Non-Compliant	5925 Alcoa Ave, 6160 Malburg way	Vernon	90058
9/11/2017	Truck & Bus		Non-Compliant	5925 Alcoa Ave, 6160 Malburg way	Vernon	90058
9/11/2017	Truck & Bus		Non-Compliant	5925 Alcoa Ave, 6160 Malburg way	Vernon	90058
9/11/2017	Truck & Bus		Non-Compliant	5925 Alcoa Ave, 6160 Malburg way	Vernon	90058
9/11/2017	Truck & Bus		Pass	5925 Alcoa Ave, 6160 Malburg way	Vernon	90058
9/11/2017	Truck & Bus		Pass	5925 Alcoa Ave, 6160 Malburg way	Vernon	90058
9/11/2017	Truck & Bus		Pass	5925 Alcoa Ave, 6160 Malburg way	Vernon	90058
9/11/2017	Truck & Bus		Pass	5925 Alcoa Ave, 6160 Malburg way	Vernon	90058
9/11/2017	Truck & Bus		Pass	5925 Alcoa Ave, 6160 Malburg way	Vernon	90058
9/11/2017	Truck & Bus		Pass	5925 Alcoa Ave, 6160 Malburg way	Vernon	90058
9/18/2017	Drayage		Non-Compliant	4901 Patata St	Cudahy	90201
9/18/2017	Idling	Commercial	Pass	4309 Fruitland	Vernon	90058
9/18/2017	Idling	Commercial	Pass	4309 Fruitland	Vernon	90058
9/18/2017	Idling	Commercial	Pass	4309 Fruitland	Vernon	90058
9/18/2017	Idling	Commercial	Pass	4309 Fruitland	Vernon	90058

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9/18/2017	Idling	Commercial	Pass	4309 Fruitland	Vernon	90058
9/18/2017	Idling	Commercial	Pass	4309 Fruitland	Vernon	90058
9/18/2017	Idling	Commercial	Pass	4901 Patata St	Cudahy	90201
9/18/2017	Idling	Commercial	Pass	4901 Patata St	Cudahy	90201
9/18/2017	Idling	Commercial	Pass	4901 Patata St	Cudahy	90201
9/18/2017	Idling	Commercial	Pass	4901 Patata St	Cudahy	90201
9/18/2017	Idling	Commercial	Pass	4901 Patata St	Cudahy	90201
9/18/2017	Idling	Commercial	Pass	4901 Patata St	Cudahy	90201
9/18/2017	Idling	Commercial	Pass	4901 Patata St	Cudahy	90201
9/18/2017	Idling	Commercial	Pass	4901 Patata St	Cudahy	90201
9/18/2017	Truck & Bus		Non-Compliant	4901 Patata St	Cudahy	90201
9/18/2017	Truck & Bus		Non-Compliant	4309 Fruitland	Vernon	90058
9/18/2017	Truck & Bus		Pass	4901 Patata St	Cudahy	90201
9/18/2017	Truck & Bus		Pass	4901 Patata St	Cudahy	90201
9/21/2017	HDVIP	DEF	Pass	5011 FIRESTONE PL	SOUTH GATE	90280
10/16/2017	HDVIP	ECL	Pass	9400 Rayo Ave, 8440 Alameda St	South Gate	90280
10/16/2017	HDVIP	ECL	Pass	9400 Rayo Ave, 8440 Alameda St	South Gate	90280
10/16/2017	Idling	Commercial	Pass	9400 Rayo Ave, 8440 Alameda St	South Gate	90280
10/16/2017	Idling	Commercial	Pass	9400 Rayo Ave, 8440 Alameda St	South Gate	90280
10/16/2017	Idling	Commercial	Pass	9400 Rayo Ave, 8440 Alameda St	South Gate	90280
10/16/2017	Idling	Commercial	Pass	9400 Rayo Ave, 8440 Alameda St	South Gate	90280
10/16/2017	Idling	Commercial	Pass	9400 Rayo Ave, 8440 Alameda St	South Gate	90280
10/16/2017	Idling	Commercial	Pass	9400 Rayo Ave, 8440 Alameda St	South Gate	90280
10/16/2017	Idling	Commercial	Pass	9400 Rayo Ave, 8440 Alameda St	South Gate	90280
10/16/2017	Idling	Commercial	Pass	9400 Rayo Ave, 8440 Alameda St	South Gate	90280
10/16/2017	Idling	Commercial	Pass	9400 Rayo Ave, 8440 Alameda St	South Gate	90280
10/16/2017	TRU		Pass	9400 Rayo Ave, 8440 Alameda St	South Gate	90280
10/16/2017	Truck & Bus		Non-Compliant	9400 Rayo Ave, 8440 Alameda St	South Gate	90280
10/16/2017	Truck & Bus		Non-Compliant	9400 Rayo Ave, 8440 Alameda St	South Gate	90280

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10/16/2017	Truck & Bus		Non-Compliant	9400 Rayo Ave, 8440 Alameda St	South Gate	90280
10/16/2017	Truck & Bus		Non-Compliant	9400 Rayo Ave, 8440 Alameda St	South Gate	90280
10/16/2017	Truck & Bus		Non-Compliant	9400 Rayo Ave, 8440 Alameda St	South Gate	90280
10/16/2017	Truck & Bus		Non-Compliant	9400 Rayo Ave, 8440 Alameda St	South Gate	90280
10/16/2017	Truck & Bus		Non-Compliant	9400 Rayo Ave, 8440 Alameda St	South Gate	90280
10/16/2017	Truck & Bus		Non-Compliant	9400 Rayo Ave, 8440 Alameda St	South Gate	90280
10/16/2017	Truck & Bus		Pass	9400 Rayo Ave, 8440 Alameda St	South Gate	90280
1/16/2018	Idling	Commercial	Pass	Soto St and Bandini Blvd	Los Angeles	90058
1/16/2018	Idling	Commercial	Pass	Soto St and Bandini Blvd	Los Angeles	90058
1/16/2018	Idling	Commercial	Pass	Soto St and Bandini Blvd	Los Angeles	90058
1/16/2018	Idling	Commercial	Pass	Soto St and Bandini Blvd	Los Angeles	90058
1/16/2018	Idling	Commercial	Pass	Soto St and Bandini Blvd	Los Angeles	90058
1/16/2018	Idling	Commercial	Pass	Soto St and Bandini Blvd	Los Angeles	90058
1/16/2018	Idling	Commercial	Pass	5701 S Boyle Ave	Vernon	90058
1/16/2018	Idling	Commercial	Pass	5701 S Boyle Ave	Vernon	90058
1/16/2018	Idling	Commercial	Pass	5701 S Boyle Ave	Vernon	90058
1/16/2018	Idling	Commercial	Pass	5701 S Boyle Ave	Vernon	90058
1/16/2018	Idling	Commercial	Pass	5701 S Boyle Ave	Vernon	90058
1/16/2018	Idling	Commercial	Pass	5701 S Boyle Ave	Vernon	90058
1/16/2018	Idling	Commercial	Pass	5701 S Boyle Ave	Vernon	90058
1/16/2018	Idling	Commercial	Pass	5701 S Boyle Ave	Vernon	90058
1/16/2018	Idling	Commercial	Pass	5701 S Boyle Ave	Vernon	90058
1/16/2018	Idling	Commercial	Pass	5701 S Boyle Ave	Vernon	90058
1/16/2018	Idling	Commercial	Pass	5701 S Boyle Ave	Vernon	90058
1/16/2018	Idling	Commercial	Pass	5701 S Boyle Ave	Vernon	90058
1/16/2018	Idling	Commercial	Pass	5701 S Boyle Ave	Vernon	90058
1/16/2018	Idling	Commercial	Pass	5701 S Boyle Ave	Vernon	90058
1/16/2018	Idling	Commercial	Pass	5701 S Boyle Ave	Vernon	90058
1/16/2018	Idling	Commercial	Pass	5701 S Boyle Ave	Vernon	90058

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1/16/2018	Idling	Commercial	Pass	5701 S Boyle Ave	Vernon	90058
1/16/2018	Smart Way		Pass	Soto St and Bandini Blvd	Los Angeles	90058
1/16/2018	Smart Way		Pass	Soto St and Bandini Blvd	Los Angeles	90058
1/16/2018	TRU		Non-Compliant	Soto St and Bandini Blvd	Los Angeles	90058
1/16/2018	TRU		Pass	Soto St and Bandini Blvd	Los Angeles	90058
1/16/2018	Truck & Bus		Non-Compliant	5701 S Boyle Ave	Vernon	90058
1/16/2018	Truck & Bus		Non-Compliant	5701 S Boyle Ave	Vernon	90058
1/16/2018	Truck & Bus		Non-Compliant	5701 S Boyle Ave	Vernon	90058
1/16/2018	Truck & Bus		Non-Compliant	5701 S Boyle Ave	Vernon	90058
1/16/2018	Truck & Bus		Non-Compliant	5701 S Boyle Ave	Vernon	90058
1/16/2018	Truck & Bus		Non-Compliant	5701 S Boyle Ave	Vernon	90058
1/16/2018	Truck & Bus		Pass	Soto St and Bandini Blvd	Los Angeles	90058
1/16/2018	Truck & Bus		Pass	Soto St and Bandini Blvd	Los Angeles	90058
1/16/2018	Truck & Bus		Pass	Soto St and Bandini Blvd	Los Angeles	90058
1/16/2018	Truck & Bus		Pass	Soto St and Bandini Blvd	Los Angeles	90058
1/16/2018	Truck & Bus		Pass	Soto St and Bandini Blvd	Los Angeles	90058
1/16/2018	Truck & Bus		Pass	Soto St and Bandini Blvd	Los Angeles	90058
1/17/2018	Idling	Commercial	Pass	Sorto St. and Bandini Blvd	Los Angeles	90058
1/17/2018	Idling	Commercial	Pass	Alcoa St and 44th Street	Vernon	90058
1/17/2018	Idling	Commercial	Pass	Alcoa St and 44th Street	Vernon	90058
1/17/2018	Idling	Commercial	Pass	S Boyle Ave. and 50th St	Vernon	90058

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1/17/2018	Idling	Commercial	Pass	S Boyle Ave. and 50th St	Vernon	90058
1/17/2018	Idling	Commercial	Pass	S Boyle Ave. and 50th St	Vernon	90058
1/17/2018	Idling	Commercial	Pass	S Boyle Ave. and 50th St	Vernon	90058
1/17/2018	Off-Road		Pass	Sorto St. and Bandini Blvd	Los Angeles	90058
1/17/2018	Off-Road		Pass	S Boyle Ave. and 50th St	Vernon	90058
1/17/2018	TRU		Non-Compliant	S Boyle Ave. and 50th St	Vernon	90058
1/17/2018	TRU		Non-Compliant	Alcoa St and 44th Street	Vernon	90058
1/17/2018	TRU		Pass	Alcoa St and 44th Street	Vernon	90058
1/17/2018	TRU		Pass	S Boyle Ave. and 50th St	Vernon	90058
1/17/2018	TRU		Pass	S Boyle Ave. and 50th St	Vernon	90058
1/17/2018	TRU		Pass	Alcoa St and 44th Street	Vernon	90058
1/17/2018	Truck & Bus		Non-Compliant	Sorto St. and Bandini Blvd	Los Angeles	90058
1/17/2018	Truck & Bus		Pass	Sorto St. and Bandini Blvd	Los Angeles	90058
1/17/2018	Truck & Bus		Pass	Alcoa St and 44th Street	Vernon	90058
1/17/2018	Truck & Bus		Pass	Alcoa St and 44th Street	Vernon	90058
1/17/2018	Truck & Bus		Pass	S Boyle Ave. and 50th St	Vernon	90058
1/18/2018	Drayage		Pass	Soto St and Bandini Blvd	Vernon	90058
1/18/2018	Idling	Commercial	Pass	Soto St and Bandini Blvd	Vernon	90058
1/18/2018	Idling	Commercial	Pass	Soto St and Bandini Blvd	Vernon	90058
1/18/2018	Idling	Commercial	Pass	Soto St and Bandini Blvd	Vernon	90058
1/18/2018	Idling	Commercial	Pass	Soto St and Bandini Blvd	Vernon	90058
1/18/2018	Idling	Commercial	Pass	Soto St and Bandini Blvd	Vernon	90058
1/18/2018	Idling	Commercial	Pass	Soto St and Bandini Blvd	Vernon	90058
1/18/2018	Idling	Commercial	Pass	Soto St and Bandini Blvd	Vernon	90058
1/18/2018	Idling	Commercial	Pass	S Downey Rd and Charter St	Vernon	90058
1/18/2018	Idling	Commercial	Pass	Alcoa Ave. and 44th St	Vernon	90058
1/18/2018	Off-Road		Pass	Alcoa Ave. and 44th St	Vernon	90058

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1/18/2018	Smart Way		Pass	Soto St and Bandini Blvd	Vernon	90058
1/18/2018	TRU		Non-Compliant	Alcoa Ave. and 44th St	Vernon	90058
1/18/2018	TRU		Non-Compliant	S Downey Rd and Charter St	Vernon	90058
1/18/2018	TRU		Non-Compliant	Alcoa Ave. and 44th St	Vernon	90058
1/18/2018	TRU		Pass	Soto St and Bandini Blvd	Vernon	90058
1/18/2018	Truck & Bus		Non-Compliant	Soto St and Bandini Blvd	Vernon	90058
1/18/2018	Truck & Bus		Pass	Alcoa Ave. and 44th St	Vernon	90058
1/18/2018	Truck & Bus		Pass	Alcoa Ave. and 44th St	Vernon	90058
1/18/2018	Truck & Bus		Pass	Soto St and Bandini Blvd	Vernon	90058
1/18/2018	Truck & Bus		Pass	Soto St and Bandini Blvd	Vernon	90058
1/18/2018	Truck & Bus		Pass	Soto St and Bandini Blvd	Vernon	90058
1/18/2018	Truck & Bus		Pass	Soto St and Bandini Blvd	Vernon	90058
1/18/2018	Truck & Bus		Pass	Soto St and Bandini Blvd	Vernon	90058
1/25/2018	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
1/25/2018	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
1/25/2018	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
1/25/2018	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
1/25/2018	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
1/25/2018	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
1/25/2018	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
1/25/2018	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
1/25/2018	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
1/25/2018	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058

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1/25/2018	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
1/25/2018	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
1/25/2018	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
1/25/2018	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
1/25/2018	Truck & Bus		Non-Compliant	3737 S Soto St	Vernon	90058
1/25/2018	Truck & Bus		Non-Compliant	3737 S Soto St	Vernon	90058
1/25/2018	Truck & Bus		Non-Compliant	3737 S Soto St	Vernon	90058
2/12/2018	Idling	Commercial	Pass	East 64Th St	Los Angeles	90001
2/12/2018	Idling	Commercial	Pass	East 64Th St	Los Angeles	90001
2/12/2018	Idling	Commercial	Pass	East 64Th St	Los Angeles	90001
2/12/2018	Idling	Commercial	Pass	East 64Th St	Los Angeles	90001
2/12/2018	Idling	Commercial	Pass	East 64Th St	Los Angeles	90001
2/12/2018	Idling	Commercial	Pass	East 64Th St	Los Angeles	90001
2/12/2018	Idling	Commercial	Pass	East 64Th St	Los Angeles	90001
2/12/2018	Idling	Commercial	Pass	East 64Th St	Los Angeles	90001
2/12/2018	Idling	Commercial	Pass	East 64Th St	Los Angeles	90001
2/12/2018	Idling	Commercial	Pass	East 64Th St	Los Angeles	90001
2/12/2018	Idling	Commercial	Pass	East 64Th St	Los Angeles	90001
2/12/2018	Idling	Commercial	Pass	East 64Th St	Los Angeles	90001
2/12/2018	Idling	Commercial	Pass	East 64Th St	Los Angeles	90001
2/12/2018	Idling	Commercial	Pass	East 64Th St	Los Angeles	90001
2/12/2018	Idling	Commercial	Pass	VERNON ROAMING	VERNON	90058
2/12/2018	Idling	Commercial	Pass	VERNON ROAMING	VERNON	90058
2/12/2018	Idling	Commercial	Pass	VERNON ROAMING	VERNON	90058
2/12/2018	Idling	Commercial	Pass	VERNON ROAMING	VERNON	90058
2/12/2018	Off-Road		Pass	VERNON ROAMING	VERNON	90058
2/12/2018	TRU		Non-Compliant	East 64Th St	Los Angeles	90001
2/12/2018	TRU		Non-Compliant	VERNON ROAMING	VERNON	90058
2/12/2018	TRU		Non-Compliant	VERNON ROAMING	VERNON	90058

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2/12/2018	TRU		Non-Compliant	VERNON ROAMING	VERNON	90058
2/12/2018	TRU		Non-Compliant	VERNON ROAMING	VERNON	90058
2/12/2018	TRU		Non-Compliant	VERNON ROAMING	VERNON	90058
2/12/2018	TRU		Not Registered	VERNON ROAMING	VERNON	90058
2/12/2018	TRU		Not Registered	VERNON ROAMING	VERNON	90058
2/12/2018	Truck & Bus		Non-Compliant	East 64Th St	Los Angeles	90001
2/12/2018	Truck & Bus		Non-Compliant	East 64Th St	Los Angeles	90001
2/12/2018	Truck & Bus		Non-Compliant	East 64Th St	Los Angeles	90001
2/12/2018	Truck & Bus		Non-Compliant	East 64Th St	Los Angeles	90001
2/12/2018	Truck & Bus		Non-Compliant	East 64Th St	Los Angeles	90001
2/12/2018	Truck & Bus		Non-Compliant	VERNON ROAMING	VERNON	90058
2/12/2018	Truck & Bus		Non-Compliant	VERNON ROAMING	VERNON	90058
2/12/2018	Truck & Bus		Non-Compliant	VERNON ROAMING	VERNON	90058
2/12/2018	Truck & Bus		Pass	VERNON ROAMING	VERNON	90058
2/12/2018	Truck & Bus		Pass	VERNON ROAMING	VERNON	90058
2/12/2018	Truck & Bus		Pass	VERNON ROAMING	VERNON	90058
2/21/2018	Idling	Commercial	Pass	VERNON ROAMING	VERNON	90064
2/21/2018	Idling	Commercial	Pass	VERNON ROAMING	VERNON	90064
2/21/2018	Idling	Commercial	Pass	VERNON ROAMING	VERNON	90064
2/21/2018	Idling	Commercial	Pass	VERNON ROAMING	VERNON	90064

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2/21/2018	Idling	Commercial	Pass	VERNON ROAMING	VERNON	90064
2/21/2018	Idling	Commercial	Pass	VERNON ROAMING	VERNON	90064
2/21/2018	Idling	Commercial	Pass	VERNON ROAMING	VERNON	90064
2/21/2018	Idling	Commercial	Pass	VERNON ROAMING	VERNON	90064
2/21/2018	Idling	Commercial	Pass	VERNON ROAMING	VERNON	90064
2/21/2018	TRU		Not Registered	VERNON ROAMING	VERNON	90064
2/21/2018	TRU		Pass	VERNON ROAMING	VERNON	90064
2/21/2018	Truck & Bus		Non-Compliant	VERNON ROAMING	VERNON	90064
2/21/2018	Truck & Bus		Non-Compliant	VERNON ROAMING	VERNON	90064
2/21/2018	Truck & Bus		Pass	VERNON ROAMING	VERNON	90064
2/21/2018	Truck & Bus		Pass	VERNON ROAMING	VERNON	90064
2/21/2018	Truck & Bus		Pass	VERNON ROAMING	VERNON	90064
2/21/2018	Truck & Bus		Pass	VERNON ROAMING	VERNON	90064
3/19/2018	Idling	Commercial	Pass	6152 S BoYle Ave	Vernon	90058
3/19/2018	Idling	Commercial	Pass	6152 S BoYle Ave	Vernon	90058
3/19/2018	Idling	Commercial	Pass	6152 S BoYle Ave	Vernon	90058
3/19/2018	Idling	Commercial	Pass	3280 E 44 St	Vernon	90058
3/19/2018	Idling	Commercial	Pass	3280 E 44 St	Vernon	90058
3/19/2018	Idling	Commercial	Pass	3280 E 44 St	Vernon	90058
3/19/2018	Idling	Commercial	Pass	3280 E 44 St	Vernon	90058
3/19/2018	Idling	Commercial	Pass	3280 E 44 St	Vernon	90058
3/19/2018	Idling	Commercial	Pass	3280 E 44 St	Vernon	90058
3/19/2018	Idling	Commercial	Pass	3280 E 44 St	Vernon	90058
3/19/2018	Idling	Commercial	Pass	3280 E 44 St	Vernon	90058
3/19/2018	Idling	Commercial	Pass	3280 E 44 St	Vernon	90058
3/19/2018	Idling	Commercial	Pass	3280 E 44 St	Vernon	90058
3/19/2018	TRU		No IDN	3280 E 44 St	Vernon	90058
3/19/2018	TRU		Non-Compliant	3280 E 44 St	Vernon	90058

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3/19/2018	TRU		Non-Compliant	3280 E 44 St	Vernon	90058
3/26/2018	Idling	Commercial	Pass	1854 State St	South Gate	90280
3/26/2018	Idling	Commercial	Pass	Alcoa Ave. and 46th st	Vernon	90058
3/26/2018	Idling	Commercial	Pass	Alcoa Ave. and 46th st	Vernon	90058
3/26/2018	Idling	Commercial	Pass	Alcoa Ave. and 46th st	Vernon	90058
3/26/2018	Idling	Commercial	Pass	Alcoa Ave. and 46th st	Vernon	90058
3/26/2018	Idling	Commercial	Pass	3144 Slauson	Vernon	90058
3/26/2018	Idling	Commercial	Pass	3144 Slauson	Vernon	90058
3/26/2018	Idling	Commercial	Pass	3144 Slauson	Vernon	90058
3/26/2018	Idling	Commercial	Pass	Alcoa Ave. and 46th st	Vernon	90058
3/26/2018	Idling	Commercial	Pass	Alcoa Ave. and 46th st	Vernon	90058
3/26/2018	Idling	Commercial	Pass	3144 Slauson	Vernon	90058
3/26/2018	Idling	Commercial	Pass	3144 Slauson	Vernon	90058
3/26/2018	Idling	Commercial	Pass	3144 Slauson	Vernon	90058
3/26/2018	Idling	Commercial	Pass	3144 Slauson	Vernon	90058
3/26/2018	Idling	Commercial	Pass	3144 Slauson	Vernon	90058
3/26/2018	Idling	Commercial	Pass	3144 Slauson	Vernon	90058
3/26/2018	Idling	Commercial	Pass	3144 Slauson	Vernon	90058
3/26/2018	Idling	Commercial	Pass	Soto St and 44st	Vernon	90058
3/26/2018	Idling	Commercial	Pass	Soto St and 44st	Vernon	90058
3/26/2018	Idling	Commercial	Pass	3144 Slauson	Vernon	90058
3/26/2018	Idling	Commercial	Pass	3144 Slauson	Vernon	90058
3/26/2018	Idling	Commercial	Pass	3144 Slauson	Vernon	90058
3/26/2018	Idling	Commercial	Pass	3144 Slauson	Vernon	90058
3/26/2018	Idling	Commercial	Pass	3144 Slauson	Vernon	90058
3/26/2018	Idling	Commercial	Pass	3144 Slauson	Vernon	90058
3/26/2018	Idling	Commercial	Pass	3144 Slauson	Vernon	90058
3/26/2018	Idling	Commercial	Pass	Soto St and 44st	Vernon	90058
3/26/2018	Idling	Commercial	Pass	Soto St and 44st	Vernon	90058
3/26/2018	Idling	Commercial	Pass	Soto St and 44st	Vernon	90058
3/26/2018	Idling	Commercial	Pass	Soto St and 44st	Vernon	90058
3/26/2018	Idling	Commercial	Pass	Soto St and 44st	Vernon	90058
3/26/2018	Idling	Commercial	Pass	Soto St and 44st	Vernon	90058
3/26/2018	Idling	Commercial	Pass	3144 Slauson	Vernon	90058
3/26/2018	Idling	Commercial	Pass	3144 Slauson	Vernon	90058

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3/26/2018	Smart Way		Pass	Alcoa Ave. and 46th st	Vernon	90058
3/26/2018	SWC		Pass	Bandini st and Soto St.	Vernon	90058
3/26/2018	TRU		Non-Compliant	1854 State St	South Gate	90280
3/26/2018	TRU		Non-Compliant	3144 Slauson	Vernon	90058
3/26/2018	TRU		Non-Compliant	Soto St and 44st	Vernon	90058
3/26/2018	TRU		Non-Compliant	Soto St and 44st	Vernon	90058
3/26/2018	TRU		Non-Compliant	3144 Slauson	Vernon	90058
3/26/2018	TRU		Non-Compliant	3144 Slauson	Vernon	90058
3/26/2018	TRU		Non-Compliant	3144 Slauson	Vernon	90058
3/26/2018	TRU		Non-Compliant	Alcoa Ave. and 46th st	Vernon	90058
3/26/2018	TRU		Pass	Soto St and 44st	Vernon	90058
3/26/2018	TRU		Pass	Soto St and 44st	Vernon	90058
3/26/2018	TRU		Pass	Soto St and 44st	Vernon	90058
3/26/2018	TRU		Pass	Alcoa Ave. and 46th st	Vernon	90058
3/26/2018	TRU		Pass	Soto St and 44st	Vernon	90058
3/26/2018	TRU		Pass	Alcoa Ave. and 46th st	Vernon	90058
3/26/2018	TRU		Pass	Alcoa Ave. and 46th st	Vernon	90058
3/26/2018	TRU		Pass	Bandini st and Soto St.	Vernon	90058
3/26/2018	TRU		Pass	Bandini st and Soto St.	Vernon	90058
3/26/2018	Truck & Bus		Pass	Alcoa Ave. and 46th st	Vernon	90058
3/26/2018	Truck & Bus		Pass	Alcoa Ave. and 46th st	Vernon	90058
3/26/2018	Truck & Bus		Pass	Alcoa Ave. and 46th st	Vernon	90058
3/26/2018	Truck & Bus		Pass	Alcoa Ave. and 46th st	Vernon	90058

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3/26/2018	Truck & Bus		Pass	Soto St and 44st	Vernon	90058
3/26/2018	Truck & Bus		Pass	Soto St and 44st	Vernon	90058
3/26/2018	Truck & Bus		Pass	Soto St and 44st	Vernon	90058
3/26/2018	Truck & Bus		Pass	Soto St and 44st	Vernon	90058
3/26/2018	Truck & Bus		Pass	Soto St and 44st	Vernon	90058
3/26/2018	Truck & Bus		Pass	Soto St and 44st	Vernon	90058
3/26/2018	Truck & Bus		Pass	Soto St and 44st	Vernon	90058
3/27/2018	Idling	Commercial	Fail	2880 NORTON AVE & BELINGER ST ROAMING	LYNWOOD	90262
3/27/2018	Idling	Commercial	Fail	2880 NORTON AVE & BELINGER ST ROAMING	LYNWOOD	90262
3/27/2018	Idling	Commercial	Fail	2880 NORTON AVE & BELINGER ST ROAMING	LYNWOOD	90262
3/27/2018	Idling	Commercial	Fail	2880 NORTON AVE & BELINGER ST ROAMING	LYNWOOD	90262
3/27/2018	Idling	Commercial	Fail	2880 NORTON AVE & BELINGER ST ROAMING	LYNWOOD	90262
3/27/2018	Idling	Commercial	Pass	Daniel Ave and Sheila Ave	Commerce	90040
3/27/2018	Idling	Commercial	Pass	Daniel Ave and Sheila Ave	Commerce	90040
3/27/2018	Idling	Commercial	Pass	Daniel Ave and Sheila Ave	Commerce	90040
3/27/2018	Idling	Commercial	Pass	Daniel Ave and Sheila Ave	Commerce	90040
3/27/2018	Idling	Commercial	Pass	Daniel Ave and Sheila Ave	Commerce	90040
3/27/2018	Idling	Commercial	Pass	Daniel Ave and Sheila Ave	Commerce	90040
3/27/2018	Idling	Commercial	Pass	Soto St and Bandini Rd	VERNON	90058
3/27/2018	Idling	Commercial	Pass	Soto St and Bandini Rd	VERNON	90058
3/27/2018	Idling	Commercial	Pass	Soto St and Bandini Rd	VERNON	90058
3/27/2018	Idling	Commercial	Pass	Soto St and Bandini Rd	VERNON	90058
3/27/2018	Idling	Commercial	Pass	3211 E. 44th St	Vernon	90058
3/27/2018	Idling	Commercial	Pass	3211 E. 44th St	Vernon	90058
3/27/2018	Idling	Commercial	Pass	3211 E. 44th St	Vernon	90058
3/27/2018	Idling	Commercial	Pass	3211 E. 44th St	Vernon	90058
3/27/2018	Idling	Commercial	Pass	3211 E. 44th St	Vernon	90058
3/27/2018	Smart Way		Pass	3211 E. 44th St	Vernon	90058

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3/27/2018	TRU		Non-Compliant	6100 Sheila Ave	Commerce	90040
3/27/2018	TRU		Non-Compliant	Daniel Ave and Sheila Ave	Commerce	90040
3/27/2018	TRU		Non-Compliant	3211 E. 44th St	Vernon	90058
3/27/2018	TRU		Non-Compliant	3211 E. 44th St	Vernon	90058
3/27/2018	TRU		Non-Compliant	3211 E. 44th St	Vernon	90058
3/27/2018	TRU		Non-Compliant	3211 E. 44th St	Vernon	90058
3/27/2018	TRU		Non-Compliant	3211 E. 44th St	Vernon	90058
3/27/2018	TRU		Pass	Daniel Ave and Sheila Ave	Commerce	90040
3/27/2018	TRU		Pass	Daniel Ave and Sheila Ave	Commerce	90040
3/27/2018	TRU		Pass	Daniel Ave and Sheila Ave	Commerce	90040
3/27/2018	TRU		Pass	3211 E. 44th St	Vernon	90058
3/27/2018	TRU		Pass	3211 E. 44th St	Vernon	90058
3/27/2018	Truck & Bus		Pass	Daniel Ave and Sheila Ave	Commerce	90040
3/27/2018	Truck & Bus		Pass	Daniel Ave and Sheila Ave	Commerce	90040
3/27/2018	Truck & Bus		Pass	Soto St and Bandini Rd	VERNON	90058
3/27/2018	Truck & Bus		Pass	Soto St and Bandini Rd	VERNON	90058
3/27/2018	Truck & Bus		Pass	Soto St and Bandini Rd	VERNON	90058
3/28/2018	Idling	Commercial	Fail	S. Alamida St and E 20th st	vernon	90059
3/28/2018	Idling	Commercial	Pass	S. Alamida St and E 20th st	vernon	90059
3/28/2018	TRU		No IDN	S. Alamida St and E 20th st	vernon	90059
3/28/2018	TRU		Non-Compliant	S. Alamida St and E 20th st	vernon	90059
3/28/2018	TRU		Non-Compliant	S. Alamida St and E 20th st	vernon	90059

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3/28/2018	TRU		Non-Compliant	S. Alamida St and E 20th st	vernon	90059
3/28/2018	TRU		Non-Compliant	S. Alamida St and E 20th st	vernon	90059
3/28/2018	TRU		Pass	S. Alamida St and E 20th st	vernon	90059
3/28/2018	Truck & Bus		Pass	S. Alamida St and E 20th st	vernon	90059
3/29/2018	Idling	Commercial	Fail	Alamida St and E. 27th st	Vernon	90058
3/29/2018	TRU		Non-Compliant	1956 E 20th st	Los Angeles	90058
3/29/2018	TRU		Non-Compliant	1956 E 20th st	Los Angeles	90058
3/29/2018	TRU		Non-Compliant	E 20th st and E. 22nd st	Los Angeles	90058
3/29/2018	TRU		Non-Compliant	E 20th st and E. 22nd st	Los Angeles	90058
3/29/2018	TRU		Non-Compliant	E 20th st and E. 22nd st	Los Angeles	90058
3/29/2018	TRU		Non-Compliant	1956 E 20th st	Los Angeles	90058
3/29/2018	TRU		Non-Compliant	E 20th st and E. 22nd st	Los Angeles	90058
3/29/2018	TRU		Non-Compliant	E 20th st and E. 22nd st	Los Angeles	90058
3/29/2018	TRU		Non-Compliant	1956 E 20th st	Los Angeles	90058
3/29/2018	TRU		Non-Compliant	Alamida St and E. 27th st	Vernon	90058
3/29/2018	TRU		Non-Compliant	Alamida St and E. 27th st	Vernon	90058
4/4/2018	Idling	Commercial	Fail	4383 Exchange Ave	Vernon	90058
4/4/2018	Idling	Commercial	Pass	4383 Exchange Ave	Vernon	90058
4/4/2018	Idling	Commercial	Pass	4383 Exchange Ave	Vernon	90058
4/4/2018	Idling	Commercial	Pass	4383 Exchange Ave	Vernon	90058
4/4/2018	Idling	Commercial	Pass	4383 Exchange Ave	Vernon	90058
4/4/2018	Idling	Commercial	Pass	4383 Exchange Ave	Vernon	90058

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4/4/2018	Idling	Commercial	Pass	4383 Exchange Ave	Vernon	90058
4/4/2018	Idling	Commercial	Pass	4383 Exchange Ave	Vernon	90058
4/4/2018	Idling	Commercial	Pass	4383 Exchange Ave	Vernon	90058
4/4/2018	Idling	Commercial	Pass	4383 Exchange Ave	Vernon	90058
4/4/2018	Idling	Commercial	Pass	4383 Exchange Ave	Vernon	90058
4/4/2018	Idling	Commercial	Pass	4383 Exchange Ave	Vernon	90058
4/4/2018	Idling	Commercial	Pass	4383 Exchange Ave	Vernon	90058
4/4/2018	TRU		Non-Compliant	4383 Exchange Ave	Vernon	90058
4/4/2018	TRU		Non-Compliant	4383 Exchange Ave	Vernon	90058
4/4/2018	TRU		Non-Compliant	4383 Exchange Ave	Vernon	90058
4/4/2018	TRU		Non-Compliant	4383 Exchange Ave	Vernon	90058
4/5/2018	Idling	Commercial	Fail	ROAMING VERNON, COMMERCE	VERNON	90058
4/5/2018	Idling	Commercial	Fail	ROAMING VERNON, COMMERCE	VERNON	90058
4/5/2018	Idling	Commercial	Pass	ROAMING VERNON, COMMERCE	VERNON	90058
4/5/2018	Idling	Commercial	Pass	ROAMING VERNON, COMMERCE	VERNON	90058
4/5/2018	Idling	Commercial	Pass	ROAMING VERNON, COMMERCE	VERNON	90058
4/5/2018	Idling	Commercial	Pass	ROAMING VERNON, COMMERCE	VERNON	90058
4/5/2018	Idling	Commercial	Pass	ROAMING VERNON, COMMERCE	VERNON	90058
4/5/2018	Idling	Commercial	Pass	ROAMING VERNON, COMMERCE	VERNON	90058
4/5/2018	Idling	Commercial	Pass	ROAMING VERNON, COMMERCE	VERNON	90058
4/5/2018	Idling	Commercial	Pass	ROAMING VERNON, COMMERCE	VERNON	90058
4/5/2018	Idling	Commercial	Pass	ROAMING VERNON, COMMERCE	VERNON	90058
4/5/2018	Idling	Commercial	Pass	ROAMING VERNON, COMMERCE	VERNON	90058
4/5/2018	Idling	Commercial	Pass	ROAMING VERNON, COMMERCE	VERNON	90058
4/5/2018	Idling	Commercial	Pass	ROAMING VERNON, COMMERCE	VERNON	90058
4/5/2018	Idling	Commercial	Pass	ROAMING VERNON, COMMERCE	VERNON	90058
4/5/2018	TRU		Non-Compliant	ROAMING VERNON, COMMERCE	VERNON	90058
4/5/2018	TRU		Non-Compliant	ROAMING VERNON, COMMERCE	VERNON	90058
4/5/2018	TRU		Non-Compliant	ROAMING VERNON, COMMERCE	VERNON	90058

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4/5/2018	TRU		Not Registered	ROAMING VERNON, COMMERCE	VERNON	90058
4/5/2018	TRU		Pass	ROAMING VERNON, COMMERCE	VERNON	90058
4/5/2018	TRU		Pass	ROAMING VERNON, COMMERCE	VERNON	90058
4/5/2018	TRU		Pass	ROAMING VERNON, COMMERCE	VERNON	90058
4/5/2018	TRU		Pass	ROAMING VERNON, COMMERCE	VERNON	90058
4/5/2018	TRU		Pass	ROAMING VERNON, COMMERCE	VERNON	90058
4/5/2018	Truck & Bus		Pass	ROAMING VERNON, COMMERCE	VERNON	90058
4/5/2018	Truck & Bus		Pass	ROAMING VERNON, COMMERCE	VERNON	90058
4/23/2018	Idling	Commercial	Pass	8650 State St	South Gate	90280
4/23/2018	Idling	Commercial	Pass	8650 State St	South Gate	90280
4/23/2018	Idling	Commercial	Pass	8650 State St	South Gate	90280
4/23/2018	Idling	Commercial	Pass	8650 State St	South Gate	90280
4/23/2018	Idling	Commercial	Pass	8650 State St	South Gate	90280
4/23/2018	Idling	Commercial	Pass	8650 State St	South Gate	90280
4/23/2018	Idling	Commercial	Pass	8650 State St	South Gate	90280
4/23/2018	Idling	Commercial	Pass	8650 State St	South Gate	90280
4/23/2018	Idling	Commercial	Pass	8650 State St	South Gate	90280
4/23/2018	Idling	Commercial	Pass	8650 State St	South Gate	90280
4/23/2018	Idling	Commercial	Pass	8650 State St	South Gate	90280
4/23/2018	Idling	Commercial	Pass	8650 State St	South Gate	90280
4/23/2018	TRU		Non-Compliant	8650 State St	South Gate	90280
4/23/2018	TRU		Non-Compliant	8650 State St	South Gate	90280
4/23/2018	TRU		Non-Compliant	8650 State St	South Gate	90280
4/23/2018	TRU		Non-Compliant	8650 State St	South Gate	90280
4/23/2018	TRU		Non-Compliant	8650 State St	South Gate	90280
4/23/2018	TRU		Non-Compliant	8650 State St	South Gate	90280
4/23/2018	TRU		Non-Compliant	8650 State St	South Gate	90280
4/23/2018	TRU		Pass	8650 State St	South Gate	90280

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5/10/2018	Idling	Commercial	Pass	COMMERCE, BLYLE HIGHTS, VERNON ROAMING	VERNON	90258
5/10/2018	Idling	Commercial	Pass	COMMERCE, BLYLE HIGHTS, VERNON ROAMING	VERNON	90258
5/10/2018	TRU		No IDN	COMMERCE, BLYLE HIGHTS, VERNON ROAMING	VERNON	90258
5/10/2018	TRU		Not Registered	COMMERCE, BLYLE HIGHTS, VERNON ROAMING	VERNON	90258
5/10/2018	TRU		Pass	COMMERCE, BLYLE HIGHTS, VERNON ROAMING	VERNON	90258
5/14/2018	Idling	Commercial	Pass	Soto St and Bandini Blvd	Vernon	90058
5/14/2018	Idling	Commercial	Pass	Soto St and Bandini Blvd	Vernon	90058
5/14/2018	Idling	Commercial	Pass	Soto St and Bandini Blvd	Vernon	90058
5/14/2018	Idling	Commercial	Pass	Soto St and Bandini Blvd	Vernon	90058
5/14/2018	Idling	Commercial	Pass	Soto St and Bandini Blvd	Vernon	90058
5/14/2018	Idling	Commercial	Pass	Soto St and Bandini Blvd	Vernon	90058
5/14/2018	Idling	Commercial	Pass	Soto St and Bandini Blvd	Vernon	90058
5/14/2018	Idling	Commercial	Pass	5325 S Soto st	Vernon	90058
5/14/2018	Idling	Commercial	Pass	5325 S Soto st	Vernon	90058
5/14/2018	Idling	Commercial	Pass	5325 S Soto st	Vernon	90058
5/14/2018	Idling	Commercial	Pass	5325 S Soto st	Vernon	90058
5/14/2018	Idling	Commercial	Pass	5325 S Soto st	Vernon	90058
5/14/2018	Idling	Commercial	Pass	5325 S Soto st	Vernon	90058
5/14/2018	Idling	Commercial	Pass	5325 S Soto st	Vernon	90058
5/14/2018	Idling	Commercial	Pass	5325 S Soto st	Vernon	90058
5/14/2018	Idling	Commercial	Pass	5325 S Soto st	Vernon	90058
5/14/2018	Idling	Commercial	Pass	5325 S Soto st	Vernon	90058
5/14/2018	Idling	Commercial	Pass	5325 S Soto st	Vernon	90058
5/14/2018	Idling	Commercial	Pass	5325 S Soto st	Vernon	90058
5/14/2018	Idling	Commercial	Pass	5325 S Soto st	Vernon	90058
5/14/2018	Idling	Commercial	Pass	5325 S Soto st	Vernon	90058
5/14/2018	Idling	Commercial	Pass	5325 S Soto st	Vernon	90058
5/14/2018	Idling	Commercial	Pass	Alcoa Ave and 44th St	Vernon	90058
5/14/2018	Idling	Commercial	Pass	Alcoa Ave and 44th St	Vernon	90058
5/14/2018	Idling	Commercial	Pass	Alcoa Ave and 44th St	Vernon	90058
5/14/2018	Idling	Commercial	Pass	Alcoa Ave and 44th St	Vernon	90058
5/14/2018	Idling	Commercial	Pass	Alcoa Ave and 44th St	Vernon	90058
5/14/2018	Idling	Commercial	Pass	Alcoa Ave and 44th St	Vernon	90058

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5/14/2018	TRU		Non-Compliant	5325 S Soto st	Vernon	90058
5/14/2018	TRU		Non-Compliant	5325 S Soto st	Vernon	90058
5/14/2018	TRU		Non-Compliant	5325 S Soto st	Vernon	90058
5/14/2018	TRU		Non-Compliant	5325 S Soto st	Vernon	90058
5/14/2018	TRU		Non-Compliant	5325 S Soto st	Vernon	90058
5/14/2018	TRU		Pass	5325 S Soto st	Vernon	90058
5/14/2018	Truck & Bus		Non-Compliant	Soto St and Bandini Blvd	Vernon	90058
5/14/2018	Truck & Bus		Pass	Alcoa Ave and 44th St	Vernon	90058
5/14/2018	Truck & Bus		Pass	Alcoa Ave and 44th St	Vernon	90058
5/14/2018	Truck & Bus		Pass	Alcoa Ave and 44th St	Vernon	90058
5/14/2018	Truck & Bus		Pass	Alcoa Ave and 44th St	Vernon	90058
5/14/2018	Truck & Bus		Pass	Alcoa Ave and 44th St	Vernon	90058
5/14/2018	Truck & Bus		Pass	Soto St and Bandini Blvd	Vernon	90058
5/14/2018	Truck & Bus		Pass	Soto St and Bandini Blvd	Vernon	90058
5/14/2018	Truck & Bus		Pass	Soto St and Bandini Blvd	Vernon	90058
5/14/2018	Truck & Bus		Pass	Soto St and Bandini Blvd	Vernon	90058
6/4/2018	Idling	Commercial	Fail	4927 Alcoa Ave	Vernon	90058
6/4/2018	Idling	Commercial	Pass	4927 Alcoa Ave	Vernon	90058
6/4/2018	Idling	Commercial	Pass	4927 Alcoa Ave	Vernon	90058

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6/4/2018	Idling	Commercial	Pass	4927 Alcoa Ave	Vernon	90058
6/4/2018	Idling	Commercial	Pass	4927 Alcoa Ave	Vernon	90058
6/4/2018	Idling	Commercial	Pass	4927 Alcoa Ave	Vernon	90058
6/4/2018	Idling	Commercial	Pass	4927 Alcoa Ave	Vernon	90058
6/4/2018	Idling	Commercial	Pass	4927 Alcoa Ave	Vernon	90058
6/4/2018	Idling	Commercial	Pass	4927 Alcoa Ave	Vernon	90058
6/4/2018	Idling	Commercial	Pass	4927 Alcoa Ave	Vernon	90058
6/4/2018	Idling	Commercial	Pass	4927 Alcoa Ave	Vernon	90058
6/4/2018	Idling	Commercial	Pass	4927 Alcoa Ave	Vernon	90058
6/4/2018	Idling	Commercial	Pass	4927 Alcoa Ave	Vernon	90058
6/4/2018	Idling	Commercial	Pass	4927 Alcoa Ave	Vernon	90058
6/4/2018	Idling	Commercial	Pass	4927 Alcoa Ave	Vernon	90058
6/4/2018	Idling	Commercial	Pass	4927 Alcoa Ave	Vernon	90058
6/4/2018	Idling	Commercial	Pass	4927 Alcoa Ave	Vernon	90058
6/4/2018	TRU		Non-Compliant	4927 Alcoa Ave	Vernon	90058
6/4/2018	TRU		Non-Compliant	4927 Alcoa Ave	Vernon	90058
6/4/2018	TRU		Pass	4927 Alcoa Ave	Vernon	90058
6/25/2018	Idling	Commercial	Pass	3141 E. 44th St	Vernon	90058
6/25/2018	Idling	Commercial	Pass	3141 E. 44th St	Vernon	90058
6/25/2018	Idling	Commercial	Pass	3141 E. 44th St	Vernon	90058
6/25/2018	Idling	Commercial	Pass	3141 E. 44th St	Vernon	90058
6/25/2018	Idling	Commercial	Pass	3141 E. 44th St	Vernon	90058
6/25/2018	Idling	Commercial	Pass	3141 E. 44th St	Vernon	90058
6/25/2018	Idling	Commercial	Pass	3141 E. 44th St	Vernon	90058
6/25/2018	Idling	Commercial	Pass	3141 E. 44th St	Vernon	90058
6/25/2018	Idling	Commercial	Pass	3141 E. 44th St	Vernon	90058
6/25/2018	Idling	Commercial	Pass	3141 E. 44th St	Vernon	90058
6/25/2018	Idling	Commercial	Pass	3141 East 44Th St	Vernon	90058
6/25/2018	Idling	Commercial	Pass	3141 East 44Th St	Vernon	90058
6/25/2018	Idling	Commercial	Pass	3141 East 44Th St	Vernon	90058
6/25/2018	Idling	Commercial	Pass	3141 East 44Th St	Vernon	90058

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6/25/2018	Idling	Commercial	Pass	3141 East 44Th St	Vernon	90058
6/25/2018	Idling	Commercial	Pass	3141 East 44Th St	Vernon	90058
6/25/2018	Idling	Commercial	Pass	3141 East 44Th St	Vernon	90058
6/25/2018	Idling	Commercial	Pass	3141 East 44Th St	Vernon	90058
6/25/2018	Idling	Commercial	Pass	3141 East 44Th St	Vernon	90058
6/25/2018	Idling	Commercial	Pass	3141 East 44Th St	Vernon	90058
6/25/2018	Idling	Commercial	Pass	3141 East 44Th St	Vernon	90058
6/25/2018	Idling	Commercial	Pass	3141 East 44Th St	Vernon	90058
7/10/2018	HDVIP	Tampering	1st Fail	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	HDVIP	Tampering	1st Fail	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	TRU		Non-Compliant	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	Drayage		Not Registered	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	HDVIP	ECL	Fail	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	HDVIP	ECL	Fail	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	HDVIP	ECL	Fail	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	HDVIP	ECL	Fail	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	HDVIP	ECL	Fail	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	Drayage		Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	Drayage		Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	Drayage		Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	HDVIP	Quick Snap	Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	HDVIP	Quick Snap	Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	HDVIP	Quick Snap	Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	HDVIP	Quick Snap	Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	HDVIP	Quick Snap	Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	HDVIP	Quick Snap	Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023

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7/10/2018	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	HDVIP	Quick Snap	Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	HDVIP	Quick Snap	Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	HDVIP	Quick Snap	Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	HDVIP	Quick Snap	Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	HDVIP	Quick Snap	Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	Smart Way		Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	TRU		Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	TRU		Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	TRU		Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	TRU		Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	TRU		Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	TRU		Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	TRU		Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	TRU		Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023

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7/10/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
7/10/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD.	LOS ANGELES	90023
8/6/2018	TRU		Non-Compliant	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/6/2018	Truck & Bus		Non-Compliant	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023

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8/6/2018	HDVIP	Quick Snap	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/6/2018	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/6/2018	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/6/2018	HDVIP	Quick Snap	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/6/2018	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/6/2018	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/6/2018	HDVIP	Quick Snap	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/6/2018	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/6/2018	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/6/2018	HDVIP	Quick Snap	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/6/2018	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/6/2018	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/6/2018	HDVIP	Quick Snap	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/6/2018	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/6/2018	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/6/2018	Smart Way		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/6/2018	TRU		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/6/2018	TRU		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/6/2018	TRU		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/6/2018	TRU		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/6/2018	TRU		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/6/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/6/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/6/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/6/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/6/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023

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8/6/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/6/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/6/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/6/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/6/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/6/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/6/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/6/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/6/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/6/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	SWC		Fail	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	Truck & Bus		Non-Compliant	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	Truck & Bus		Non-Compliant	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	Truck & Bus		Non-Compliant	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	HDVIP	ECL	Fail	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	HDVIP	ECL	Fail	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	HDVIP	ECL	Fail	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	TRU		No IDN	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	TRU		Not Registered	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	Drayage		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	Drayage		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	Drayage		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	Drayage		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	Drayage		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023

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8/7/2018	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	HDVIP	Quick Snap	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	HDVIP	Quick Snap	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	Smart Way		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	TRU		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	TRU		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	TRU		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023

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8/7/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
8/7/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
9/17/2018	HDVIP	Tampering	1st Fail	3770 E Washington Blvd	Commerce	90023
9/17/2018	Smart Way		Fail	3770 E Washington Blvd	Commerce	90023
9/17/2018	TRU		Non-Compliant	3770 E Washington Blvd	Commerce	90023
9/17/2018	Truck & Bus		Non-Compliant	3770 E Washington Blvd	Commerce	90023
9/17/2018	HDVIP	ECL	Fail	3770 E Washington Blvd	Commerce	90023
9/17/2018	HDVIP	ECL	Fail	3770 E Washington Blvd	Commerce	90023
9/17/2018	Drayage		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	Drayage		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	Drayage		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	Drayage		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	Drayage		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	Drayage		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	Drayage		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	Drayage		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	Drayage		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	Drayage		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	Drayage		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	Drayage		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	HDVIP	Quick Snap	Pass	3770 E Washington Blvd	Commerce	90023

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9/17/2018	HDVIP	Tampering	Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	HDVIP	Quick Snap	Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	HDVIP	ECL	Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	HDVIP	Tampering	Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	HDVIP	Quick Snap	Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	HDVIP	ECL	Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	HDVIP	Tampering	Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	HDVIP	Quick Snap	Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	HDVIP	Tampering	Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	HDVIP	Quick Snap	Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	HDVIP	ECL	Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	HDVIP	Tampering	Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	HDVIP	Quick Snap	Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	HDVIP	ECL	Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	HDVIP	Tampering	Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	HDVIP	Quick Snap	Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	HDVIP	ECL	Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	HDVIP	Quick Snap	Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	HDVIP	ECL	Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	HDVIP	Tampering	Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	HDVIP	Quick Snap	Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	HDVIP	ECL	Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	HDVIP	Quick Snap	Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	HDVIP	ECL	Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	HDVIP	Tampering	Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	Smart Way		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	Smart Way		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	Smart Way		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	Smart Way		Pass	3770 E Washington Blvd	Commerce	90023

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9/17/2018	Smart Way		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	Smart Way		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	TRU		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	TRU		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	TRU		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	TRU		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	TRU		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	TRU		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	TRU		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	Truck & Bus		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	Truck & Bus		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	Truck & Bus		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	Truck & Bus		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	Truck & Bus		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	Truck & Bus		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	Truck & Bus		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	Truck & Bus		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	Truck & Bus		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	Truck & Bus		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	Truck & Bus		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	Truck & Bus		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	Truck & Bus		Pass	3770 E Washington Blvd	Commerce	90023

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9/17/2018	Truck & Bus		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	Truck & Bus		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	Truck & Bus		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	Truck & Bus		Pass	3770 E Washington Blvd	Commerce	90023
9/17/2018	Truck & Bus		Pass	3770 E Washington Blvd	Commerce	90023
9/20/2018	Smart Way		Fail	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	Truck & Bus		Non-Compliant	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	TRU		No IDN	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	TRU		Not Registered	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	TRU		Not Registered	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	TRU		Not Registered	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	Drayage		Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	HDVIP	Quick Snap	Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	HDVIP	Quick Snap	Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	HDVIP	Quick Snap	Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	HDVIP	Quick Snap	Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	HDVIP	Quick Snap	Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023

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9/20/2018	HDVIP	Quick Snap	Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	HDVIP	Quick Snap	Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	Smart Way		Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	TRU		Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	TRU		Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	TRU		Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	TRU		Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	TRU		Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	TRU		Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	TRU		Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	TRU		Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023

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9/20/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
9/20/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD E/B	Los Angeles	90023
10/22/2018	Smart Way		Fail	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	Truck & Bus		Non-Compliant	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	HDVIP	Quick Snap	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	HDVIP	Quick Snap	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	HDVIP	Quick Snap	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	HDVIP	Quick Snap	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	HDVIP	Quick Snap	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023

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10/22/2018	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	HDVIP	Quick Snap	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	HDVIP	Quick Snap	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	HDVIP	Quick Snap	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	HDVIP	Quick Snap	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	HDVIP	Quick Snap	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	HDVIP	Quick Snap	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	HDVIP	Quick Snap	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	Smart Way		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	Smart Way		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	TRU		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	TRU		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	TRU		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023

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10/22/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
10/22/2018	Truck & Bus		Pass	3770 E. WASHINGTON BLVD ROADSIDE INSPECTION SITE	COMMERCE	90023
11/5/2018	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
11/5/2018	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
11/5/2018	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
11/5/2018	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058

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11/5/2018	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
11/5/2018	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
11/5/2018	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
11/5/2018	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
11/5/2018	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
11/5/2018	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
11/5/2018	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
11/5/2018	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
11/5/2018	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
11/5/2018	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
11/5/2018	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
11/5/2018	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
11/5/2018	TRU		Non-Compliant	7803 Santa Fe Ave	Huntington Park	90255
11/5/2018	TRU		Non-Compliant	3737 S Soto St	Vernon	90058
11/5/2018	TRU		Non-Compliant	3737 S Soto St	Vernon	90058
11/5/2018	TRU		Pass	3737 S Soto St	Vernon	90058
11/15/2018	Idling	Commercial	Pass	1824 E 22nd St	Los Angeles	90058
11/15/2018	Idling	Commercial	Pass	1824 E 22nd St	Los Angeles	90058
11/15/2018	Idling	Commercial	Pass	1824 E 22nd St	Los Angeles	90058
11/15/2018	Idling	Commercial	Pass	1824 E 22nd St	Los Angeles	90058
11/15/2018	Idling	Commercial	Pass	1824 E 22nd St	Los Angeles	90058
11/15/2018	Idling	Commercial	Pass	1824 E 22nd St	Los Angeles	90058
11/15/2018	Idling	Commercial	Pass	1824 E 22nd St	Los Angeles	90058
11/15/2018	TRU		Non-Compliant	1824 E 22nd St	Los Angeles	90058
12/4/2018	HdVIP	ECL	Fail	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658
12/4/2018	HdVIP	ECL	Fail	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658
12/4/2018	HdVIP	Quick Snap	Pass	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658
12/4/2018	HdVIP	ECL	Pass	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658
12/4/2018	HdVIP	Tampering	Pass	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658
12/4/2018	HdVIP	Quick Snap	Pass	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658
12/4/2018	HdVIP	ECL	Pass	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658
12/4/2018	HdVIP	Tampering	Pass	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658

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12/4/2018	HDVIP	Quick Snap	Pass	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658
12/4/2018	HDVIP	ECL	Pass	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658
12/4/2018	HDVIP	Tampering	Pass	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658
12/4/2018	HDVIP	Quick Snap	Pass	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658
12/4/2018	HDVIP	ECL	Pass	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658
12/4/2018	HDVIP	Tampering	Pass	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658
12/4/2018	Smart Way		Pass	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658
12/4/2018	Smart Way		Pass	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658
12/4/2018	TRU		Non-Compliant	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658
12/4/2018	TRU		Not Registered	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658
12/4/2018	TRU		Pass	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658
12/4/2018	TRU		Pass	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658
12/4/2018	TRU		Pass	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658
12/4/2018	TRU		Pass	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658
12/4/2018	TRU		Pass	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658
12/4/2018	Truck & Bus		Non-Compliant	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658
12/4/2018	Truck & Bus		Non-Compliant	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658
12/4/2018	Truck & Bus		Non-Compliant	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658
12/4/2018	Truck & Bus		Pass	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658
12/4/2018	Truck & Bus		Pass	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658
12/4/2018	Truck & Bus		Pass	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658
12/4/2018	Truck & Bus		Pass	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658
12/4/2018	Truck & Bus		Pass	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658

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12/4/2018	Truck & Bus		Pass	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658
12/4/2018	Truck & Bus		Pass	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658
12/4/2018	Truck & Bus		Pass	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658
12/4/2018	Truck & Bus		Pass	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658
12/4/2018	Truck & Bus		Pass	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658
12/4/2018	Truck & Bus		Pass	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658
12/4/2018	Truck & Bus		Pass	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658
12/4/2018	Truck & Bus		Pass	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658
12/4/2018	Truck & Bus		Pass	WASHINGTON BLVD & INDIANA ST BY BNSF RAIL YARD	Vernon	90658
12/10/2018	HDRVIP	ECL	Pass	3188 Slauson Ave	Vernon	90058
12/10/2018	HDRVIP	ECL	Pass	3188 Slauson Ave	Vernon	90058
12/10/2018	Idling	Commercial	Pass	3188 Slauson Ave	Vernon	90058
12/10/2018	Idling	Commercial	Pass	3188 Slauson Ave	Vernon	90058
12/10/2018	Idling	Commercial	Pass	3188 Slauson Ave	Vernon	90058
12/10/2018	Idling	Commercial	Pass	3188 Slauson Ave	Vernon	90058
12/10/2018	Idling	Commercial	Pass	3188 Slauson Ave	Vernon	90058
12/10/2018	Idling	Commercial	Pass	3188 Slauson Ave	Vernon	90058
12/10/2018	Idling	Commercial	Pass	3188 Slauson Ave	Vernon	90058
12/10/2018	Truck & Bus		Non-Compliant	3188 Slauson Ave	Vernon	90058
12/10/2018	Truck & Bus		Non-Compliant	3188 Slauson Ave	Vernon	90058
12/24/2018	Idling	Commercial	Pass	3146 Slauson Ave	Vernon	90058
12/24/2018	Idling	Commercial	Pass	3146 Slauson Ave	Vernon	90058
12/24/2018	Idling	Commercial	Pass	3146 Slauson Ave	Vernon	90058
12/24/2018	Idling	Commercial	Pass	3146 Slauson Ave	Vernon	90058
12/24/2018	Idling	Commercial	Pass	3146 Slauson Ave	Vernon	90058

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12/24/2018	Idling	Commercial	Pass	3146 Slauson Ave	Vernon	90058
12/24/2018	Idling	Commercial	Pass	3146 Slauson Ave	Vernon	90058
12/24/2018	Idling	Commercial	Pass	3146 Slauson Ave	Vernon	90058
12/24/2018	Idling	Commercial	Pass	3146 Slauson Ave	Vernon	90058
12/24/2018	Idling	Commercial	Pass	3146 Slauson Ave	Vernon	90058
12/24/2018	Idling	Commercial	Pass	3146 Slauson Ave	Vernon	90058
12/24/2018	Idling	Commercial	Pass	3146 Slauson Ave	Vernon	90058
12/24/2018	Idling	Commercial	Pass	3146 Slauson Ave	Vernon	90058
12/24/2018	Idling	Commercial	Pass	3146 Slauson Ave	Vernon	90058
12/24/2018	Idling	Commercial	Pass	3146 Slauson Ave	Vernon	90058
12/24/2018	TRU		Non-Compliant	3146 Slauson Ave	Vernon	90058
12/24/2018	Truck & Bus		Non-Compliant	3146 Slauson Ave	Vernon	90058
12/24/2018	Truck & Bus		Pass	3146 Slauson Ave	Vernon	90058
12/31/2018	Idling	Commercial	Pass	3141 E 44Th St	Vernon	90058
12/31/2018	Idling	Commercial	Pass	3141 E 44Th St	Vernon	90058
12/31/2018	Idling	Commercial	Pass	3141 E 44Th St	Vernon	90058
12/31/2018	Idling	Commercial	Pass	3141 E 44Th St	Vernon	90058
12/31/2018	Idling	Commercial	Pass	3141 E 44Th St	Vernon	90058
12/31/2018	Idling	Commercial	Pass	3141 E 44Th St	Vernon	90058
12/31/2018	Idling	Commercial	Pass	3141 E 44Th St	Vernon	90058
12/31/2018	Idling	Commercial	Pass	3141 E 44Th St	Vernon	90058
12/31/2018	Idling	Commercial	Pass	3141 E 44Th St	Vernon	90058
12/31/2018	Idling	Commercial	Pass	3141 E 44Th St	Vernon	90058
12/31/2018	Idling	Commercial	Pass	3141 E 44Th St	Vernon	90058
12/31/2018	TRU		Non-Compliant	3141 E 44Th St	Vernon	90058
12/31/2018	TRU		Non-Compliant	3141 E 44Th St	Vernon	90058
12/31/2018	TRU		Pass	3141 E 44Th St	Vernon	90058
12/31/2018	TRU		Pass	3141 E 44Th St	Vernon	90058
1/17/2019	Idling	Commercial	Pass	VERNON, COMMERCE ROAMING	VERNON	90058

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1/28/2019	TRU		Non-Compliant	3046 E 50 St	Vernon	90058
1/28/2019	TRU		Non-Compliant	3046 E 50 St	Vernon	90058
1/28/2019	TRU		Non-Compliant	3046 E 50 St	Vernon	90058
1/28/2019	Idling	Commercial	Pass	3046 E 50 St	Vernon	90058
1/28/2019	Idling	Commercial	Pass	3046 E 50 St	Vernon	90058
1/28/2019	Idling	Commercial	Pass	3046 E 50 St	Vernon	90058
1/28/2019	Idling	Commercial	Pass	3046 E 50 St	Vernon	90058
1/28/2019	Idling	Commercial	Pass	3046 E 50 St	Vernon	90058
1/28/2019	Idling	Commercial	Pass	3046 E 50 St	Vernon	90058
1/28/2019	Idling	Commercial	Pass	3046 E 50 St	Vernon	90058
1/28/2019	Idling	Commercial	Pass	3046 E 50 St	Vernon	90058
1/28/2019	Idling	Commercial	Pass	3046 E 50 St	Vernon	90058
1/28/2019	Idling	Commercial	Pass	3046 E 50 St	Vernon	90058
1/28/2019	Idling	Commercial	Pass	3046 E 50 St	Vernon	90058
1/28/2019	Idling	Commercial	Pass	3046 E 50 St	Vernon	90058
1/28/2019	Idling	Commercial	Pass	3046 E 50 St	Vernon	90058
1/28/2019	Idling	Commercial	Pass	3046 E 50 St	Vernon	90058
1/28/2019	Idling	Commercial	Pass	3046 E 50 St	Vernon	90058
1/28/2019	Idling	Commercial	Pass	3046 E 50 St	Vernon	90058
1/28/2019	Idling	Commercial	Pass	3046 E 50 St	Vernon	90058
1/28/2019	Idling	Commercial	Pass	3046 E 50 St	Vernon	90058
1/28/2019	Truck & Bus		Pass	3046 E 50 St	Vernon	90058
1/28/2019	Truck & Bus		Pass	3046 E 50 St	Vernon	90058
1/28/2019	Truck & Bus		Pass	3046 E 50 St	Vernon	90058
10/14/2019	Off-Road		Label on one side	Santa Ana St and Otis St	South Gate	90280
10/14/2019	Off-Road		No EIN	Santa Ana St and Otis St	South Gate	90280

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10/14/2019	Off-Road		Not Registered	Santa Ana St and Otis St	South Gate	90280
10/14/2019	Idling	Off-Road	Pass	Santa Ana St and Otis St	South Gate	90280
10/14/2019	Idling	Off-Road	Pass	Santa Ana St and Otis St	South Gate	90280
10/14/2019	Idling	Off-Road	Pass	Santa Ana St and Otis St	South Gate	90280
10/14/2019	Idling	Off-Road	Pass	Santa Ana St and Otis St	South Gate	90280
10/14/2019	Idling	Off-Road	Pass	Santa Ana St and Otis St	South Gate	90280
10/14/2019	Idling	Off-Road	Pass	Santa Ana St and Otis St	South Gate	90280
10/14/2019	Idling	Off-Road	Pass	Santa Ana St and Otis St	South Gate	90280
10/14/2019	Idling	Off-Road	Pass	Santa Ana St and Otis St	South Gate	90280
10/14/2019	Idling	Off-Road	Pass	Santa Ana St and Otis St	South Gate	90280
10/14/2019	Off-Road		Pass	Santa Ana St and Otis St	South Gate	90280
10/14/2019	Off-Road		Pass	Santa Ana St and Otis St	South Gate	90280
10/14/2019	Off-Road		Pass	Santa Ana St and Otis St	South Gate	90280
10/14/2019	Off-Road		Pass	Santa Ana St and Otis St	South Gate	90280
10/14/2019	Off-Road		Pass	Santa Ana St and Otis St	South Gate	90280
10/14/2019	Off-Road		Pass	Santa Ana St and Otis St	South Gate	90280
10/14/2019	Off-Road		Pass	Santa Ana St and Otis St	South Gate	90280
10/14/2019	Off-Road		Pass	Santa Ana St and Otis St	South Gate	90280
10/14/2019	Off-Road		Pass	Santa Ana St and Otis St	South Gate	90280
10/14/2019	Off-Road		Pass	Santa Ana St and Otis St	South Gate	90280
10/14/2019	Off-Road		Pass	Santa Ana St and Otis St	South Gate	90280
10/14/2019	Off-Road		Pass	Santa Ana St and Otis St	South Gate	90280
10/15/2019	TRU		No IDN	3737 S SOTO ST ROAMING	Vernon	90058
10/15/2019	TRU		No IDN	3737 S SOTO ST ROAMING	Vernon	90058
10/15/2019	TRU		No IDN	3737 S SOTO ST ROAMING	Vernon	90058
10/15/2019	TRU		Not Registered	3737 S SOTO ST ROAMING	Vernon	90058
10/15/2019	Idling	Commercial	Pass	3737 S SOTO ST ROAMING	Vernon	90058
10/15/2019	Idling	Commercial	Pass	3737 S SOTO ST ROAMING	Vernon	90058
10/15/2019	Idling	Commercial	Pass	3737 S SOTO ST ROAMING	Vernon	90058
10/15/2019	Idling	Commercial	Pass	3737 S SOTO ST ROAMING	Vernon	90058
10/15/2019	Idling	Commercial	Pass	3737 S SOTO ST ROAMING	Vernon	90058
10/15/2019	Idling	Commercial	Pass	3737 S SOTO ST ROAMING	Vernon	90058

11/12/2019	TRU		Not Registered	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HDVIP	Quick Snap	Numeric	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HDVIP	Quick Snap	Numeric	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HDVIP	Quick Snap	Numeric	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HDVIP	Quick Snap	Numeric	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HDVIP	Quick Snap	Numeric	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HDVIP	Quick Snap	Numeric	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HDVIP	Quick Snap	Numeric	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HDVIP	Quick Snap	Numeric	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HDVIP	Quick Snap	Numeric	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HDVIP	Quick Snap	Numeric	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HDVIP	Quick Snap	Numeric	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HDVIP	Quick Snap	Numeric	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HDVIP	Quick Snap	Numeric	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HDVIP	Quick Snap	Numeric	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HDVIP	Quick Snap	Numeric	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HDVIP	Quick Snap	Numeric	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HDVIP	Quick Snap	Numeric	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HDVIP	Quick Snap	Numeric	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HDVIP	Quick Snap	Numeric	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HDVIP	Quick Snap	Numeric	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HDVIP	Quick Snap	Numeric	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HDVIP	Quick Snap	Numeric	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HDVIP	Quick Snap	Numeric	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HDVIP	Quick Snap	Numeric	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HDVIP	ECL	Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HDVIP	Tampering	Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023

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11/12/2019	Idling	Commercial	Fail	3280 E 44 th St	Vernon	90058
11/12/2019	Idling	Commercial	Pass	E. 20th St and S. alameda St	Los Angeles	90058
11/12/2019	Idling	Commercial	Pass	E. 20th St and S. alameda St	Los Angeles	90058
11/12/2019	Idling	Commercial	Pass	E. 20th St and S. alameda St	Los Angeles	90058
11/12/2019	Idling	Commercial	Pass	E. 20th St and S. alameda St	Los Angeles	90058
11/12/2019	Idling	Commercial	Pass	E. 20th St and S. alameda St	Los Angeles	90058
11/12/2019	Idling	Commercial	Pass	E. 20th St and S. alameda St	Los Angeles	90058
11/12/2019	TRU		Non-Compliant	3280 E 44 th St	Vernon	90058
11/12/2019	TRU		Non-Compliant	3280 E 44 th St	Vernon	90058
11/12/2019	TRU		Not Registered	3280 E 44 th St	Vernon	90058
11/12/2019	Idling	Commercial	Pass	3280 E 44 th St	Vernon	90058
11/12/2019	Idling	Commercial	Pass	3280 E 44 th St	Vernon	90058
11/12/2019	Idling	Commercial	Pass	3280 E 44 th St	Vernon	90058
11/12/2019	Idling	Commercial	Pass	3280 E 44 th St	Vernon	90058
11/12/2019	Idling	Commercial	Pass	3280 E 44 th St	Vernon	90058
11/12/2019	Idling	Commercial	Pass	3280 E 44 th St	Vernon	90058
11/12/2019	Idling	Commercial	Pass	3280 E 44 th St	Vernon	90058
11/12/2019	Idling	Commercial	Pass	3280 E 44 th St	Vernon	90058
11/12/2019	Idling	Commercial	Pass	3280 E 44 th St	Vernon	90058
11/12/2019	Idling	Commercial	Pass	3280 E 44 th St	Vernon	90058
11/12/2019	Idling	Commercial	Pass	3280 E 44 th St	Vernon	90058
11/12/2019	Idling	Commercial	Pass	3280 E 44 th St	Vernon	90058
11/12/2019	HDVIP	Tampering	Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HDVIP	ECL	Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HDVIP	Tampering	Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HDVIP	ECL	Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HDVIP	Tampering	Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HDVIP	ECL	Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HDVIP	Tampering	Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023

11/12/2019	HdVIP	ECL	Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HdVIP	Tampering	Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HdVIP	Tampering	Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HdVIP	ECL	Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HdVIP	Tampering	Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HdVIP	ECL	Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HdVIP	Tampering	Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HdVIP	ECL	Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HdVIP	Tampering	Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HdVIP	ECL	Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HdVIP	Tampering	Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HdVIP	ECL	Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HdVIP	Tampering	Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HdVIP	ECL	Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	HdVIP	Tampering	Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	TRU		Non-Compliant	E. 20th St and S. alameda St	Los Angeles	90058
11/12/2019	Idling	Commercial	Pass	3280 E 44 th St	Vernon	90058
11/12/2019	Idling	Commercial	Pass	3280 E 44 th St	Vernon	90058
11/12/2019	Idling	Commercial	Pass	3280 E 44 th St	Vernon	90058
11/12/2019	TRU		Pass	3280 E 44 th St	Vernon	90058
11/12/2019	TRU		Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	TRU		Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023

11/12/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023

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11/12/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E. WASHINGTON BLVD,	Los Angeles	90023
11/12/2019	Truck & Bus		Pass	E. 20th St and S. alameda St	Los Angeles	90058
11/12/2019	Truck & Bus		Pass	E. 20th St and S. alameda St	Los Angeles	90058
11/12/2019	Truck & Bus		Pass	E. 20th St and S. alameda St	Los Angeles	90058
11/12/2019	Truck & Bus		Pass	E. 20th St and S. alameda St	Los Angeles	90058
11/13/2019	HDVIP	Tampering	1st Fail	Bandini Blvd East & Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	ECL	Fail	Bandini Blvd East & Downey Rd	Los Angeles	90058
11/13/2019	Smart Way		Fail	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	Smart Way		Fail	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	TRU		Non-Compliant	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	TRU		Non-Compliant	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	TRU		Non-Compliant	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	TRU		Non-Compliant	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023

11/13/2019	Truck & Bus		Non-Compliant	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	TRU		Not Registered	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	HDVIP	Quick Snap	Numeric	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	HDVIP	Quick Snap	Numeric	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	HDVIP	Quick Snap	Numeric	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	HDVIP	Quick Snap	Numeric	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	HDVIP	Quick Snap	Numeric	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	HDVIP	Quick Snap	Numeric	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	HDVIP	Quick Snap	Numeric	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	HDVIP	Quick Snap	Numeric	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	HDVIP	Quick Snap	Numeric	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	HDVIP	Quick Snap	Numeric	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	Smart Way		Fail	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	TRU		Non-Compliant	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	TRU		Non-Compliant	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	TRU		Non-Compliant	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	TRU		Non-Compliant	Bandini Blvd East & Downey Rd	Los Angeles	90058
11/13/2019	TRU		Non-Compliant	Bandini Blvd East & Downey Rd	Los Angeles	90058
11/13/2019	TRU		Non-Compliant	Bandini Blvd East & Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	Quick Snap	Numeric	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	Quick Snap	Numeric	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	Quick Snap	Numeric	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	Quick Snap	Numeric	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	Quick Snap	Numeric	Bandini Blvd and Downey Rd	Los Angeles	90058

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11/13/2019	HDVIP	Quick Snap	Numeric	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	Quick Snap	Numeric	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	Quick Snap	Numeric	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	Quick Snap	Numeric	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	Quick Snap	Numeric	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	Quick Snap	Numeric	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	Quick Snap	Numeric	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	Quick Snap	Numeric	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	Quick Snap	Numeric	Bandini Blvd East & Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	Quick Snap	Numeric	Bandini Blvd East & Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	Quick Snap	Numeric	Bandini Blvd East & Downey Rd	Los Angeles	90058
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11/13/2019	HDVIP	Quick Snap	Numeric	Bandini Blvd East & Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	Quick Snap	Numeric	Bandini Blvd East & Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	Quick Snap	Numeric	Bandini Blvd East & Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	ECL	Pass	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	HDVIP	Tampering	Pass	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	HDVIP	ECL	Pass	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	HDVIP	Tampering	Pass	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	HDVIP	ECL	Pass	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	HDVIP	Tampering	Pass	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	HDVIP	ECL	Pass	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	HDVIP	Tampering	Pass	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	HDVIP	ECL	Pass	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	HDVIP	Tampering	Pass	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	HDVIP	ECL	Pass	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	HDVIP	Tampering	Pass	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	HDVIP	ECL	Pass	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	HDVIP	Tampering	Pass	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	HDVIP	ECL	Pass	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	HDVIP	Tampering	Pass	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023

Appendices

11/13/2019	HDVIP	ECL	Pass	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	HDVIP	Tampering	Pass	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	HDVIP	ECL	Pass	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	HDVIP	Tampering	Pass	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	HDVIP	ECL	Pass	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	HDVIP	Tampering	Pass	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	HDVIP	ECL	Pass	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	HDVIP	Tampering	Pass	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	HDVIP	Quick Snap	Numeric	Bandini Blvd East & Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	Quick Snap	Numeric	Bandini Blvd East & Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	Quick Snap	Numeric	Bandini Blvd East & Downey Rd	Los Angeles	90058
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11/13/2019	HDVIP	Quick Snap	Numeric	Bandini Blvd East & Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	Quick Snap	Numeric	Bandini Blvd East & Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	ECL	Pass	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	Tampering	Pass	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	ECL	Pass	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	ECL	Pass	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	Tampering	Pass	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	ECL	Pass	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	Tampering	Pass	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	ECL	Pass	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	Tampering	Pass	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	ECL	Pass	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	Tampering	Pass	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	ECL	Pass	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	Tampering	Pass	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	DEF	Pass	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	ECL	Pass	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	Tampering	Pass	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	Tampering	Pass	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	ECL	Pass	Bandini Blvd and Downey Rd	Los Angeles	90058

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11/13/2019	HDVIP	Tampering	Pass	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	ECL	Pass	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	Tampering	Pass	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	ECL	Pass	Bandini Blvd East & Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	ECL	Pass	Bandini Blvd East & Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	ECL	Pass	Bandini Blvd East & Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	ECL	Pass	Bandini Blvd East & Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	ECL	Pass	Bandini Blvd East & Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	ECL	Pass	Bandini Blvd East & Downey Rd	Los Angeles	90058
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11/13/2019	HDVIP	ECL	Pass	Bandini Blvd East & Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	ECL	Pass	Bandini Blvd East & Downey Rd	Los Angeles	90058
11/13/2019	Smart Way		Pass	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	HDVIP	ECL	Pass	Bandini Blvd East & Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	ECL	Pass	Bandini Blvd East & Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	ECL	Pass	Bandini Blvd East & Downey Rd	Los Angeles	90058
11/13/2019	HDVIP	ECL	Pass	Bandini Blvd East & Downey Rd	Los Angeles	90058
11/13/2019	Smart Way		Pass	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	Smart Way		Pass	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	TRU		Pass	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	TRU		Pass	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	TRU		Pass	Bandini Blvd and Downey Rd	Los Angeles	90058
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11/13/2019	TRU		Pass	Bandini Blvd East & Downey Rd	Los Angeles	90058
11/13/2019	TRU		Pass	Bandini Blvd East & Downey Rd	Los Angeles	90058
11/13/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
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11/13/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	Truck & Bus		Pass	ROADSIDE @ 3770 E WASHINGTON BLVD	COMMERCE	90023
11/13/2019	Truck & Bus		Pass	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	Truck & Bus		Pass	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	Truck & Bus		Pass	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	Truck & Bus		Pass	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	Truck & Bus		Pass	Bandini Blvd and Downey Rd	Los Angeles	90058

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11/13/2019	Truck & Bus		Pass	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	Truck & Bus		Pass	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	Truck & Bus		Pass	Bandini Blvd and Downey Rd	Los Angeles	90058
11/13/2019	Truck & Bus		Pass	Bandini Blvd and Downey Rd	Los Angeles	90058
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11/13/2019	Truck & Bus		Pass	Bandini Blvd East & Downey Rd	Los Angeles	90058
11/13/2019	Truck & Bus		Pass	Bandini Blvd East & Downey Rd	Los Angeles	90058
11/13/2019	Truck & Bus		Pass	Bandini Blvd East & Downey Rd	Los Angeles	90058
11/13/2019	Truck & Bus		Pass	Bandini Blvd East & Downey Rd	Los Angeles	90058
11/13/2019	Truck & Bus		Pass	Bandini Blvd East & Downey Rd	Los Angeles	90058
11/13/2019	Truck & Bus		Pass	Bandini Blvd East & Downey Rd	Los Angeles	90058
11/13/2019	Truck & Bus		Pass	Bandini Blvd East & Downey Rd	Los Angeles	90058
11/13/2019	Truck & Bus		Pass	Bandini Blvd East & Downey Rd	Los Angeles	90058

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11/25/2019	TRU		Pass	3200 E Washington Blvd	Los Angeles	90023
11/5/2019	HDVIP	ECL	Fail	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	HDVIP	ECL	Fail	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	TRU		No IDN	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	TRU		Not Registered	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	TRU		Not Registered	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	TRU		Not Registered	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	Smart Way		Fail	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	TRU		Non-Compliant	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	Truck & Bus		Non-Compliant	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	HDVIP	Quick Snap	Numeric	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	HDVIP	Quick Snap	Numeric	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	HDVIP	Quick Snap	Numeric	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	HDVIP	Quick Snap	Numeric	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	HDVIP	Quick Snap	Numeric	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	HDVIP	Quick Snap	Numeric	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	HDVIP	Quick Snap	Numeric	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	HDVIP	Quick Snap	Numeric	3770 E washington Blvd,	Los Angeles	90023
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11/5/2019	HDVIP	Quick Snap	Numeric	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	HDVIP	ECL	Pass	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	HDVIP	Tampering	Pass	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	HDVIP	ECL	Pass	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	HDVIP	Tampering	Pass	3770 E washington Blvd,	Los Angeles	90023

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11/5/2019	HDVIP	Tampering	Pass	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	HDVIP	ECL	Pass	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	HDVIP	Tampering	Pass	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	HDVIP	ECL	Pass	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	HDVIP	ECL	Pass	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	HDVIP	Tampering	Pass	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	HDVIP	Tampering	Pass	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	HDVIP	ECL	Pass	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	HDVIP	Tampering	Pass	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	HDVIP	ECL	Pass	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	HDVIP	Tampering	Pass	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	HDVIP	ECL	Pass	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	HDVIP	Tampering	Pass	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	HDVIP	ECL	Pass	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	HDVIP	Tampering	Pass	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	HDVIP	ECL	Pass	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	HDVIP	Tampering	Pass	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	HDVIP	ECL	Pass	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	HDVIP	Tampering	Pass	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	HDVIP	ECL	Pass	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	HDVIP	Tampering	Pass	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	Smart Way		Pass	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	Smart Way		Pass	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	Smart Way		Pass	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	Smart Way		Pass	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	TRU		Pass	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	TRU		Pass	3770 E washington Blvd,	Los Angeles	90023

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11/5/2019	TRU		Pass	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	TRU		Pass	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	TRU		Pass	3770 E washington Blvd,	Los Angeles	90023
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11/5/2019	Truck & Bus		Pass	3770 E washington Blvd,	Los Angeles	90023
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11/5/2019	Truck & Bus		Pass	3770 E washington Blvd,	Los Angeles	90023
11/5/2019	Truck & Bus		Pass	3770 E washington Blvd,	Los Angeles	90023
2/11/2019	TRU		Non-Compliant	6203 State St	Huntington P	90255

Appendices

cccc	TRU		Non-Compliant	6203 State St	Huntington P	90255
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2/11/2019	TRU		Non-Compliant	6203 State St	Huntington P	90255
2/11/2019	TRU		Pass	6203 State St	Huntington P	90255
2/11/2019	Truck & Bus		Pass	6203 State St	Huntington P	90255
2/11/2019	Idling	Commercial	Pass	6203 State St	Huntington P	90255
2/11/2019	Idling	Commercial	Pass	6203 State St	Huntington P	90255
2/11/2019	Idling	Commercial	Pass	6203 State St	Huntington P	90255
2/11/2019	Idling	Commercial	Pass	6203 State St	Huntington P	90255
2/11/2019	Idling	Commercial	Pass	6203 State St	Huntington P	90255
2/11/2019	Idling	Commercial	Pass	6203 State St	Huntington P	90255
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2/11/2019	Idling	Commercial	Pass	6203 State St	Huntington P	90255
2/11/2019	Idling	Commercial	Pass	6203 State St	Huntington P	90255
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2/11/2019	Idling	Commercial	Pass	6203 State St	Huntington P	90255
2/11/2019	Idling	Commercial	Pass	6203 State St	Huntington P	90255
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2/25/2019	Off-Road		Not Registered	Alameda St & Century Blvd	Los Angeles	90002
2/25/2019	Off-Road		Not Registered	Alameda St & Century Blvd	Los Angeles	90002
2/25/2019	Off-Road		Pass	Alameda St & Century Blvd	Los Angeles	90002
2/25/2019	Off-Road		Pass	Alameda St & Century Blvd	Los Angeles	90002
2/25/2019	Off-Road		Pass	Alameda St & Century Blvd	Los Angeles	90002
2/25/2019	Off-Road		Pass	Alameda St & Century Blvd	Los Angeles	90002
2/25/2019	Off-Road		Pass	Alameda St & Century Blvd	Los Angeles	90002

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2/25/2019	Off-Road		Pass	Alameda St & Century Blvd	Los Angeles	90002
2/25/2019	Off-Road		Pass	Alameda St & Century Blvd	Los Angeles	90002
2/25/2019	Off-Road		Pass	Alameda St & Century Blvd	Los Angeles	90002
2/25/2019	Off-Road		Pass	Alameda St & Century Blvd	Los Angeles	90002
2/25/2019	Off-Road		Pass	Alameda St & Century Blvd	Los Angeles	90002
2/26/2019	HDVIP	ECL	Fail	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	HDVIP	ECL	Fail	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	TRU		No IDN	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	Smart Way		Fail	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	TRU		Non-Compliant	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
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2/26/2019	TRU		Non-Compliant	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	Truck & Bus		Non-Compliant	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
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2/26/2019	HDVIP	Quick Snap	Numeric	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	HDVIP	Quick Snap	Numeric	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	HDVIP	Quick Snap	Numeric	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	Drayage		Pass	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD	LOS ANGELES	90023

2/26/2019	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	HDVIP	ECL	Pass	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	HDVIP	Tampering	Pass	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	Smart Way		Pass	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	Smart Way		Pass	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	Smart Way		Pass	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	Smart Way		Pass	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	TRU		Pass	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	TRU		Pass	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	TRU		Pass	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	Truck & Bus		Pass	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	Truck & Bus		Pass	3770 E. WASHINGTON BLVD	LOS ANGELES	90023

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2/26/2019	Truck & Bus		Pass	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	Truck & Bus		Pass	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	Truck & Bus		Pass	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	Truck & Bus		Pass	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	Truck & Bus		Pass	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	Truck & Bus		Pass	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	Truck & Bus		Pass	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/26/2019	Truck & Bus		Pass	3770 E. WASHINGTON BLVD	LOS ANGELES	90023
2/4/2019	TRU		Non-Compliant	3737 S Soto St	Vernon	90058
2/4/2019	TRU		Non-Compliant	3737 S Soto St	Vernon	90058
2/4/2019	TRU		Non-Compliant	3737 S Soto St	Vernon	90058
2/4/2019	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
2/4/2019	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
2/4/2019	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
2/4/2019	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
2/4/2019	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
2/4/2019	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
2/4/2019	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
2/4/2019	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
2/4/2019	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
2/4/2019	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
2/4/2019	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
2/4/2019	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058

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2/4/2019	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
2/4/2019	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
2/4/2019	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
2/4/2019	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
2/4/2019	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
2/4/2019	Idling	Commercial	Pass	3737 S Soto St	Vernon	90058
2/4/2019	TRU		Pass	3737 S Soto St	Vernon	90058
2/4/2019	TRU		Pass	3737 S Soto St	Vernon	90058
2/4/2019	TRU		Pass	3737 S Soto St	Vernon	90058
2/4/2019	TRU		Pass	3737 S Soto St	Vernon	90058
3/25/2019	Off-Road		Not Registered	2525 Firestone Blvd	South Gate	90280
3/25/2019	Off-Road		Not Registered	2525 Firestone Blvd	South Gate	90280
3/4/2019	TRU		Non-Compliant	3737 South Soto St	Vernon	90058
3/4/2019	Truck & Bus		Non-Compliant	3737 South Soto St	Vernon	90058
3/4/2019	HDVIP	ECL	Pass	3737 South Soto St	Vernon	90058
3/4/2019	Idling	Commercial	Pass	3737 South Soto St	Vernon	90058
3/4/2019	Idling	Commercial	Pass	3737 South Soto St	Vernon	90058
3/4/2019	Idling	Commercial	Pass	3737 South Soto St	Vernon	90058
3/4/2019	Idling	Commercial	Pass	3737 South Soto St	Vernon	90058
3/4/2019	Idling	Commercial	Pass	3737 South Soto St	Vernon	90058
3/4/2019	Idling	Commercial	Pass	3737 South Soto St	Vernon	90058
3/4/2019	Idling	Commercial	Pass	3737 South Soto St	Vernon	90058
3/4/2019	Idling	Commercial	Pass	3737 South Soto St	Vernon	90058
3/4/2019	Idling	Commercial	Pass	3737 South Soto St	Vernon	90058
3/4/2019	Idling	Commercial	Pass	3737 South Soto St	Vernon	90058
3/4/2019	Idling	Commercial	Pass	3737 South Soto St	Vernon	90058
3/4/2019	Idling	Commercial	Pass	3737 South Soto St	Vernon	90058
4/2/2019	HDVIP	ECL	Fail	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	ECL	Fail	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040

4/2/2019	Smart Way		Fail	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	Smart Way		Fail	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	Smart Way		Fail	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	TRU		Non-Compliant	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	TRU		Non-Compliant	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	Truck & Bus		Non-Compliant	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040

4/2/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040

4/2/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040

4/2/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	Idling	Commercial	Fail	3188 Slauson Ave	Vernon	90058
4/2/2019	TRU		Non-Compliant	3188 Slauson Ave	Vernon	90058
4/2/2019	TRU		Non-Compliant	3188 Slauson Ave	Vernon	90058
4/2/2019	HDVIP	DEF	Pass	3188 Slauson Ave	Vernon	90058
4/2/2019	HDVIP	DEF	Pass	3188 Slauson Ave	Vernon	90058
4/2/2019	Idling	Commercial	Pass	3188 Slauson Ave	Vernon	90058
4/2/2019	Idling	Commercial	Pass	3188 Slauson Ave	Vernon	90058
4/2/2019	Idling	Commercial	Pass	3188 Slauson Ave	Vernon	90058
4/2/2019	Idling	Commercial	Pass	3188 Slauson Ave	Vernon	90058
4/2/2019	Idling	Commercial	Pass	3188 Slauson Ave	Vernon	90058
4/2/2019	Idling	Commercial	Pass	3188 Slauson Ave	Vernon	90058
4/2/2019	Idling	Commercial	Pass	3188 Slauson Ave	Vernon	90058
4/2/2019	Idling	Commercial	Pass	3188 Slauson Ave	Vernon	90058
4/2/2019	Idling	Commercial	Pass	3188 Slauson Ave	Vernon	90058

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4/2/2019	Idling	Commercial	Pass	3188 Slauson Ave	Vernon	90058
4/2/2019	Idling	Commercial	Pass	3188 Slauson Ave	Vernon	90058
4/2/2019	Idling	Commercial	Pass	3188 Slauson Ave	Vernon	90058
4/2/2019	Idling	Commercial	Pass	3188 Slauson Ave	Vernon	90058
4/2/2019	Idling	Commercial	Pass	3188 Slauson Ave	Vernon	90058
4/2/2019	Idling	Commercial	Pass	3188 Slauson Ave	Vernon	90058
4/2/2019	Idling	Commercial	Pass	3188 Slauson Ave	Vernon	90058
4/2/2019	Idling	Commercial	Pass	3188 Slauson Ave	Vernon	90058
4/2/2019	Smart Way		Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	Idling	Commercial	Pass	3188 Slauson Ave	Vernon	90058
4/2/2019	Idling	Commercial	Pass	3188 Slauson Ave	Vernon	90058
4/2/2019	Smart Way		Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	Smart Way		Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	Smart Way		Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	TRU		Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	TRU		Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	TRU		Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	TRU		Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	TRU		Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	TRU		Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	TRU		Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	TRU		Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040

4/2/2019	TRU		Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	TRU		Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	TRU		Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	TRU		Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040

4/2/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/2/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE E/B @ 3770 E. WASHINGTON BLVD	COMMERCE	90040
4/22/2019	TRU		No IDN	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	TRU		Non-Compliant	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	TRU		Non-Compliant	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	TRU		Non-Compliant	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	TRU		Non-Compliant	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	TRU		Non-Compliant	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	TRU		Not Registered	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	TRU		Not Registered	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	HDVIP	Quick Snap	Numeric	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	HDVIP	ECL	Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	HDVIP	Tampering	Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	Idling	Commercial	Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	Idling	Commercial	Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	Idling	Commercial	Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	Idling	Commercial	Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	Idling	Commercial	Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	Idling	Commercial	Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	Idling	Commercial	Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	Idling	Commercial	Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	Idling	Commercial	Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	Idling	Commercial	Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058

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4/22/2019	Idling	Commercial	Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	Idling	Commercial	Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	Idling	Commercial	Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	Idling	Commercial	Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	Idling	Commercial	Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	Idling	Commercial	Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	Idling	Commercial	Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	Idling	Commercial	Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	Idling	Commercial	Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	Idling	Commercial	Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	Idling	Commercial	Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	Idling	Commercial	Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	Idling	Commercial	Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	Idling	Commercial	Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	Idling	Commercial	Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	Off-Road		Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	TRU		Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	TRU		Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	TRU		Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	TRU		Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	TRU		Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	TRU		Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	TRU		Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	TRU		Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	TRU		Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	Truck & Bus		Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	Truck & Bus		Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/22/2019	Truck & Bus		Pass	ROAMING @ SOTO ST. & SURROUNDING AREA	VERNON	90058
4/8/2019	Off-Road		Pass	6344 S Eastern Ave	Bell Gardens	90201
4/8/2019	Off-Road		Pass	6344 S Eastern Ave	Bell Gardens	90201

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4/8/2019	Off-Road		Pass	6344 S Eastern Ave	Bell Gardens	90201
4/8/2019	Off-Road		Pass	6344 S Eastern Ave	Bell Gardens	90201
4/8/2019	Off-Road		Pass	6344 S Eastern Ave	Bell Gardens	90201
4/8/2019	Off-Road		Pass	6344 S Eastern Ave	Bell Gardens	90201
4/8/2019	Off-Road		Pass	6344 S Eastern Ave	Bell Gardens	90201
4/8/2019	Off-Road		Pass	6344 S Eastern Ave	Bell Gardens	90201
5/20/2019	Off-Road		Not Registered	7600 Graham Ave	Los Angeles	90001
5/20/2019	Off-Road		Pass	7600 Graham Ave	Los Angeles	90001
5/20/2019	Off-Road		Pass	7600 Graham Ave	Los Angeles	90001
5/20/2019	Off-Road		Pass	7600 Graham Ave	Los Angeles	90001
5/20/2019	Off-Road		Pass	7600 Graham Ave	Los Angeles	90001
5/20/2019	Off-Road		Pass	7600 Graham Ave	Los Angeles	90001
5/21/2019	HDVIP	ECL	Fail	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	HDVIP	ECL	Fail	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	HDVIP	ECL	Fail	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	HDVIP	ECL	Fail	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	HDVIP	ECL	Fail	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	HDVIP	ECL	Fail	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	HDVIP	ECL	Fail	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	Smart Way		Fail	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	TRU		Non-Compliant	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	TRU		Non-Compliant	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	TRU		Non-Compliant	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023

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5/21/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	Smart Way		Pass	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	Smart Way		Pass	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	Smart Way		Pass	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	TRU		Pass	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	TRU		Pass	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	TRU		Pass	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	TRU		Pass	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	TRU		Pass	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	Truck & Bus		Pass	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	Truck & Bus		Pass	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	Truck & Bus		Pass	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	Truck & Bus		Pass	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	Truck & Bus		Pass	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	Truck & Bus		Pass	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	Truck & Bus		Pass	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	Truck & Bus		Pass	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023

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5/21/2019	Truck & Bus		Pass	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	Truck & Bus		Pass	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	Truck & Bus		Pass	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	Truck & Bus		Pass	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	Truck & Bus		Pass	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	Truck & Bus		Pass	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	Truck & Bus		Pass	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	Truck & Bus		Pass	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	Truck & Bus		Pass	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	Truck & Bus		Pass	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	Truck & Bus		Pass	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/21/2019	Truck & Bus		Pass	ROADSIDE INSPECTION 3770 E. WASHINGTON BLVD	COMMERCE	90023
5/28/2019	TRU		Non-Compliant	6160 Malburg Way	Vernon	90058
5/28/2019	TRU		Non-Compliant	6160 Malburg Way	Vernon	90058
5/28/2019	TRU		Non-Compliant	6160 Malburg Way	Vernon	90058
5/28/2019	HDVIP	DEF	Pass	6160 Malburg Way	Vernon	90058
5/28/2019	Idling	Commercial	Pass	6160 Malburg Way	Vernon	90058
5/28/2019	Idling	Commercial	Pass	6160 Malburg Way	Vernon	90058
5/28/2019	Idling	Commercial	Pass	6160 Malburg Way	Vernon	90058
5/28/2019	Idling	Commercial	Pass	6160 Malburg Way	Vernon	90058
5/28/2019	Idling	Commercial	Pass	6160 Malburg Way	Vernon	90058

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5/6/2019	Idling	Commercial	Pass	37TH ST & SOTO ST VERNON/COMMERCE ROAMING	Vernon	90058
5/6/2019	Idling	Commercial	Pass	37TH ST & SOTO ST VERNON/COMMERCE ROAMING	Vernon	90058
5/6/2019	Idling	Commercial	Pass	37TH ST & SOTO ST VERNON/COMMERCE ROAMING	Vernon	90058
5/6/2019	Idling	Commercial	Pass	37TH ST & SOTO ST VERNON/COMMERCE ROAMING	Vernon	90058
5/6/2019	Idling	Commercial	Pass	37TH ST & SOTO ST VERNON/COMMERCE ROAMING	Vernon	90058
5/6/2019	Idling	Commercial	Pass	37TH ST & SOTO ST VERNON/COMMERCE ROAMING	Vernon	90058
5/6/2019	Idling	Commercial	Pass	37TH ST & SOTO ST VERNON/COMMERCE ROAMING	Vernon	90058
5/6/2019	Idling	Commercial	Pass	37TH ST & SOTO ST VERNON/COMMERCE ROAMING	Vernon	90058
6/10/2019	Idling	Commercial	Fail	SOTO AVE & 37ST CITY OF VERNON ROAMING	Vernon	90058
6/10/2019	TRU		No IDN	SOTO AVE & 37ST CITY OF VERNON ROAMING	Vernon	90058
6/10/2019	TRU		Not Registered	SOTO AVE & 37ST CITY OF VERNON ROAMING	Vernon	90058
6/10/2019	TRU		Not Registered	SOTO AVE & 37ST CITY OF VERNON ROAMING	Vernon	90058
6/10/2019	Idling	Commercial	Pass	SOTO AVE & 37ST CITY OF VERNON ROAMING	Vernon	90058
6/10/2019	Idling	Commercial	Pass	SOTO AVE & 37ST CITY OF VERNON ROAMING	Vernon	90058
6/10/2019	Idling	Commercial	Pass	SOTO AVE & 37ST CITY OF VERNON ROAMING	Vernon	90058
6/10/2019	Idling	Commercial	Pass	SOTO AVE & 37ST CITY OF VERNON ROAMING	Vernon	90058
6/10/2019	Idling	Commercial	Pass	SOTO AVE & 37ST CITY OF VERNON ROAMING	Vernon	90058
6/10/2019	Idling	Commercial	Pass	SOTO AVE & 37ST CITY OF VERNON ROAMING	Vernon	90058
6/10/2019	Idling	Commercial	Pass	SOTO AVE & 37ST CITY OF VERNON ROAMING	Vernon	90058
6/10/2019	Idling	Commercial	Pass	SOTO AVE & 37ST CITY OF VERNON ROAMING	Vernon	90058
6/10/2019	Idling	Commercial	Pass	SOTO AVE & 37ST CITY OF VERNON ROAMING	Vernon	90058
6/10/2019	Idling	Commercial	Pass	SOTO AVE & 37ST CITY OF VERNON ROAMING	Vernon	90058
6/10/2019	Idling	Commercial	Pass	SOTO AVE & 37ST CITY OF VERNON ROAMING	Vernon	90058
6/10/2019	Idling	Commercial	Pass	SOTO AVE & 37ST CITY OF VERNON ROAMING	Vernon	90058
6/10/2019	TRU		Pass	SOTO AVE & 37ST CITY OF VERNON ROAMING	Vernon	90058
6/17/2019	HdVIP	ECL	Fail	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	Smart Way		Fail	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	Smart Way		Fail	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	TRU		Non-Compliant	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023

6/17/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	Drayage		Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023

6/17/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023

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6/17/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	TRU		Non-Compliant	3211 Firestone Blvd	South Gate	90280
6/17/2019	TRU		Non-Compliant	3211 Firestone Blvd	South Gate	90280
6/17/2019	TRU		Non-Compliant	3211 Firestone Blvd	South Gate	90280
6/17/2019	TRU		Non-Compliant	3211 Firestone Blvd	South Gate	90280
6/17/2019	Idling	Commercial	Pass	3211 Firestone Blvd	South Gate	90280
6/17/2019	Idling	Commercial	Pass	3211 Firestone Blvd	South Gate	90280
6/17/2019	Idling	Commercial	Pass	3211 Firestone Blvd	South Gate	90280
6/17/2019	Idling	Commercial	Pass	3211 Firestone Blvd	South Gate	90280
6/17/2019	Idling	Commercial	Pass	3211 Firestone Blvd	South Gate	90280
6/17/2019	Idling	Commercial	Pass	3211 Firestone Blvd	South Gate	90280
6/17/2019	Idling	Commercial	Pass	3211 Firestone Blvd	South Gate	90280
6/17/2019	Idling	Commercial	Pass	3211 Firestone Blvd	South Gate	90280
6/17/2019	Idling	Commercial	Pass	3211 Firestone Blvd	South Gate	90280
6/17/2019	Idling	Commercial	Pass	3211 Firestone Blvd	South Gate	90280
6/17/2019	Idling	Commercial	Pass	3211 Firestone Blvd	South Gate	90280
6/17/2019	Idling	Commercial	Pass	3211 Firestone Blvd	South Gate	90280
6/17/2019	Idling	Commercial	Pass	3211 Firestone Blvd	South Gate	90280
6/17/2019	Idling	Commercial	Pass	3211 Firestone Blvd	South Gate	90280
6/17/2019	Idling	Commercial	Pass	3211 Firestone Blvd	South Gate	90280
6/17/2019	Idling	Commercial	Pass	3211 Firestone Blvd	South Gate	90280
6/17/2019	Idling	Commercial	Pass	3211 Firestone Blvd	South Gate	90280
6/17/2019	Idling	Commercial	Pass	3211 Firestone Blvd	South Gate	90280
6/17/2019	Smart Way		Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	TRU		Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023

6/17/2019	TRU		Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	TRU		Pass	3211 Firestone Blvd	South Gate	90280
6/17/2019	TRU		Pass	3211 Firestone Blvd	South Gate	90280
6/17/2019	TRU		Pass	3211 Firestone Blvd	South Gate	90280
6/17/2019	TRU		Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	TRU		Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023
6/17/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE BNSF- RR 3770 WASHINGTON BLVD	COMMERCE	90023

Appendices

7/1/2019	Off-Road		Not Registered	E 50th St & S Soto St	Vernon	90058
7/1/2019	Off-Road		Pass	Boyle Ave & 53 St	Vernon	90058
7/1/2019	Off-Road		Pass	Boyle Ave & 53 St	Vernon	90058
7/1/2019	Off-Road		Pass	Boyle Ave & 53 St	Vernon	90058
7/1/2019	Off-Road		Pass	Boyle Ave & 53 St	Vernon	90058
7/1/2019	Off-Road		Pass	Boyle Ave & 53 St	Vernon	90058
7/1/2019	Off-Road		Pass	Boyle Ave & 53 St	Vernon	90058
7/1/2019	Off-Road		Pass	Boyle Ave & 53 St	Vernon	90058
7/1/2019	Off-Road		Pass	Boyle Ave & 53 St	Vernon	90058
7/1/2019	Off-Road		Pass	Boyle Ave & 53 St	Vernon	90058
7/1/2019	Off-Road		Pass	Boyle Ave & 53 St	Vernon	90058
7/1/2019	Off-Road		Pass	Boyle Ave & 53 St	Vernon	90058
7/1/2019	Off-Road		Pass	Boyle Ave & 53 St	Vernon	90058
7/1/2019	Off-Road		Pass	Boyle Ave & 53 St	Vernon	90058
7/1/2019	Off-Road		Pass	E 50th St & S Soto St	Vernon	90058
7/1/2019	Off-Road		Pass	E 50th St & S Soto St	Vernon	90058
7/1/2019	Off-Road		Pass	E 50th St & S Soto St	Vernon	90058
7/1/2019	Off-Road		Pass	E 50th St & S Soto St	Vernon	90058
7/1/2019	Off-Road		Pass	E 50th St & S Soto St	Vernon	90058
7/18/2019	TRU		No IDN	VERNON COMMERCE ROAMING	COMMERCE	90058
7/18/2019	TRU		Non-Compliant	VERNON COMMERCE ROAMING	COMMERCE	90058
7/18/2019	TRU		Not Registered	VERNON COMMERCE ROAMING	COMMERCE	90058
7/18/2019	Idling	Commercial	Pass	VERNON COMMERCE ROAMING	COMMERCE	90058
7/18/2019	Idling	Commercial	Pass	VERNON COMMERCE ROAMING	COMMERCE	90058
7/18/2019	Idling	Commercial	Pass	VERNON COMMERCE ROAMING	COMMERCE	90058
7/18/2019	Idling	Commercial	Pass	VERNON COMMERCE ROAMING	COMMERCE	90058
7/18/2019	Idling	Commercial	Pass	VERNON COMMERCE ROAMING	COMMERCE	90058
7/18/2019	Idling	Commercial	Pass	VERNON COMMERCE ROAMING	COMMERCE	90058
7/18/2019	Idling	Commercial	Pass	VERNON COMMERCE ROAMING	COMMERCE	90058
7/18/2019	Idling	Commercial	Pass	VERNON COMMERCE ROAMING	COMMERCE	90058

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7/22/2019	Idling	Commercial	Pass	2825 E 54Th St	Vernon	90058
7/22/2019	Idling	Commercial	Pass	2825 E 54Th St	Vernon	90058
7/22/2019	Idling	Commercial	Pass	2825 E 54Th St	Vernon	90058
7/22/2019	Idling	Commercial	Pass	2825 E 54Th St	Vernon	90058
7/22/2019	Idling	Commercial	Pass	2825 E 54Th St	Vernon	90058
7/22/2019	Idling	Commercial	Pass	2825 E 54Th St	Vernon	90058
7/22/2019	Idling	Commercial	Pass	2825 E 54Th St	Vernon	90058
7/22/2019	Idling	Commercial	Pass	2825 E 54Th St	Vernon	90058
7/22/2019	Idling	Commercial	Pass	2825 E 54Th St	Vernon	90058
7/22/2019	Idling	Commercial	Pass	2825 E 54Th St	Vernon	90058
7/22/2019	Idling	Commercial	Pass	2825 E 54Th St	Vernon	90058
7/22/2019	Idling	Commercial	Pass	2825 E 54Th St	Vernon	90058
7/22/2019	Idling	Commercial	Pass	2825 E 54Th St	Vernon	90058
7/22/2019	Idling	Commercial	Pass	2825 E 54Th St	Vernon	90058
7/22/2019	Idling	Commercial	Pass	2825 E 54Th St	Vernon	90058
7/22/2019	Idling	Commercial	Pass	2825 E 54Th St	Vernon	90058
7/22/2019	Idling	Commercial	Pass	2825 E 54Th St	Vernon	90058
7/22/2019	TRU		Pass	2825 E 54Th St	Vernon	90058
7/22/2019	TRU		Pass	2825 E 54Th St	Vernon	90058
8/19/2019	TRU		Non-Compliant	3211 E 44th St	Vernon	90058
8/19/2019	TRU		Non-Compliant	3211 E 44th St	Vernon	90058
8/19/2019	TRU		Non-Compliant	3211 E 44th St	Vernon	90058
8/19/2019	Idling	Commercial	Pass	3211 E 44th St	Vernon	90058
8/19/2019	Idling	Commercial	Pass	3211 E 44th St	Vernon	90058
8/19/2019	Idling	Commercial	Pass	3211 E 44th St	Vernon	90058
8/19/2019	Idling	Commercial	Pass	3211 E 44th St	Vernon	90058
8/19/2019	Idling	Commercial	Pass	3211 E 44th St	Vernon	90058
8/19/2019	Idling	Commercial	Pass	3211 E 44th St	Vernon	90058
8/19/2019	Idling	Commercial	Pass	3211 E 44th St	Vernon	90058
8/19/2019	Idling	Commercial	Pass	3211 E 44th St	Vernon	90058
8/19/2019	Idling	Commercial	Pass	3211 E 44th St	Vernon	90058
8/19/2019	Idling	Commercial	Pass	3211 E 44th St	Vernon	90058

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8/26/2019	Idling	Commercial	Pass	3100 E Wahington Blvd	Los Angeles	90023
8/26/2019	Idling	Commercial	Pass	3100 E Wahington Blvd	Los Angeles	90023
8/26/2019	Idling	Commercial	Pass	3100 E Wahington Blvd	Los Angeles	90023
8/26/2019	Idling	Commercial	Pass	3100 E Wahington Blvd	Los Angeles	90023
8/26/2019	Idling	Commercial	Pass	3100 E Wahington Blvd	Los Angeles	90023
8/5/2019	Off-Road		Not Registered	10000 S Alameda	Los Angeles	90002
8/5/2019	Off-Road		Not Registered	10000 S Alameda	Los Angeles	90002
8/5/2019	Off-Road		Not Registered	10000 S Alameda	Los Angeles	90002
8/5/2019	Off-Road		Pass	10000 S Alameda	Los Angeles	90002
8/5/2019	Off-Road		Pass	10000 S Alameda	Los Angeles	90002
8/5/2019	Off-Road		Pass	10000 S Alameda	Los Angeles	90002
8/5/2019	Off-Road		Pass	10000 S Alameda	Los Angeles	90002
8/5/2019	Off-Road		Pass	10000 S Alameda	Los Angeles	90002
8/6/2019	TRU		Non-Compliant	Soto st and D E 37th St	Los Angeles	90058
8/6/2019	TRU		Non-Compliant	Soto st and D E 37th St	Los Angeles	90058
8/6/2019	TRU		Non-Compliant	Soto st and D E 37th St	Los Angeles	90058
8/6/2019	Idling	Commercial	Pass	Soto st and D E 37th St	Los Angeles	90058
8/6/2019	Idling	Commercial	Pass	Soto st and D E 37th St	Los Angeles	90058
8/6/2019	Idling	Commercial	Pass	Soto st and D E 37th St	Los Angeles	90058
8/6/2019	Idling	Commercial	Pass	Soto st and D E 37th St	Los Angeles	90058
8/6/2019	Idling	Commercial	Pass	Soto st and D E 37th St	Los Angeles	90058
8/6/2019	Idling	Commercial	Pass	Soto st and D E 37th St	Los Angeles	90058
8/6/2019	Idling	Commercial	Pass	Soto st and D E 37th St	Los Angeles	90058
8/6/2019	Idling	Commercial	Pass	Soto st and D E 37th St	Los Angeles	90058
8/6/2019	Idling	Commercial	Pass	Soto st and D E 37th St	Los Angeles	90058
8/6/2019	Idling	Commercial	Pass	Soto st and D E 37th St	Los Angeles	90058
8/6/2019	Idling	Commercial	Pass	Alcoa St and E 44th St	Vernon	90058
8/6/2019	Idling	Commercial	Pass	Alcoa St and E 44th St	Vernon	90058
8/6/2019	Idling	Commercial	Pass	Alcoa St and E 44th St	Vernon	90058
8/6/2019	Idling	Commercial	Pass	Alcoa St and E 44th St	Vernon	90058
8/6/2019	Idling	Commercial	Pass	Alcoa St and E 44th St	Vernon	90058

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8/6/2019	Idling	Commercial	Pass	Alcoa St and E 44th St	Vernon	90058
8/6/2019	Idling	Commercial	Pass	Alcoa St and E 44th St	Vernon	90058
8/6/2019	Off-Road		Pass	Alcoa St and E 44th St	Vernon	90058
8/6/2019	Smart Way		Pass	Alcoa St and E 44th St	Vernon	90058
8/6/2019	TRU		Non-Compliant	Alcoa St and E 44th St	Vernon	90058
8/6/2019	TRU		Pass	Alcoa St and E 44th St	Vernon	90058
8/6/2019	Truck & Bus		Pass	Soto st and D E 37th St	Los Angeles	90058
8/6/2019	Truck & Bus		Pass	Soto st and D E 37th St	Los Angeles	90058
8/6/2019	Truck & Bus		Pass	Soto st and D E 37th St	Los Angeles	90058
8/6/2019	Truck & Bus		Pass	Soto st and D E 37th St	Los Angeles	90058
8/6/2019	Truck & Bus		Pass	Soto st and D E 37th St	Los Angeles	90058
8/6/2019	Truck & Bus		Pass	Soto st and D E 37th St	Los Angeles	90058
8/6/2019	Truck & Bus		Pass	Alcoa St and E 44th St	Vernon	90058
8/6/2019	Truck & Bus		Pass	Alcoa St and E 44th St	Vernon	90058
8/6/2019	Truck & Bus		Pass	Alcoa St and E 44th St	Vernon	90058
8/6/2019	Truck & Bus		Pass	Alcoa St and E 44th St	Vernon	90058
8/6/2019	Truck & Bus		Pass	Alcoa St and E 44th St	Vernon	90058
8/6/2019	Truck & Bus		Pass	Alcoa St and E 44th St	Vernon	90058
8/6/2019	Truck & Bus		Pass	Alcoa St and E 44th St	Vernon	90058
8/6/2019	Truck & Bus		Pass	Alcoa St and E 44th St	Vernon	90058
9/16/2019	TRU		Non-Compliant	3211 E 44th St	Vernon	90058

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9/16/2019	TRU		Non-Compliant	3211 E 44th St	Vernon	90058
9/16/2019	TRU		Non-Compliant	3211 E 44th St	Vernon	90058
9/16/2019	Idling	Commercial	Pass	3211 E 44th St	Vernon	90058
9/16/2019	Idling	Commercial	Pass	3211 E 44th St	Vernon	90058
9/16/2019	Idling	Commercial	Pass	3211 E 44th St	Vernon	90058
9/16/2019	Idling	Commercial	Pass	3211 E 44th St	Vernon	90058
9/16/2019	Idling	Commercial	Pass	3211 E 44th St	Vernon	90058
9/16/2019	Idling	Commercial	Pass	3211 E 44th St	Vernon	90058
9/16/2019	Idling	Commercial	Pass	3211 E 44th St	Vernon	90058
9/16/2019	Idling	Commercial	Pass	3211 E 44th St	Vernon	90058
9/16/2019	Idling	Commercial	Pass	3211 E 44th St	Vernon	90058
9/16/2019	Idling	Commercial	Pass	3211 E 44th St	Vernon	90058
9/16/2019	Idling	Commercial	Pass	3211 E 44th St	Vernon	90058
9/16/2019	Idling	Commercial	Pass	3211 E 44th St	Vernon	90058
9/16/2019	Idling	Commercial	Pass	3211 E 44th St	Vernon	90058
9/16/2019	Idling	Commercial	Pass	3211 E 44th St	Vernon	90058
9/16/2019	Idling	Commercial	Pass	3211 E 44th St	Vernon	90058
9/16/2019	Idling	Commercial	Pass	3211 E 44th St	Vernon	90058
9/16/2019	Idling	Commercial	Pass	3211 E 44th St	Vernon	90058
9/16/2019	Idling	Commercial	Pass	3211 E 44th St	Vernon	90058
9/16/2019	Idling	Commercial	Pass	3211 E 44th St	Vernon	90058
9/16/2019	Idling	Commercial	Pass	3211 E 44th St	Vernon	90058
9/16/2019	Idling	Commercial	Pass	3211 E 44th St	Vernon	90058
9/16/2019	Idling	Commercial	Pass	3211 E 44th St	Vernon	90058
9/16/2019	Idling	Commercial	Pass	3211 E 44th St	Vernon	90058
9/3/2019	Idling	Commercial	Fail	BOYLE HEIGHTS LOS ANGELES ROAMING	Los Angeles	90058
9/3/2019	TRU		No IDN	BOYLE HEIGHTS LOS ANGELES ROAMING	Los Angeles	90058
9/3/2019	TRU		Non-Compliant	BOYLE HEIGHTS LOS ANGELES ROAMING	Los Angeles	90058
9/3/2019	TRU		Non-Compliant	BOYLE HEIGHTS LOS ANGELES ROAMING	Los Angeles	90058
9/3/2019	TRU		Non-Compliant	BOYLE HEIGHTS LOS ANGELES ROAMING	Los Angeles	90058
9/3/2019	TRU		Not Registered	BOYLE HEIGHTS LOS ANGELES ROAMING	Los Angeles	90058

9/3/2019	Idling	Commercial	Pass	BOYLE HEIGHTS LOS ANGELES ROAMING	Los Angeles	90058
9/3/2019	Idling	Commercial	Pass	BOYLE HEIGHTS LOS ANGELES ROAMING	Los Angeles	90058
9/3/2019	Idling	Commercial	Pass	BOYLE HEIGHTS LOS ANGELES ROAMING	Los Angeles	90058
9/3/2019	Idling	Commercial	Pass	BOYLE HEIGHTS LOS ANGELES ROAMING	Los Angeles	90058
9/3/2019	Idling	Commercial	Pass	BOYLE HEIGHTS LOS ANGELES ROAMING	Los Angeles	90058
9/3/2019	Idling	Commercial	Pass	BOYLE HEIGHTS LOS ANGELES ROAMING	Los Angeles	90058
9/3/2019	Idling	Commercial	Pass	BOYLE HEIGHTS LOS ANGELES ROAMING	Los Angeles	90058
9/3/2019	Truck & Bus		Pass	BOYLE HEIGHTS LOS ANGELES ROAMING	Los Angeles	90058
9/3/2019	Truck & Bus		Pass	BOYLE HEIGHTS LOS ANGELES ROAMING	Los Angeles	90058
9/30/2019	HDVIP	ECL	Fail	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	ECL	Fail	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	Smart Way		Fail	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	TRU		Non-Compliant	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	TRU		Non-Compliant	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	Truck & Bus		Non-Compliant	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	Truck & Bus		Non-Compliant	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	TRU		Not Registered	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	TRU		Not Registered	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032

9/30/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	Quick Snap	Numeric	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032

9/30/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032

9/30/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	ECL	Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	HDVIP	Tampering	Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	Smart Way		Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	Smart Way		Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	Smart Way		Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	Smart Way		Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	TRU		Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	TRU		Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	TRU		Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	TRU		Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032

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9/30/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/30/2019	Truck & Bus		Pass	ROADSIDE INSPECTION SITE 3770 WASHINGTON BLVD E/B @ BNSF RR	LOS ANGELES	90032
9/9/2019	TRU		Non-Compliant	3141 E. 44th St	Vernon	90058
9/9/2019	TRU		Not Registered	3141 E. 44th St	Vernon	90058
9/9/2019	Idling	Commercial	Pass	3141 E. 44th St	Vernon	90058
9/9/2019	Idling	Commercial	Pass	3141 E. 44th St	Vernon	90058
9/9/2019	Idling	Commercial	Pass	3141 E. 44th St	Vernon	90058
9/9/2019	Idling	Commercial	Pass	3141 E. 44th St	Vernon	90058
9/9/2019	Idling	Commercial	Pass	3141 E. 44th St	Vernon	90058
9/9/2019	Idling	Commercial	Pass	3141 E. 44th St	Vernon	90058
9/9/2019	Idling	Commercial	Pass	3141 E. 44th St	Vernon	90058

9/9/2019	Idling	Commercial	Pass	3141 E. 44th St	Vernon	90058
9/9/2019	Idling	Commercial	Pass	3141 E. 44th St	Vernon	90058
9/9/2019	Idling	Commercial	Pass	3141 E. 44th St	Vernon	90058
9/9/2019	Idling	Commercial	Pass	3141 E. 44th St	Vernon	90058
9/9/2019	Idling	Commercial	Pass	3141 E. 44th St	Vernon	90058
9/9/2019	TRU		Pass	3141 E. 44th St	Vernon	90058

49 State: Ensures that vehicles and engines are certified to both California and USEPA standards, not just USEPA standards that are valid for the other 49 states. Dealer and Fleet Tampering: Staff inspect automobile dealerships and commercial fleets to ensure new vehicles and engines are certified to California emissions standards, and that emissions control systems are not tampered with.

LSI: CARB ensures compliance with certified emissions standards for spark-ignition engines, including large spark-ignition (LSI) engines, and the evaporative emissions control systems of vehicles and equipment like forklifts, sweeper/scrubbers, industrial tow tractors, and airport ground support equipment.

OHVR: CARB ensures off-highway recreational vehicles (OHVR), such as off-highway motorcycles and all-terrain vehicles (ATVs) used recreationally, in agriculture, building and trades, landscape maintenance and law enforcement, meet emissions standards for smog pre-cursors and evaporative emissions. Portable fuel containers: CARB ensures all gas cans (PFCs) used to fill equipment like lawnmowers, vehicles, and personal watercraft minimize spillage and meet low-emissions requirements through the implementation of low permeation plastics and automatic sealing nozzles.

R134A: CARB ensures small containers of mobile air conditioning refrigerant (HFC-134a) minimize greenhouse gas emissions by meeting requirements, such as having self-sealing valves on the containers.

SORE: CARB ensures that certified exhaust emissions standards are complied with for Small Off-Road Engines (SORE) used in lawn and garden equipment as well as other outdoor power equipment and specialty vehicles.

Summary

Both South Coast AQMD and CARB are committed to working closely with the CSC to identify and investigate air quality issues in the community. For the mobile sources regulated by CARB, this will include actively enhancing enforcement activities through a combination of improved complaint reporting, more focused inspections, and report-back meetings to update the CSC on the status of inspections and to obtain additional areas of mobile source concern. CARB plans to have, at a minimum, annual meetings with the CSC in order to prioritize strategies and identify possible locations where non-compliant vehicles are present. CARB will report-back to the community with the number of inspections performed and the number of citations and/or Notices of Violations (NOVs) issued. Further information about CARB's and South Coast AQMD's commitments can be found in Chapter 5.

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APPENDIX 5:

AIR QUALITY PRIORITIES

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Trucks and Freeways

Community Concerns

The Southeast Los Angeles (SELA) community is surrounded by the Interstate 105 to the south, Interstate 110 to the west, and Interstate 710 (I-710) to the east. The I-710 is a vital transportation corridor for goods movement out of the Ports of Los Angeles and Long Beach, the busiest container ports in the United States. A daily average of up to 240,000 vehicles transit along the portion of the Interstate 710 in the SELA community.¹ Heavy-duty trucks contribute to about 8.7% of the average daily traffic volume and over 90% of diesel particulate matter (DPM) emissions.² Based on South Coast AQMD's MATES IV study, in 2012 DPM emissions account for about 68% of the air toxics risk in the South Coast Air Basin. However, the California Air Resources Board (CARB) projects that between 2012 and 2030 there will be over a 95% reduction in on-road DPM emissions in the South Coast Air Basin from the implementation of mobile source regulations, with most of the reductions occurring before 2023.²



The SELA community has expressed concern about emissions from heavy-duty trucks traveling along the I-710 and idling near storage yards and fueling stations. Community residents are also concerned about the general traffic congestion in their neighborhoods and the potential of large warehouses or fulfillment centers opening in the future, which may also increase truck activity. To gain understanding of the vehicle population in the SELA community, a summary of vehicles registered by model year is available at the following webpage <https://www.aqmd.gov/nav/about/initiatives/community-efforts/environmental-justice/ab617-134/southeast-los-angeles>. It should be noted that many on-road vehicles categories, such as trucks, may not always operate where they are registered.

Emissions from Trucks and Freeways

The largest sources of emissions from Trucks in SELA generally fall into two categories, including, medium heavy-duty trucks (14,001 - 33,000 lbs.) and heavy heavy-duty trucks (over 33,000 lbs.). Examples of medium heavy-duty trucks include commercial delivery trucks, beverage trucks, and school buses. Examples of heavy heavy-duty trucks are freight trucks used to move shipping containers, cement trucks, dump trucks, and city transit buses. See Figure 1 – General Trucks Categories.

¹ Caltrans, Caltrans Traffic Census Program. <https://dot.ca.gov/programs/traffic-operations/census>, Accessed February 13, 2020.

² California Air Resources Board, Community Air Protection Program 2019 Community Recommendations Staff Report. <https://ww2.arb.ca.gov/resources/documents/2019-community-recommendations-staff-report>, Accessed February 18, 2020.

Figure 1 – General Truck Categories

Category	Definition	Example
<p>Medium Heavy-Duty</p>		
<p>Heavy Heavy-Duty</p>		

Based on emissions from the years 2016 and 2017, medium heavy-duty and heavy-heavy duty trucks contribute approximately 53% of all DPM in SELA.³ Other large sources of DPM in SELA are locomotives (i.e., trains), off-road equipment (e.g., cargo handling equipment, construction equipment), and diesel buses. For the overall contribution of these sources by percentage, see Figure 3 – Sources of DPM in SELA. DPM is a toxic air pollutant that comes from diesel engines and is a top contributor to air toxics cancer risk. Additional information about DPM and health effects is available at <https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health>.

Trucks also contribute to fine particulate matter (PM2.5), particulate matter (PM10), volatile organic compounds (VOCs), and nitrogen oxides (NOx) emissions. PM10 and PM2.5 are particles smaller than 10 and 2.5 microns, respectively that can be inhaled deep into the lungs and cause health problems. Figure 4 – Particulate Size Comparison shows the relative sizes of PM10 and PM2.5. Additional information about PM10 and PM2.5 are available at <https://ww2.arb.ca.gov/resources/inhalable-particulate-matter-and-health>. ROG is a group of gases that contribute to forming smog, such as acetone, benzene, and formaldehyde. NOx is a family of gases that are highly reactive with other pollutants to form both ozone (smog) and PM2.5. Ozone can harm the respiratory system. Additional information about ozone is available at <https://ww2.arb.ca.gov/resources/ozone-and-health>.

³ South Coast Air Quality Management District, Sources of Air Pollution Southeast Los Angeles. <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/source-attribution-fact-sheet.pdf>. Accessed July 10, 2020.

Figure 2 – Sources of DPM in SELA

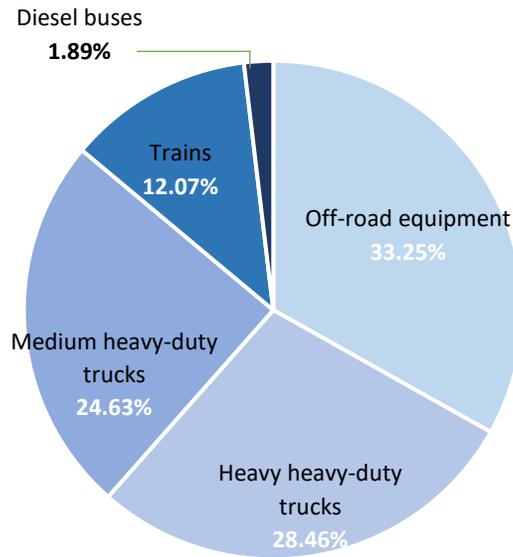
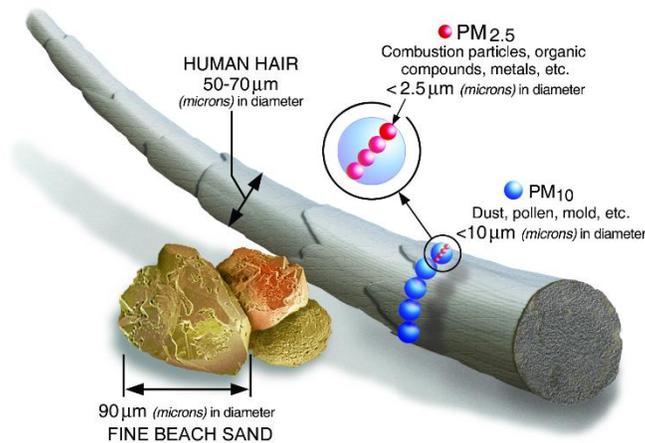


Figure 3 – Particulate Matter Size Comparison (PM10 and PM2.5)⁴



⁴ U.S. EPA. Particulate Matter (PM) Basics. <https://www.epa.gov/pm-pollution/particulate-matter-pm-basics>. Accessed July 14, 2020.

Table 1 – Emissions from Mobile Sources in SELA below, provides an overview of on-road mobile source emissions in SELA. Emissions from medium heavy-duty and heavy-heavy duty trucks are in yellow highlights.

Table 1 – Emissions from On-Road Mobile Sources in SELA in 2018 (Tons per Year)^{5, 6}

On-Road Mobile Sources – SELA	NOx	ROG	PM10	PM2.5	DPM
†Light and Medium-Duty Vehicles	447.75	492.00	134.76	57.58	0.37
†Light Heavy-Duty Vehicles	17.45	20.97	2.82	1.19	--
Medium Heavy-Duty Vehicles	208.68	17.02	12.09	7.99	5.25
Heavy-Heavy Duty Vehicles	493.37	25.79	12.84	8.34	5.93
Buses	17.24	2.32	1.25	0.73	0.38
Total On-road Mobile Sources	1,184.49	558.10	163.76	75.83	11.94

*Passenger cars and pickup trucks

Air Monitoring

The SELA community is intersected by a multitude of public roads and freeways with high traffic volumes and a high fraction of diesel trucks due to the presence of railyards, warehouses and the associated goods movement in the area. Diesel engines emit a complex mixture of air pollutants, including both gaseous and solid material. The solid material in diesel exhaust is known as DPM, which is a component of PM2.5. There is no technique to directly measure DPM (a major contributor to health risk); therefore, indirect measurements based on surrogates for diesel exhaust are used, specifically black carbon (BC). DPM is typically composed of carbon particles (“soot”, also called BC) and numerous organic compounds. Diesel exhaust also contains gaseous pollutants, including volatile organic compounds (VOC) and NOx.

The monitoring strategy to study and characterize this air quality priority consists of comprehensive measurements conducted using a mobile platform capable of monitoring a wide range of particulate and gaseous pollutants, including BC, PM, ultrafine particles (UFP), and nitrogen dioxide (NO₂). Mobile monitoring is first conducted in areas identified by the CSC, such as areas with heavy-duty trucks idling near storage yards and fueling stations, as well as roadways with traffic congestion in neighborhoods, prioritized based on available truck density information. These measurements will extend to other areas within the SELA community to support implementation of emission reduction strategies and help track their progress; identify air pollution hotspots; and help to assess the impact of truck emissions on community exposure.

⁵ South Coast Air Quality Management District, Sources of Air Pollution Southeast Los Angeles. <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/source-attribution-fact-sheet.pdf>. Accessed July 10, 2020.

⁶ California Air Resources Board, Community Air Protection Program 2019 Community Recommendation Staff Report. ww2.arb.ca.gov/resources/documents/2019-community-recommendations-staff-report. Accessed July 10, 2020.

Regulatory Efforts and Enforcement

Under the Clean Air Act (CAA),⁷ the U.S. EPA sets standards for air quality for certain ‘criteria’ air pollutants, including the maximum concentration of those pollutants in the air anywhere in the United States. The CAA allows EPA to establish emission limits on mobile sources, such as heavy-duty trucks, by regulating both the composition of fuels and tailpipe emissions and on-road and off-road engines. CARB is the primary authority over mobile sources in the state of California and can set in-state fuel and tailpipe standards for many of the same vehicles as the federal government, though it often requires a waiver from EPA. South Coast AQMD has primary authority over stationary sources with some limited mobile source authority. For example, South Coast AQMD can address “indirect sources” (facilities that attract mobile sources) through facility-based measures. The sections below describe the regulatory and enforcement efforts from the U.S. EPA, CARB, and South Coast AQMD.

US EPA and CARB

Since the designation in California of diesel particulate matter as a toxic air contaminant in 1998, CARB has developed a suite of regulations (rules) and Airborne Toxic Control Measures to reduce Californians’ exposure to this cancer-causing pollutant, including emissions from heavy-duty (large) diesel trucks and buses. CARB has addressed truck and bus diesel emission reductions through existing regulations, such as the Drayage Truck Regulation,^{8,9} and the Truck and Bus Regulation,^{10, 11} which require the use of exhaust after treatment, like diesel particulate filters; newer engines that meet lower air pollutant emissions standards; and limits on idling of diesel-fueled vehicles, such as trucks and buses. See Figure 5 - CARB Enforcement Programs Relevant to Trucks, for more details on these rules. Figure 5 – CARB Enforcement Programs Relevant to Trucks, provides an overview of CARB’s enforcement programs).

⁷ U.S. EPA, Summary of the Clean Air Act. <https://www.epa.gov/laws-regulations/summary-clean-air-act>. Accessed July 14, 2020.

⁸ California Air Resources Board, Update on California Actions to Minimize Community Health Impacts from Freight, March 2019, https://www.arb.ca.gov/board/books/2019/032119/19-3-2pres.pdf?_ga=2.79278740.1419761847.1559951314-1545453421.1552083450, Accessed July 4, 2019.

⁹ California Air Resources Board, Drayage Trucks at Seaports and Railyards, <https://ww2.arb.ca.gov/our-work/programs/drayage-trucks-seaports-and-railyards>, Accessed July 4, 2019.

¹⁰ California Air Resources Board, Truck and Bus Regulation Compliance Requirement Overview, <https://www.arb.ca.gov/msprog/onrdiesel/documents/FSRegSum.pdf>, Accessed July 4, 2020.

¹¹ California Air Resources Board, Truck and Bus Regulation On-Road Heavy Duty Diesel Vehicles (In-Use) Regulation, <https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>, Accessed July 4, 2020.

Figure 4 – CARB Enforcement Programs Relevant to Trucks

	<p>CARB conducts idling sweeps to ensure vehicle idling limits are not exceeded. See below for further details on this rule.</p>
	<p>Drayage vehicles are heavy-duty diesel vehicles (HDDV) that move goods. HDV that enter the port or intermodal facility are required to have newer engines (2007+) that are certified to cleaner emissions standards.</p>
	<p>Transport Refrigeration Units (TRUs): Inspect secondary engines to ensure TRUs meet labeling and clean air requirements.</p>
	<p>For the Heavy-Duty Vehicle Inspection Program, CARB conducts inspections for:</p> <ul style="list-style-type: none"> • Diesel Emission Fluid (DEF): a liquid used as a reductant in heavy-duty diesel engines to reduce NOx emissions • Emission Control Label (ECL): Engine certification labeling requirements • Smoke/Tampering: Requires heavy duty trucks/buses to be inspected
	<p>Statewide Truck and Bus Regulation requires all vehicles with 2009 or older engines weighing over 14,000 pounds to reduce exhaust emissions by upgrading to 2010 or newer engines by 2023. Non-compliant vehicles will be denied DMV registrations.</p>

Both CARB and South Coast AQMD enforce the idling rules, including the Commercial Vehicle Idling Regulation restricts commercial vehicle idling (with a gross vehicle weight rating of greater than 10,000 pounds).¹² The regulation restricts idling to five minutes or less for commercial vehicles:

- Without a “Clean Idle” sticker (2007 and newer model-year diesel engines that meet low NOx limit of 30 g/hr), or
- With a “Clean Idle” sticker and idling within 100 feet of schools, residences, hotels, or other restricted areas, or
- Operating diesel-fueled auxiliary power systems within 100 feet of restricted areas.

The regulation also provides exceptions for queuing (i.e., vehicles waiting in line to perform work where shutting engines off is not possible). Figure 5 – “Clean Idle” sticker, shows a “Clean Idle” sticker provided for diesel engines that meet CARB’s certification requirements.

¹² California Air Resources Board, Complaints – Idling Vehicles, <https://ww2.arb.ca.gov/our-work/programs/environmental-complaints/complaints-idling-vehicles>, Accessed July 4, 2020.

Figure 5 – CARB Certified Clean Idle Sticker



In addition, to helping cities address idling, CARB has developed an “Options for Cities to Mitigate Heavy-Duty Vehicle Idling” guidance document, which includes options for cities to address heavy-duty vehicle idling emissions in their communities.¹³

CARB continues to work towards reducing emissions from transport refrigeration units (TRU)¹⁴ near distribution centers and other facilities where TRU activity is focused, and reducing emissions while in transit, especially near the most impacted communities. Improving freight efficiency and transitioning to zero-emission technologies will reduce toxic air contaminant, criteria pollutant, and greenhouse gas emissions. Improving freight efficiency and transitioning to zero-emission technologies will also reduce these same categories of emissions. CARB has created advisories and forms to assist TRU owners in understanding compliance requirements to ensure that regulated entities (e.g., TRU owners, TRU operators, facilities that support TRU use, etc.) are aware of their responsibilities under the TRU regulation.

CARB also recently adopted the Advanced Clean Trucks Rule requiring truck manufacturers to transition from producing diesel trucks and vans to electric zero-emission trucks including heavy-duty vehicles beginning in 2024. Manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines would be required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales would need to be 55% of Class 2b – 3 truck sales, 75% of Class 4 – 8 straight truck sales, and 40% of truck tractor sales. This rule also requires that fleets report information on a one-time basis about their vehicles to support future zero-emission fleet rules.¹⁵ CARB is also considering new requirements to further reduce emissions from trucks and TRUs. Table 2 below illustrates the key upcoming activities from U.S. EPA and CARB.

¹³ California Air Resources Board, Options for Cities to Mitigate HDV Idling, https://ww2.arb.ca.gov/sites/default/files/2020-03/arb_options_cities_mitigate_idling.pdf, Accessed July 4, 2020.

¹⁴ California Air Resources Board, Transport Refrigeration Units, <https://ww2.arb.ca.gov/our-work/programs/transport-refrigeration-unit>, Accessed July 4, 2020.

¹⁵ California Air Resources Board, Advanced Clean Trucks, <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks>, Accessed July 4, 2020

Table 2 – Upcoming Rule Development/Activities from U.S. EPA and CARB

Agency	Proposed Action	Expected Decision	Expected Phase-in Period
U.S. EPA	Cleaner Truck Initiative ¹⁶ – In response to a petition from the South Coast AQMD, U.S. EPA has committed to updating its truck engine standard to reduce NOx emissions.	2021	2027-?
CARB	Transport Refrigeration Unit Regulation ¹⁷ – Measure to reduce emissions and residual risk from TRUs by transitioning to zero-emission technologies.	2021	TBD
CARB	Advanced Clean Fleets ¹⁸ – Would require fleets to transition to zero-emissions, including drayage trucks.	2021	2024-?
CARB	Heavy-Duty Low NOx Rule ¹⁹ – Would set new statewide engine standards for trucks. 60-75% NOx reduction between 2024-2026. Additional reductions in 2027 and beyond.	2020	2024-?
CARB	Heavy-Duty Inspection and Maintenance - Similar to smog check for cars and light duty trucks, this would allow on-board diagnostics (OBD) system checks and require periodic OBD data submissions to identify malfunctioning emissions-related components in applicable engines, include opacity checks for pre-2013 model year engines (non-OBD engines), and require vehicle repairs, if necessary, for all vehicles operating in California. ²⁰	2021	2023-?

South Coast AQMD

South Coast AQMD staff is actively working on Proposed Rule 2305 Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program.²¹ Staff released the first draft rule in May 2020. The purpose of the draft rule is to reduce local and regional NOx and DPM emissions and facilitate local and regional emission reductions associated with warehouses larger than 100,000 square feet and the

¹⁶ U.S. EPA, Cleaner Trucks Initiative, <https://www.epa.gov/regulations-emissions-vehicles-and-engines/cleaner-trucks-initiative>, Accessed July 4, 2020.

¹⁷ California Air Resources Board, New Transport Refrigeration Unit Regulation in Development, <https://ww2.arb.ca.gov/our-work/programs/transport-refrigeration-unit/new-transport-refrigeration-unit-regulation>, Accessed July 4, 2020

¹⁸ California Air Resources Board, Advanced Clean Fleets, <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets>, Accessed October 23, 2020.

¹⁹ California Air Resources Board, Heavy-Duty Low NOx, <https://ww2.arb.ca.gov/our-work/programs/heavy-duty-low-nox>, Accessed July 4, 2020.

²⁰ California Air Resources Board, Heavy-Duty Inspection and Maintenance Program, <https://ww2.arb.ca.gov/our-work/programs/heavy-duty-inspection-and-maintenance-program>, Accessed October 23, 2020.

²¹ South Coast AQMD, Proposed Rule 2305 Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program. https://www.aqmd.gov/docs/default-source/planning/fbmsm-docs/warehouse-isr_prelim-1st-draft.pdf. Accessed July 14, 2020.

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mobile sources attracted to these warehouses. The Warehouse ISR is scheduled to be considered by the South Coast AQMD Governing Board in the first quarter of 2021.

South Coast AQMD has limited authority to regulate on mobile sources; however, the state’s Air Toxic Control Measure to address diesel particulate matter from heavy duty diesel vehicles specifically provides enforcement authority to air districts to enforce truck idling regulations. Activities for truck idling inspections fall into two categories:

- Those initiated by South Coast AQMD – that is, prearranged field operations (also referred to as “sweeps”) to identify violating trucks.
- Those prompted by an outside party, such as public complaints and agency referrals.

While there are many reasons to conduct an inspection, air pollution concerns received directly from community members by way of public complaints are a very important source of information. All complaints are assigned to an inspector for investigation. The complaint telephone line is handled by a live attendant during business hours (Monday – Friday) or by a standby system during off hours. Complainant information is always kept confidential, and while anonymous complaints are accepted, having contact information is crucial to ensure that the inspector can gather all the relevant information to conduct an effective investigation. **To report complaints, please call 1-800-CUT-SMOG (1-800-288-7664) or file an online complaint at www.aqmd.gov.**

Truck idling inspections are unannounced to ensure that the inspector can identify any trucks that may be in violation of the truck idling standards. The locations at which inspectors conduct field operations are chosen based on community input, historical complaint data, locations of sensitive receptors, and other data sources that give insight as to where trucks may be idling in the community. If a truck is found to be in violation of California’s idling regulation, inspectors will take necessary enforcement action to address the non-compliant activity. This enforcement action generally takes the form of a Notice of Violation (NOV) to the owner of the vehicle. NOVs generally result in a fine or other penalty.

Since truck idling has been identified as a community priority, AB 617 CERP actions include enhanced enforcement efforts intended to address SELA community concerns directly, taking community input into account where appropriate.

Incentives

South Coast AQMD funds projects to develop zero-emission technologies, such as battery-electric and fuel cell, for heavy-duty trucks. South Coast AQMD also offers incentives to truck owners to replace older polluting trucks with cleaner trucks. Specifically, the truck owners must use these incentives to purchase trucks that are cleaner than what the regulations currently require. South Coast AQMD’s Voucher Incentive Program (VIP)²² provides incentives for smaller businesses with fleets of 10 or fewer vehicles that primarily

²² South Coast Air Quality Management District, Voucher Incentive Program. <http://www.aqmd.gov/home/programs/business/business-detail?title=voucher-incentive-program&parent=vehicle-engine-upgrades>, Accessed July 6, 2020

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operate within California. The Carl Moyer Program²³ is another incentive program for truck owners to obtain cleaner trucks.

South Coast AQMD staff is exploring a new system called Portable Emissions AcQuisition System (PEAQS) equipped with Automated License Plate Readers (ALPRs)²⁴ in collaboration with the California Air Resources Board (CARB). PEAQS measures emissions as vehicles pass by the sensors, while ALPRs are high-speed, computer-controlled camera systems that can capture license plate numbers that come into their view. ALPR data, when cross-referenced with the Department of Motor Vehicles (DMV) records, can provide more information about vehicles. South Coast AQMD staff is exploring the possibility of using this technology to identify older heavy-duty diesel trucks and notify truck owners who may qualify for incentive programs to replace their truck with newer cleaner models.

In support of AB 617, the legislature has budgeted funds for local air district incentives to support advanced technologies that reduce emissions in disadvantaged communities. CARB facilitates these incentives through the Community Air Protection Program (CAPP). CAPP incentives help owners of older high-polluting vehicles and equipment replace them with newer models with much lower emissions or zero emissions. The incentives may also be used for changes at local industrial facilities that reduce emissions of toxic or smog-forming pollutants, to build zero-emission charging stations, or to support local measures that air districts and communities identify through AB 617 Community Emissions Reduction Programs.

South Coast AQMD has funded about 360 mobile source projects (resulting in approximately \$78.1 million in grants) in 2018 – designated AB 617 communities with CAPP incentives. Examples of the type of projects funded include the replacement of heavy-duty trucks, off-road equipment, and locomotives, and zero-emission infrastructure (e.g., outlet for electric-powered truck refrigeration units). For more information on CAPP incentives, including the applications submitted and final project selection for the first two years of the program, please visit the following webpage at www.aqmd.gov/cappincentives.

The ports are also developing their Clean Truck Program (CTP) as part of their Clean Air Action Plan (CAAP) to reduce emissions at the ports. The CTP is aimed at generating an additional source of incentive funds for cleaner drayage trucks. The funds would be generated by charging a fee per loaded container to trucks entering the ports facilities, with a rebate for cleaner trucks. In March 2020, the ports harbor commissioners voted to support a truck rate of \$10 per Twenty Foot Equivalent (TEU), or \$20 per truck. This rate is anticipated to provide \$90 million per year for truck incentives.

Initially the ports intended to design and implement the program in 2020, with a target of starting to collect the truck rate by the end of 2020. However, due to the economic uncertainties triggered by the COVID-19 pandemic, the ports have delayed that date and both the details of the program and the start date are uncertain. The ports have stated that they remain committed to developing the CTP and will start implementing as soon as there is more certainty regarding the economic outlook.

²³ South Coast AQMD, Carl Moyer Program (Heavy-Duty Engines). <http://www.aqmd.gov/home/programs/business/business-detail?title=heavy-duty-engines&parent=vehicle-engine-upgrades>, Accessed July 6, 2020.

²⁴ California Air Resources Board, Improving On-road Vehicle Data: Automated License Plate Readers (ALPR) Portable Emission AcQuisition System (PEAQS), slide 35 through 42. <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/east-la/meeting-presentation-may26-2019.pdf>, Accessed July 6, 2020.

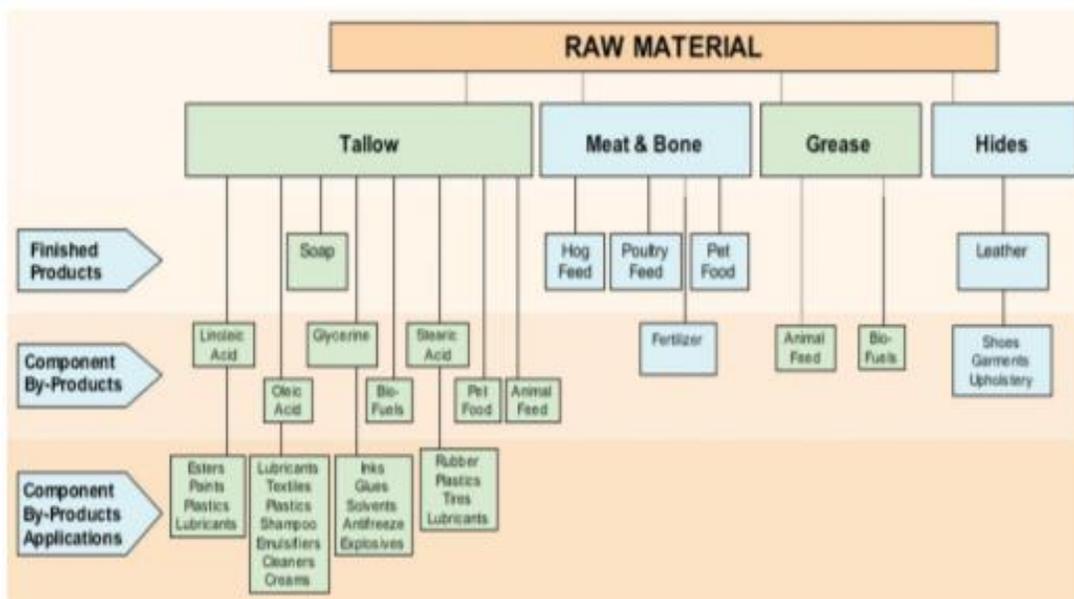
Rendering Facilities

Community Concerns

The Southeast Los Angeles (SELA) community is affected by odors from rendering plants located within the emissions study area (ESA). Rendering is a process that converts waste animal tissue into grease, soap, meat meal, and other useful materials. Dry material from the process may be used for pet food, fertilizer and other products. The raw material that is rendered includes animal carcasses, slaughter waste and trimming, and out-of-date supermarket stock. Figure 1 shows the products and by-products of the rendering process. Because animal carcasses are generally not allowed to be put in landfills, these materials must go to rendering facilities to be processed. Several processes within rendering facilities can emit odors. The processes include raw material receiving, raw material size reduction, cooking, fat processing, and wastewater treatment.



Figure 1 – Products and By-products Produced During Rendering²⁵

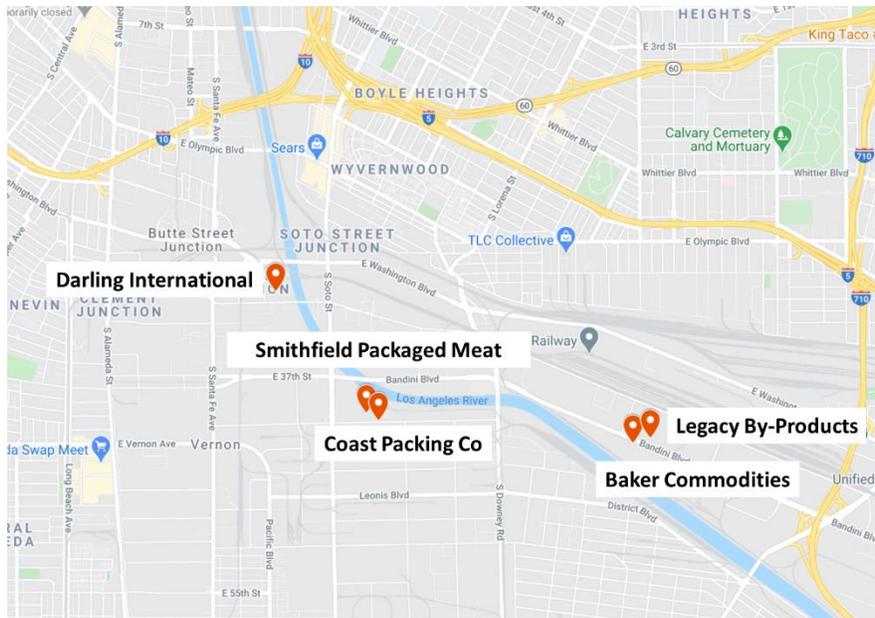


²⁵ South Coast AQMD, Final Staff Report for Proposed Rule 415 – Odors from Rendering Facilities <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-nov3-030.pdf>, Accessed October 8, 2020.

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The SELA Community Steering Committee (CSC) has expressed concerns about odors from rendering facilities located in or adjacent to the Vernon area that affect the quality of life in SELA. Figure 2 shows the five rendering facilities located in the SELA emissions study area, including Baker Commodities, Darling International, Legacy By-Products (formerly D & D/West Coast Rendering), Smithfield Packaged Meat (formerly Farmer John), and Coast Packing. It is often difficult to identify which rendering facility is the source of an odor detected in the community because the facilities are located close to one another.

Figure 2 – Map of Rendering Facilities



Emissions from Rendering Facilities

Odors emitted from rendering facilities can come from raw material receiving, high-intensity odors from processing operations (e.g., cooker, presses, and centrifuges), wastewater treatment, and many other sources of fugitive odors at the facility. Figure 3 shows some of the potential odor emission points in the continuous rendering process. The rendering process can release odors that cause health effects and reduced quality of life. The symptoms that accompany odors include coughing, sore throat, burning eyes, runny nose, headache, nausea, and respiratory irritation.²⁶ Table 1 includes the emissions inventory for rendering facilities in SELA during 2018 including some criteria air pollutants and toxic air contaminants.

²⁶ Science of Odors as a Potential Health Issue, Journal of Environmental Quality, (Susan Schiffman and C.M. Williams, 34:129-138 (2005)

Figure 3 – Potential Odor Emission Points in Continuous Rendering Process²⁷

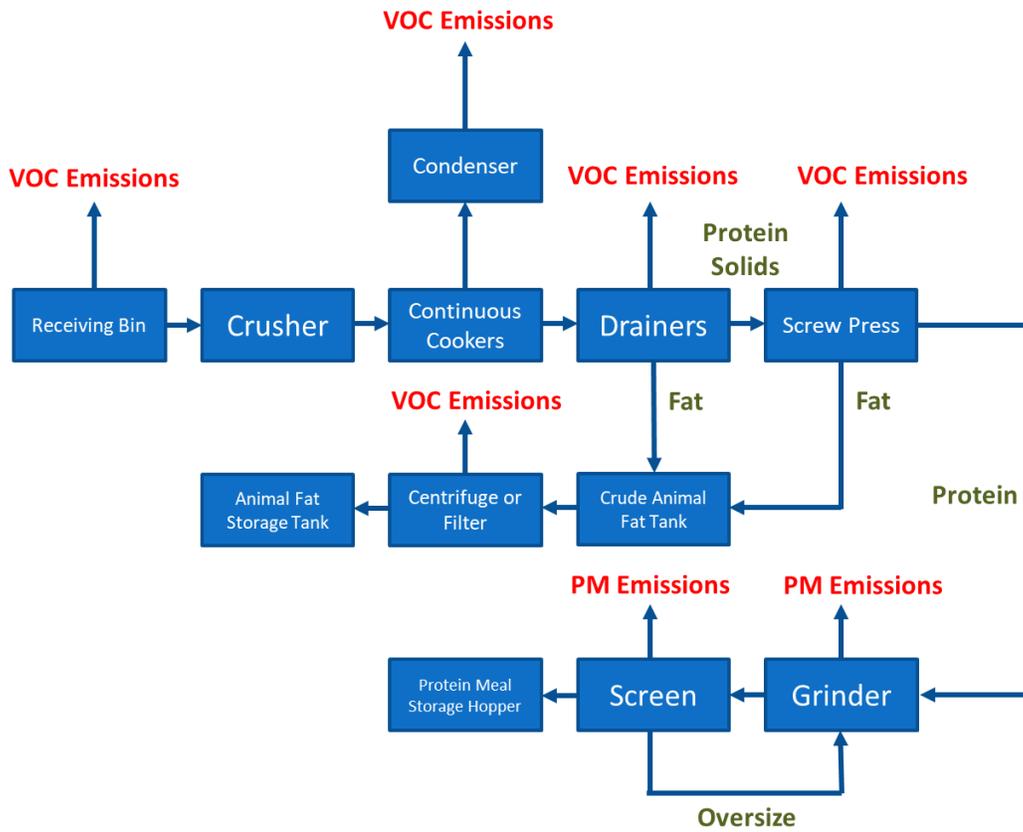


Table 1 – 2018 Emissions Inventory for Rendering Facilities in SELA in Tons per Year

Facility	CO	NO _x	SO _x	NH ₃	VOC	PM10	PM2.5	Benzene
Baker Commodities	11.6	-	0.1	0.5	0.9	1.6	1.6	2.3
Smithfield Packaged Meat	19.3	33.0	0.1	4.2	9.9	-	-	26.4
Legacy By-Products	1.2	-	-	0.2	0.2	0.2	0.2	1.5
Coast Packing Company	4.1	4.9	3.3	0.9	7.5	5.5	5.4	0.8

²⁷ U.S. EPA, AP42, section 9.5.3 – Meat Rendering Plants. <https://www3.epa.gov/ttn/chief/ap42/ch09/final/c9s05-3.pdf>. Accessed September 9, 2020.

Darling Ingredients	12.7	1.6	0.1	0.4	0.9	-	-	0.6
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Air Monitoring

The rendering process involves many steps, each of which is a potential source of fugitive odors at a facility (Figure 3). In general, odors are mainly comprised of volatile organic compounds (VOCs). Even with modern air monitoring techniques, the presence and intensity of odors is difficult to measure, and the human nose is often a better detector of the presence of odorous compounds. Odors are often the product of a number of different compounds present in a single plume and an approach that captures as many of these VOCs as possible provides the best chance to understand odor sources.

To address this community concern mobile monitoring of VOCs will be conducted near the five rendering facilities identified in the emissions study area (Figure 2). These studies will be conducted using a mobile platform capable of simultaneous real-time monitoring of hundreds of VOCs at very low levels. Concurrent measurements of VOCs and wind speed/direction while driving near target facilities will enable locating potential source(s) of emissions, and onboard data visualization tools will be used to detect and track plumes of interest in real-time. Community monitoring will be conducted to help support compliance investigations, where appropriate, and to assess the extent to which emissions from rendering facilities impact the air quality of the nearby community.

Regulatory Efforts and Enforcement

South Coast AQMD staff regularly conducts compliance and enforcement activities at rendering facilities within South East Los Angeles. These activities fall into two categories:

- Those initiated by South Coast AQMD, such as routine facility inspections or targeted rule inspections.
- Those prompted by an outside party – e.g., complaint investigations, facility notifications, and agency referrals.

While there are many reasons to conduct an inspection, air pollution concerns received directly from community members by way of public complaints are a very important source of information. All complaints are assigned to an inspector for investigation. Complaints received regarding rendering plant odors are investigated for compliance with Rule 415 – *Odors from Rendering Facilities* and Rule 402 – *Public Nuisance*. The complaint telephone line is handled by a live attendant during business hours (Monday – Friday) or by a standby system during off hours. Complainant information is always kept confidential, and while anonymous complaints are accepted, having contact information is crucial to ensure that the inspector can gather all the relevant information to conduct an effective investigation. **To report complaints, please call 1-800-CUT-SMOG (1-800-288-7664) or file an online complaint at www.aqmd.gov.**

Inspections are generally unannounced to ensure that the inspector gets a snapshot of the normal operations at the rendering plants. Inspections can be conducted to evaluate the overall compliance status of the facility or focus on specific aspects of an operation or specific rule or regulation. At

rendering facilities, inspectors will verify compliance with Rule 415 (including the relevant BMPs), permit conditions, and any other applicable rules or regulations.

If a facility is found to be out of compliance with air pollution rules/regulations or permit conditions, inspectors will take necessary enforcement action to address the non-compliant activity. There are two methods of enforcement action:

1. A Notice to Comply (NC) may be issued for minor violations found during an inspection or to request additional information.
2. A Notice of Violation (NOV) may be issued for non-compliance with rules, permit conditions, or administrative requirements. NOVs generally result in a fine or other penalty.

If a facility cannot immediately comply with air pollution laws, it may seek a variance from a rule requirement or permit condition by filing a petition and appearing before the South Coast AQMD Hearing Board. In cases of ongoing non-compliance, an abatement order may be served on the facility and will require the company to take specific actions or shut down its operation. These processes serve to ensure that a facility can return to compliance expeditiously while minimizing air quality impacts.

Since rendering facilities have been identified as a community priority, AB 617 CERP actions include enhanced enforcement efforts intended to address SELA community concerns directly, taking community input into account where appropriate.

Figure 4 summarizes the key elements of Rule 415, including best management practices, enclosures, signage, and additional requirements.

Figure 4 – Key Elements of Rule 415



Green Spaces

Community Concerns

Green spaces, such as parks and reserves, sporting fields, greenways and trails, and community gardens provide various environmental benefits to residents. Green spaces may help reduce the concentration of pollution the air,^{28,29} reduce noise impacts and lower outdoor temperatures reducing urban heat impacts. Additionally, residents who live near green spaces may be encouraged to engage in physical activity, which provides health benefits by increasing physical fitness, reducing depression and anxiety, and improving cognitive function.³⁰



The CSC expressed interest in increasing green spaces in SELA through tree planting, school and community gardens, tree buffers near freeways, and greenways or tree canopy covers over bike trails.

Green Space Programs

State Programs

The Coastal Conservancy has been designing and funding urban greening projects in Los Angeles county since 2008. The agency works to introduce green spaces and green infrastructure to communities that have been historically deprived of natural spaces. The Coastal Conservancy's *L.A. Urban Greening Program*³¹ seeks to expand open space and support water quality in under-served communities in Los Angeles. The program is composed of multi-benefit projects that:

- Create new parks and improve existing parks and green spaces
- Help cool down neighborhoods with native plantings
- Create urban greenways with bike and pedestrian paths
- Improve recreation opportunities in park-poor neighborhoods
- Support the restoration of the L.A. River
- Improve groundwater recharge, reduce storm water runoff, and improve coastal water quality

²⁸ CARB, Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways <https://ww2.arb.ca.gov/resources/fact-sheets/strategies-reduce-air-pollution-exposure-near-high-volume-roadways>. Accessed October 30, 2020.

²⁹ VOCs and NOx produce ozone and secondary organic aerosols in the presence of sunlight. Therefore, low VOC emitting trees should be planted to minimize their contribution to air pollution.

³⁰ C. Haaland and C.K. van den Bosch. Urban Forestry & Urban Greening 14 (2015) 760 – 771. <https://doi.org/10.1016/j.ufug.2015.07.009>. Accessed July 30, 2020.

³¹ State Coastal Conservancy, Urban Greening. <https://scc.ca.gov/projects/urban-greening/#:~:text=The%20Conservancy's%20L.A.%20Urban%20Greening,of%20multi%2Dbenefit%20projects%20that%3A&text=Improve%20groundwater%20recharge%2C%20reduce%20storm%20water%20runoff%20and%20improve%20coastal%20water%20quality>. Accessed August 4, 2020.

Table 1 shows a description of a current L.A. Urban Greening Program project in SELA

Table 1 – L.A. Greening Program Projects in SELA

Location	Project	Description
South Gate	Hollydale Regional Park	Use green infrastructure to enhance urban forestry and native habitat, improve water quality of the LA river, and create a safe and beautiful park to benefit critically park-deficient residents. The project aims to reduce water and fertilizer use by replacing grass with native plants and replacing invasive plants with native trees and shrubs.

The California Natural Resources Agency works to ensure access to natural lands for all Californians. The agency administers the Urban Greening Grant Program.³² The projects funded under the grant program must acquire, create, enhance, or expand community parks and green spaces, and/or use natural systems or systems that mimic natural systems to achieve multiple benefits. The projects must also reduce greenhouse gas emissions. The Urban Greening Grant Program also emphasizes grant funding to critically underserved or disadvantaged communities. The California Natural Resources Agency includes the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy (RMC) which covers eastern Los Angeles County and western Orange County and provides a variety of grants for projects consistent with the agency mission and which prioritize projects in disadvantaged communities.

Local City and Neighborhood Plans and Ordinances

California state law requires every city and county to prepare a comprehensive, long-term general plan to guide its future, known as a General Plan. These General Plans contain goals and policies necessary to guide public policy for future land uses, including the inclusion or expansion of green spaces. Table 2 shows SELA city general plans and a brief overview of their green space policies.

Table 2 – SELA City and County General Plans and Ordinances

City or Neighborhood	Plan	Green Space Goals
Cudahy	Cudahy General Plan 2040 ³³	<ul style="list-style-type: none"> • Create new park, parklet space, and urban recreation spaces • Repurpose street infrastructure to create new green space or to “green” existing space
Florence-Firestone	Florence Firestone Community Plan ³⁴	<ul style="list-style-type: none"> • Provide more neighborhood parks and pocket parks dispersed equally throughout

³²California Natural Resources Agency, Urban Greening. <https://resources.ca.gov/grants/urban-greening>. Accessed August 7, 2020.

³³City of Cudahy, Cudahy General Plan 2040. <https://www.cityofcudahy.com/DocumentCenter/View/216/Cudahy-General-Plan-2040-PDF>. Accessed July 30, 2020.

³⁴Los Angeles County Department of Regional Planning, Florence Firestone Community Plan. <http://planning.lacounty.gov/ffcp>. Accessed July 30, 2020.

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		<p>the community proximate to residential areas and easily accessible</p> <ul style="list-style-type: none"> Promote the conversion of underutilized spaces, such as alleys, utility corridors and vacant land, into parks, community gardens, and other green space
Huntington Park	City of Huntington Park 2030 General Plan Draft ³⁵	<ul style="list-style-type: none"> Provide an active and passive park system and recreational facilities Upgrade existing park facilities to improve park use and appearance
South Gate	South Gate General Plan 2035 ³⁶	<ul style="list-style-type: none"> Maintain and enhance existing parks Seek to increase the amount of parks, trails, and open space whenever possible, to enhance pedestrian connections to these areas
Walnut Park	Walnut Park Neighborhood Plan ³⁷	<ul style="list-style-type: none"> Increase number of trees along Florence Ave., especially at the westerly entry point of the Walnut Park Provide street trees along Santa Fe Ave.
Los Angeles County	Unincorporated Los Angeles County Community Climate Action Plan 2020 ³⁸	<ul style="list-style-type: none"> Support and expand urban forest programs within the unincorporated areas Restore and re-vegetate previously disturbed land and/or unused urban and suburban areas
Los Angeles County	LA County Green Zone Ordinance ³⁹	<ul style="list-style-type: none"> New development standards for specific industrial, recycling, or vehicle-related uses within 500 feet of existing sensitive uses on other properties (e.g., landscape buffers, fencing, solid wall screens)

³⁵ City of Huntington Park Focused General Plan Update, City of Huntington Park General Plan 2030. <http://planhp.com/wp-content/uploads/2018/01/Draft-Huntington-Park-General-Plan-Update-Aug-2017-opt.pdf>. Accessed July 30, 2020.

³⁶ City of South Gate, South Gate General Plan 2035. <https://www.cityofsouthgate.org/192/General-Plan>. Accessed July 30, 2020.

³⁷ Los Angeles County Department of Regional Planning, Walnut Park Neighborhood Plan. http://planning.lacounty.gov/assets/upl/data/pd_walnut-park.pdf. Accessed July 30, 2020.

³⁸ Los Angeles County Department of Regional Planning, Community Climate Action Plan. http://planning.lacounty.gov/assets/upl/project/ccap_final-august2015.pdf. Accessed August 11, 2020.

³⁹ Los Angeles County Department of Regional Planning, Green Zones Program. <http://planning.lacounty.gov/greenzones/documents>. Accessed August 11, 2020

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The Gateway Cities Council of Governments (COG) is a regional governing body comprised of local government representatives from Southeast Los Angeles County, including the cities within the AB 617 SELA community boundary. The COG administers the Complete Street Initiative, which includes urban greening and open space elements.⁴⁰

Nonprofit Organizations

Several nonprofit organizations with environmental missions to expand green spaces serve the Greater Los Angeles Area, including the SELA community. Table 3 lists some of the nonprofits with missions that align with the CSC's air quality concern to increase green space in SELA.

⁴⁰ Gateway Cities Council of Governments, Complete Street Initiative.
<http://www.gatewaycog.org/initiatives-and-projects/intelligent-transportation-systems/complete-street-initiative>. Accessed October 15, 2020.

Table 3 – Nonprofit Organizations with Green Space Expansion Missions

Nonprofit Organization	Missions
From Lot to Spot ⁴¹	Dedicated to improving blighted, urban neighborhoods in the greater Los Angeles area one vacant space at a time. Founded as a direct result of the relationship between lack of accessible green space and the quality of life in low-income neighborhoods.
Tree People ⁴²	Inspires and supports the people of Los Angeles to come together to plant and care for trees, harvest the rain, and renew depleted landscapes.
LA Neighborhood Land Trust ⁴³	Addresses park inequities in Los Angeles. Focuses efforts exclusively in communities of color that have little to no access to green space.
Farm LA ⁴⁴	Dedicated to rescuing underutilized lots in Los Angeles communities for solar and agricultural farms. Turn vacant properties in to farms that grow food for community distribution or solar farms to help Los Angeles generate its water and energy from renewable sources.
Friends of the LA River ⁴⁵	Ensure an equitable, publicly accessible, and ecologically sustainable Los Angeles River by inspiring River stewardship through community engagement, education, advocacy, and thought leadership.
Jobs Corp ⁴⁶	Career training program that helps eligible young people to train for meaningful careers, including landscaping, and assists them with obtaining employment.
LA Conservation Corp ⁴⁷	Provide at-risk young adults and school-aged youth with opportunities for success through job skills training, education, and work experience with an emphasis on conservation and service projects that benefit the community.

⁴¹ From Lot to Spot. <http://fromlottospot.org/>. Accessed July 30, 2020.

⁴² Tree People. <https://www.treepeople.org/>. Accessed July 30, 2020.

⁴³ Los Angeles Neighborhood Land Trust. <https://www.lanlt.org/>. Accessed July 30, 2020.

⁴⁴ FarmLA. <https://www.farmla.org/>. Accessed July 30, 2020.

⁴⁵ Friends of the LA River. <https://folar.org/>. Accessed October 15, 2020.

⁴⁶ Job Corp. <https://www.jobcorps.gov/>. Accessed October 15, 2020.

⁴⁷ LA Conservation Corps. <https://www.lacorps.org/>. Accessed October 15, 2020.

Metal Processing Facilities

Community Concerns

The Southeast Los Angeles (SELA) community and emission study area (ESA) encompass the unincorporated Los Angeles County neighborhoods of Florence-Firestone, Vernon, and Walnut Park and the cities of Bell, Bell Gardens, Cudahy, Huntington Park, Maywood, and South Gate. There are one hundred and thirty-two (132) metal processing facilities within the SELA community and ESA that are affected by South Coast AQMD Rules and Regulations. Metal processing facilities in SELA conduct various operations, such as heat treating, melting, plating, machining, forging, grinding, and recycling. See Figure 1 – Examples of Metal Processing Facilities, for examples of operations at metal processing facilities.

The SELA community has expressed concern about toxic metal air pollutants, odors, and particulate matter emissions from metal processing facilities. Metal processing is a source of toxic metal air pollutants, such as arsenic, cadmium, hexavalent chromium, lead, and arsenic. Toxic metal air pollutants are a group of air pollutants that may cause or contribute to an increase in mortality or an increase in serious illness or pose a present or potential risk to human health.⁴⁸ For example, breathing in hexavalent chromium over long periods of time increases the risk of lung and nasal cancers.⁴⁹

Figure 1 – Examples of Metal Processing Facilities



Emissions from Metal Processing Facilities

Emissions information for SELA metal processing facilities is available in Chapter 3b – Emissions and Source Attribution Analysis.

⁴⁸ California Health and Safety Code, Section 39655, http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=39655&lawCode=HSC, Accessed September 2020

⁴⁹ California Office of Environmental Health Hazard Assessment, Health Effects of Hexavalent Chromium, <https://oehha.ca.gov/air/health-effects-hexavalent-chromium>, Accessed February 2020.

Air Monitoring

South Coast AQMD’s efforts to address this air quality priority in the SELA community and ESA entail a comprehensive strategy to systematically identify and characterize sources of air toxic metals emissions using a combination of advanced air monitoring technologies and traditional methods operated in a mobile platform and/or at a fixed locations. The mobile monitoring approach will begin with an area-wide survey to measure air toxic metals around the metal processing facilities of interest and in surrounding communities. Such survey will prioritize areas with the highest density of facilities to identify air pollution hotspots and assess the potential impact of emissions from metal processing facilities on the air quality of residential neighborhoods nearby. Measurements will then extend to other areas of the SELA community where the density of metal processing facilities is not as pronounced.

If potential sources are identified through mobile monitoring, stationary measurements will also be conducted near (e.g. downwind) the identified facilities to better characterize their emissions. For this purpose, ambient levels of particulate metals will be measured using either continuous measurements with a high-time resolution, or 24-hr time-integrated sampling methods followed by chemical analysis, or a combination of both. Meteorological parameters (e.g., wind speed and direction) will be measured concurrently to help locating the source of emissions. In case these measurements suggest that any of the operations or other sources at the metal-processing facility of concern have the potential to emit Cr6+, fixed-site monitoring of Cr6+) will also be carried out through the collection of time-integrated samples followed by chemical analysis.

Findings from these monitoring efforts will provide information to support CERP actions. When appropriate, follow-up compliance and enforcement actions will also be taken by the South Coast AQMD inspectors to mitigate emissions.

Regulatory Efforts and Enforcement

State and Federal Actions

Several state and federal rules apply to sources of pollution from metal processing facilities within this community. Table 1 summarizes the state and federal programs to address toxic metal air pollutant emissions.

Table 1 – State and Federal Programs to Address Toxic Metal Air Pollutant Emissions

Program	Purpose
CARB’s Airborne Toxic Control Measures⁵⁰	<ul style="list-style-type: none"> • A statewide air emission control program to reduce air emissions from mobile and stationary sources, including measures that address processes that emit metals (e.g., hexavalent chromium and cadmium)
Assembly Bill 2588 (AB 2588) -Air Toxics Hot Spots Program†	<ul style="list-style-type: none"> • A statewide program that addresses air toxics pollution from certain facilities by: <ul style="list-style-type: none"> ○ Collecting air toxics emissions information

⁵⁰ California Air Resources Board, Airborne Toxic Control Measures. <https://ww2.arb.ca.gov/resources/documents/airborne-toxic-control-measures>. Accessed September 4, 2020.

	<ul style="list-style-type: none"> ○ Identifying facilities that have local impacts ○ Providing public information about air toxics impacts from facilities ● Reducing significant air toxics risks from facilities
U.S. EPA Title V	<ul style="list-style-type: none"> ● A federal law that requires major sources of air pollutants, and certain other sources, to <ul style="list-style-type: none"> ○ Obtain an operating permit ○ Operate in compliance with the permit ○ Certify at least annually their compliance with permit requirements
U.S. EPA Superfund Program	<ul style="list-style-type: none"> ● A federal program that is responsible for: <ul style="list-style-type: none"> ○ Environmental cleanups of some of the most contaminated land ○ Responding to environmental emergencies, oil spills, and natural disasters

†Applies to facilities that have an estimated annual emissions of four (4) or more tons of either sulfur oxides (SOx), volatile organic compounds (VOCs), nitrogen oxides (NOx), specific organics (SPOG), particulate matter (PM), or emissions of 100 tons per year or more of carbon monoxide (CO).

Additionally, several other state and federal agencies are also responsible for regulating, monitoring, or ensuring employee safety from exposure to hazards such as toxic metal air pollutants. The United States Department of Labor’s Occupational Safety and Health Administration (OSHA) ensures that employees work in a safe and healthful environment by setting and enforcing standards, and by providing training, outreach, education, and assistance.⁵¹ The Department of Toxic Substances Control (DTSC) protects California’s people and the environment from the harmful effects of toxic substances by restoring contaminated resources, enforcing hazardous waste laws, reducing hazardous waste generation, and encouraging the manufacture of chemically safer products.⁵² Additionally, The DTSC’s Toxicity Criteria for Human Health Risk Assessment Regulation⁵³ adopts certain toxicity criteria for all human health risk assessments, screening levels, and remediation goals. The California Office of Environmental Health and Hazard Assessment (OEHHA) protects and enhances the health of Californians and the state’s environment through scientific evaluations that inform, support, and guide regulatory and other actions.⁵⁴

South Coast AQMD

Many South Coast AQMD rules reduce metal emissions from a specific type of operation or source of pollution. For example, South Coast AQMD has rules that control air pollution from metal processing facilities. Table 2 and 3 summarize South Coast AQMD’s rules to address toxic metal air pollutants. Additionally, South Coast

⁵¹ Occupational Safety and Health Administration, Toxic Metals. <https://www.osha.gov/SLTC/metalsheavy/index.html>. Accessed August 13, 2020.

⁵² Department of Toxic Substances Control. <https://dtsc.ca.gov/assessing-risk/>. Accessed August 13, 2020.

⁵³ Department of Toxic Substances Control, Toxicity Criteria for Human Health Risk Assessment Regulation. <https://dtsc.ca.gov/regs/toxicity-criteria-for-human-health-risk-assessment/>. Accessed August 13, 2020.

⁵⁴ California Office of Environmental Health and Hazard Assessment (OEHHA). <https://oehha.ca.gov/about>. Accessed August 13, 2020.

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AQMD’s Rule 402 – Nuisance and Rule 403– Fugitive Dust are general rules that can be applied to metal processing facilities. Rule 402 prohibits the release of air contaminants in quantities that harm public health or causes public endangerment.

Rule	Source Category	Toxic Metal Air Pollutant	Estimated # of SELA Facilities	Purpose	Applicability	General Provisions
1407	Control of Emissions of Arsenic, Cadmium, and Nickel from Non-Ferrous Metal Melting Operations	Nickel, Cadmium, Arsenic	18	<ul style="list-style-type: none"> •Reduce arsenic, cadmium, and nickel emissions from non-iron metal melting operations 	<ul style="list-style-type: none"> • Smelters • Foundries • Die-casters • Coating (galvanizing and tinning) •Misc. processes: dip soldering, brazing, aluminum powder production 	<ul style="list-style-type: none"> •Arsenic, cadmium, and nickel point source emission limit •Emissions source testing •Building enclosure requirements •Housekeeping provisions
1420	Control of Lead Emissions from Stationary Sources	Lead	5	<ul style="list-style-type: none"> •Reduce lead emissions from non-vehicle sources •Reduce exposure to lead •Continue to meet the National Ambient Air Quality Standard for lead 	<ul style="list-style-type: none"> •Lead smelters •Foundries •Lead-acid battery manufacturers and recyclers •Lead platers •Metal alloy producers processing lead-containing materials 	<ul style="list-style-type: none"> •Lead point source emission limit •Ambient lead concentration limit •Emissions source testing •Building enclosure •Housekeeping
1420.1	Lead-acid Battery Recycling	Lead Arsenic Benzene 1,3-Butadiene	0	<ul style="list-style-type: none"> •Reduce lead, arsenic, 1,3 butadiene, and benzene emissions from large lead-acid battery recycling facilities •Ensure attainment and maintenance of the National Ambient Air Quality Standard for Lead 	<ul style="list-style-type: none"> •Large lead-acid battery facilities 	<ul style="list-style-type: none"> •Lead, arsenic, 1,3 butadiene, benzene point source emission limit •Ambient lead concentration limit •Emissions source testing •Permanent total enclosure, vented to pollution controls •Housekeeping •Compliance Plan with additional measures if exceed ambient concentrations

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Rule	Source Category	Toxic Metal Air Pollutant	Estimated # of SELA Facilities	Purpose	Applicability	General Provisions
1420.2	Metal Melting Facilities	Lead	0	<ul style="list-style-type: none"> •Reduce emissions and ambient air concentrations of lead from metal melting facilities •Reduce exposure to lead •Ensure attainment and maintenance of the National Ambient Air Quality Standard for Lead 	<ul style="list-style-type: none"> •Facilities melting more than 100 tons per year of lead 	<ul style="list-style-type: none"> •Lead point source emission limit •Ambient lead concentration limit •Emissions source testing •Building enclosure requirements •Housekeeping provisions
1430	Grinding Operations and Metal Forging Facilities	Chromium, Nickel, Cadmium	2	<ul style="list-style-type: none"> •Reduce air toxic emissions, particulate matter emissions, and odors from metal grinding and metal cutting operations at metal forging facilities 	<ul style="list-style-type: none"> •Metal forging facilities with metal grinding or cutting 	<ul style="list-style-type: none"> •Point source requirement •Emissions source testing •Building enclosure •Permanent total enclosure, vented to pollution controls for facilities close to sensitive receptors •Housekeeping •Odor contingency measures
1469	Control of Hexavalent Chromium Emissions from Plating and Anodizing Operations	Hexavalent Chromium	10	<ul style="list-style-type: none"> •Reduce hexavalent chromium emissions from chromium electroplating and chromic acid anodizing operations (e.g., chrome plating shops) 	<ul style="list-style-type: none"> •Chromium electroplating and chromic acid anodizing and associated operations 	<ul style="list-style-type: none"> •Hexavalent chromium point source requirements •Emissions source testing •Building enclosures •Housekeeping •Best Management Practices
1480	Ambient Monitoring of Metal Toxic Air Contaminants	Metal Toxic Air Contaminants	0 ⁵⁵	<ul style="list-style-type: none"> •Require an owner or operator of a facility that is designated by the Executive Officer as a Metal TAC Monitoring Facility to conduct Monitoring 	<ul style="list-style-type: none"> •Facilities with emissions of toxic metal air pollutants where investigative monitoring and sampling actions are occurring 	<ul style="list-style-type: none"> •Process to require a facility to conduct Monitoring and Sampling of metal toxic air contaminants •Requirements if facility is required

⁵⁵ All facilities could possibly be subject to Rule 1480 if they have metal emissions **and** are designated PHRLF under Rule 1402. No facilities are being investigated as possible Rule 1480 facilities AFAIK as of October 2020. No facilities are PHRLF AFAIK.

Rule	Source Category	Toxic Metal Air Pollutant	Estimated # of SELA Facilities	Purpose	Applicability	General Provisions
				and Sampling (i.e., ambient monitoring)		to conduct Monitoring and Sampling <ul style="list-style-type: none"> •Process for facility to cease Monitoring and Sampling

*Toxic metal air pollutants rules at: <http://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/regulation-xiv>

Table 3 - Relevant Rules for Toxic Metal Air Pollutants in Development or Amendment Process **

Rule	Source Category	Toxic Metal Air Pollutant	Estimated # of SELA Facilities	Purpose	Applies to
1407.1	Control of Toxic Air Contaminant Emissions from Chromium Alloy Melting Operations	Hexavalent Chromium, Arsenic, Cadmium, and Nickel	4	<ul style="list-style-type: none"> •Reduce toxic air contaminant emissions from chromium alloy metal melting operations 	<ul style="list-style-type: none"> •Chromium alloy metal melting facilities such as smelters, foundries, die-casters, mills, and other miscellaneous metal melting processes
1426	Emissions from Metal Finishing Operations	Chromium, Nickel, Cadmium, Lead, and Copper	17	<ul style="list-style-type: none"> •Reduce emissions from metal finishing operations 	<ul style="list-style-type: none"> •Chromium, nickel, cadmium, lead, or copper electroplating •Chromic acid anodizing • Operations associated with above electroplating or anodizing using process tanks containing sulfuric, nitric, hydrochloric, and chromic acids, and spraying operations using sodium hydroxide
1469.1	Control of Hexavalent	Hexavalent Chromium	4	<ul style="list-style-type: none"> • Reduce hexavalent chromium from spray coating operations 	<ul style="list-style-type: none"> • Spray operations for coatings

Rule	Source Category	Toxic Metal Air Pollutant	Estimated # of SELA Facilities	Purpose	Applies to
	Chromium from Chrome Spraying Operations				containing hexavalent chromium

**Under the amendment process as of September 2020

Table 3 - Relevant Rules for Toxic Metal Air Pollutants in Development or Amendment Process **

Rule	Source Category	Toxic Metal Air Pollutant	Purpose	Applies to
1407.1	Control of Toxic Air Contaminant Emissions from Chromium Alloy Melting Operations	Hexavalent Chromium, Arsenic, Cadmium, and Nickel	<ul style="list-style-type: none"> Reduce toxic air contaminant emissions from chromium alloy metal melting operations 	<ul style="list-style-type: none"> Chromium alloy metal melting facilities such as smelters, foundries, die-casters, mills, and other miscellaneous metal melting processes
1426	Emissions from Metal Finishing Operations	Chromium, Nickel, Cadmium, Lead, and Copper	<ul style="list-style-type: none"> Reduce emissions from metal finishing operations 	<ul style="list-style-type: none"> Chromium, nickel, cadmium, lead, or copper electroplating Chromic acid anodizing Operations associated with above electroplating or anodizing using process tanks containing sulfuric, nitric, hydrochloric, and chromic acids, and spraying operations using sodium hydroxide
1469.1	Control of Hexavalent Chromium from Chrome Spraying Operations	Hexavalent Chromium	<ul style="list-style-type: none"> Reduce hexavalent chromium from spray coating operations 	<ul style="list-style-type: none"> Spray operations for coatings containing hexavalent chromium

**Under the amendment process as of September 2020

Compliance and Enforcement

South Coast AQMD staff regularly conducts compliance and enforcement activities at metals processing facilities within South East Los Angeles. These activities fall into two categories:

- Those initiated by South Coast AQMD, such as routine facility inspections or targeted rule inspections.
- Those prompted by an outside party – e.g., complaint investigations, facility notifications, and agency referrals.

While there are many reasons to conduct an inspection, air pollution concerns received directly from community members by way of public complaints are a very important source of information. All complaints

Appendix 5 –Southeast Los Angeles

are assigned to an inspector for investigation. The complaint telephone line is handled by a live attendant during business hours (Monday – Friday) or by a standby system during off hours. Complainant information is always kept confidential, and while anonymous complaints are accepted, having contact information is crucial to ensure that the inspector can gather all the relevant information to conduct an effective investigation. **To report complaints, please call 1-800-CUT-SMOG (1-800-288-7664) or file an online complaint at www.aqmd.gov.**

Inspections are generally unannounced to ensure that the inspector gets a snapshot of the normal operations at a facility. Inspections can be conducted to evaluate the overall compliance status of the facility or focus on specific aspects of an operation or specific rule or regulation. Different types of metal processing facilities may have different applicable rules; therefore, inspectors will verify compliance with all rules, regulations, and permit conditions that are relevant to a facility.

If a facility is found to be out of compliance with air pollution rules/regulations or permit conditions, inspectors will take necessary enforcement action to address the non-compliant activity. There are two methods of enforcement action:

3. A Notice to Comply (NC) may be issued for minor violations found during an inspection or to request additional information.
4. A Notice of Violation (NOV) may be issued for noncompliance with rules, permit conditions, or administrative requirements. NOVs generally result in a fine or other penalty.

If a facility cannot immediately comply with air pollution laws, it may seek a variance from a rule requirement or permit condition by filing a petition and appearing before the South Coast AQMD Hearing Board. In cases of ongoing noncompliance, an abatement order may be served on the facility and will require the company to take specific actions or shut down its operation. These processes serve to ensure that a facility can return to compliance expeditiously while minimizing air quality impacts.

Since metal processing facilities have been identified as a community priority, AB 617 CERP actions include enhanced enforcement efforts intended to address SELA community concerns directly, taking community input into account where appropriate.

Incentives

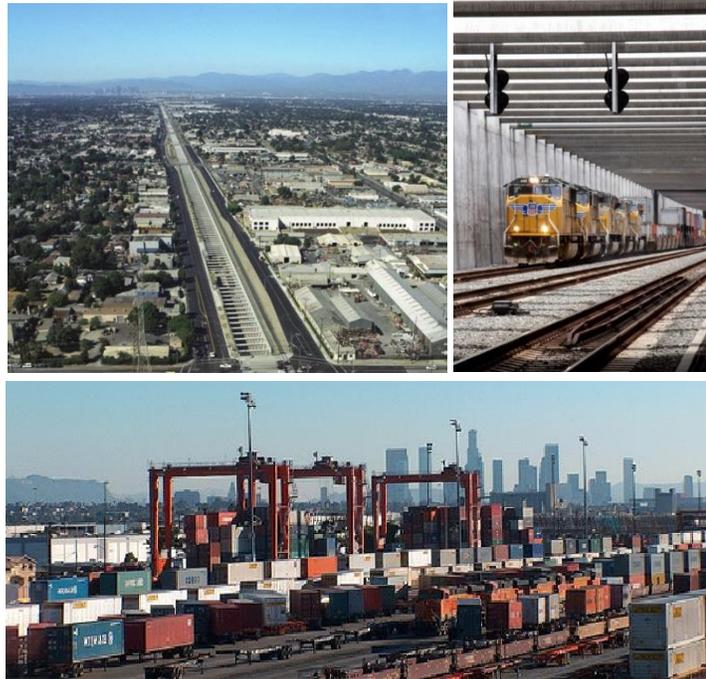
CARB's Community Air Protection Incentives 2019 Guidelines (CAP Guidelines),⁵⁶ identifies projects eligible for incentive funds that reduce emissions, such as those from hexavalent chromium plating facilities. In the second quarter of 2020, CARB allocated about \$360,000 in CAP funds to South Coast AQMD for metal processing facilities in SELA. South Coast AQMD staff is initiating outreach efforts to work with metal plating facilities in SELA to fund the installation of emissions control device projects (e.g., installation of HEPA filters) and conversion projects (i.e., switching from the use of hexavalent chromium to trivalent chromium at chrome plating facilities) that could further reduce hexavalent chromium emissions.

⁵⁶ California Air Resources Board, Community Air Protection Incentives Guidelines. <https://ww2.arb.ca.gov/resources/documents/community-air-protection-incentives-guidelines> Accessed August 14, 2020.

Railyards and Locomotives

Community Concerns

Railyards are used to store, sort, or load and unload railroad cars. Common loads include containers (stacked or on trailers), tankers with chemical or petroleum products, and bulk products such as construction materials or grain. Containers can be transported to and from warehouses for storage and sorting before reaching their destination. Regional rail volumes are projected to increase between 2021 - 2040 in response to growing international trade⁵⁷ however, the potential amount of growth at railyards in this community is unknown. The Southeast Los Angeles (SELA) community boundary and emissions study area encompasses the BNSF Hobart Railyard, BNSF Commerce Eastern Railyard, and BNSF Sheila Mechanical railyards.



The SELA community boundary also includes parts of the Alameda Corridor that runs from the Ports of Long Beach and Los Angeles to Downtown Los Angeles, primarily along and adjacent to Alameda Street. The Alameda Corridor is a trench that parallels Alameda Street that contains three rail tracks used by BNSF and UP to transport trains to and from the ports. Nearly forty (40) trains and a volume of about thirteen thousand (13,000) twenty-foot equivalent units (TEUs) travel through the Alameda Corridor daily.⁵⁸ Stations and rail lines for passenger rail services operated by LA Metro, Amtrak, and Metrolink also run through the SELA community boundary, and the California High Speed Rail project has also indicated that they will use tracks in the northern part of the SELA emissions study area.⁵⁹

Emissions from Railyards and Locomotives

Air pollution is generated by equipment and vehicles that are used for railyard operations (Figure 1). These vehicles and equipment move containers and railcars into and around the railyard to load, unload, and

⁵⁷ Southern California Association of Governments, The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. <http://scagrtpsc.net/Documents/2016/final/f2016RTPSCS.pdf>. Accessed July 8, 2020.

⁵⁸ Alameda Corridor Transportation Authority. <http://www.acta.org/>. Accessed July 14, 2020.

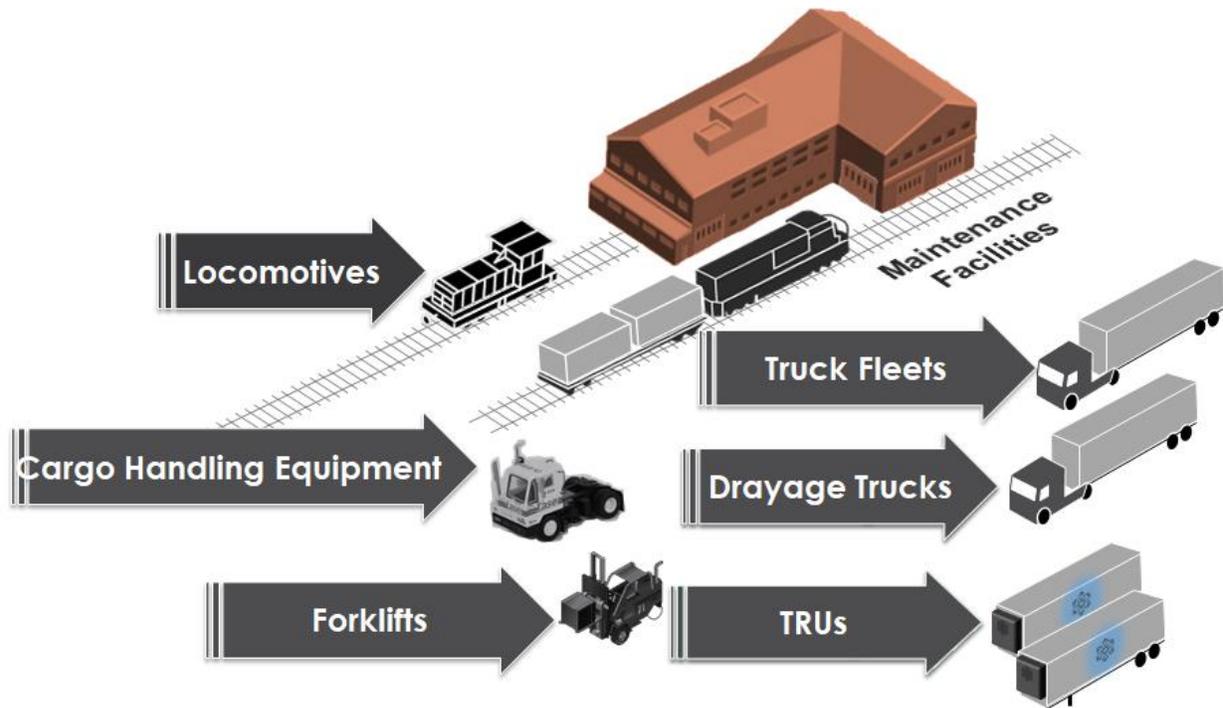
⁵⁹ California High Speed Rail Authority, Los Angeles to Anaheim. https://hsr.ca.gov/high_speed_rail/project_sections/los_angeles_anaheim.aspx. Accessed July 15, 2020.

transport goods in and out of the railyard. Emissions can also be generated during maintenance activities (e.g., load testing). Examples of equipment used for railyard operations include:

- Locomotives (including ‘switchers’ that build and deconstruct trains, often within railyards, and larger ‘line-haul’ locomotives that pull trains hundreds of miles between railyards)
- Drayage trucks (i.e., on-road tractors that pull trailers loaded with containers, often from the ports)
- Cargo handling equipment (e.g., gantry cranes, top picks, and off-road yard trucks)
- Transportation Refrigeration Units (e.g., truck refrigeration units and refrigerated railcars)
- Miscellaneous equipment (e.g., fuel trucks)

Potential opportunities to reduce emissions from diesel equipment used at railyards include replacing older equipment with newer less polluting equipment (e.g., replacing diesel-fueled yard trucks with lower or zero-emission yard trucks, capturing and controlling emissions from locomotive load testing), and ensuring that the replacement or repower of equipment is based on the cleanest technology commercially available.

Figure 1 – Examples of Railyard Operations Equipment⁶⁰

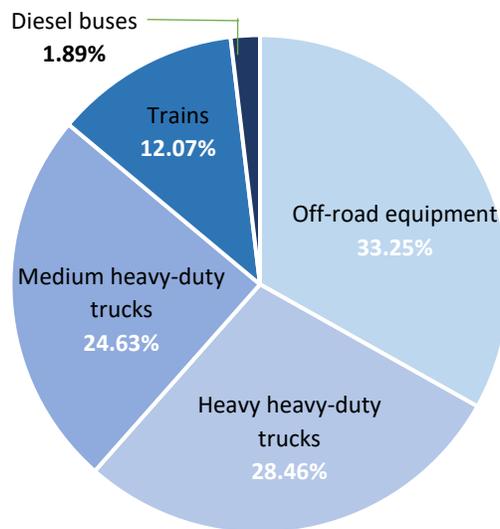


⁶⁰ Concepts to Reduce Emissions from Locomotives, South Coast AQMD and CARB Workshop. https://www.ecfr.gov/cgi-bin/textidx?SID=159ba6f126272ea1995c71a43b7af309&mc=true&node=pt40.36.1033&rgn=div5#se40.36.1033_1101. Accessed July 9, 2020.

Appendix 5 – Air Quality Priorities

Based on a preliminary emissions inventory covering the years 2016 and 2017, trains (including line-haul and switcher locomotives, Metrolink, and passenger trains) contribute approximately 12% of all diesel particulate matter (DPM) in SELA. Off-road equipment, including equipment used for railyard operations, is also a source of DPM in SELA. Other large sources of DPM in SELA include medium heavy-duty trucks, heavy heavy-duty trucks, and diesel buses. For the overall contribution of these sources by percentage, see Figure 2 – Sources of DPM in SELA. DPM is a toxic air pollutant that comes from diesel engines and it is estimated that 68% of total known cancer risk related to air toxics in the South Coast Air Basin is attributable to DPM. However, the California Air Resources Board (CARB) projects that between 2012 and 2030 there will be over a 95% reduction in on-road DPM emissions in the South Coast Air Basin from the implementation of mobile source regulations, with most of the reductions occurring before 2023.⁶¹ Additional information about DPM and health effects is available at <https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health>.

Figure 2 – Sources of DPM in SELA



Railyards and locomotives also contribute particulate matter (PM), volatile organic compounds (VOCs), and nitrogen oxides (NOx) emissions. PM10 and PM2.5 are particles smaller than 10 and 2.5 microns in diameter, respectively, that can be inhaled deep into the lungs and cause health problems. Additional information about PM10 and PM2.5 are available at <https://ww2.arb.ca.gov/resources/inhalable-particulate-matter-and-health>. ROG is a group of gases that contribute to forming smog, such as acetone, benzene, and formaldehyde. NOx is a family of gases that are highly reactive with other pollutants to form ozone (smog). Ozone can affect the respiratory system. Additional information about ozone is available at <https://ww2.arb.ca.gov/resources/ozone-and-health>.

Table 1 – Emissions from Off-Road Mobile Sources in SELA below, provides an overview of emissions from trains and off-road equipment in SELA. The Off-Road Equipment category includes equipment used to operate railyards (e.g., cargo handling equipment and forklifts) as well as other sources outside of railyards (e.g., diesel-

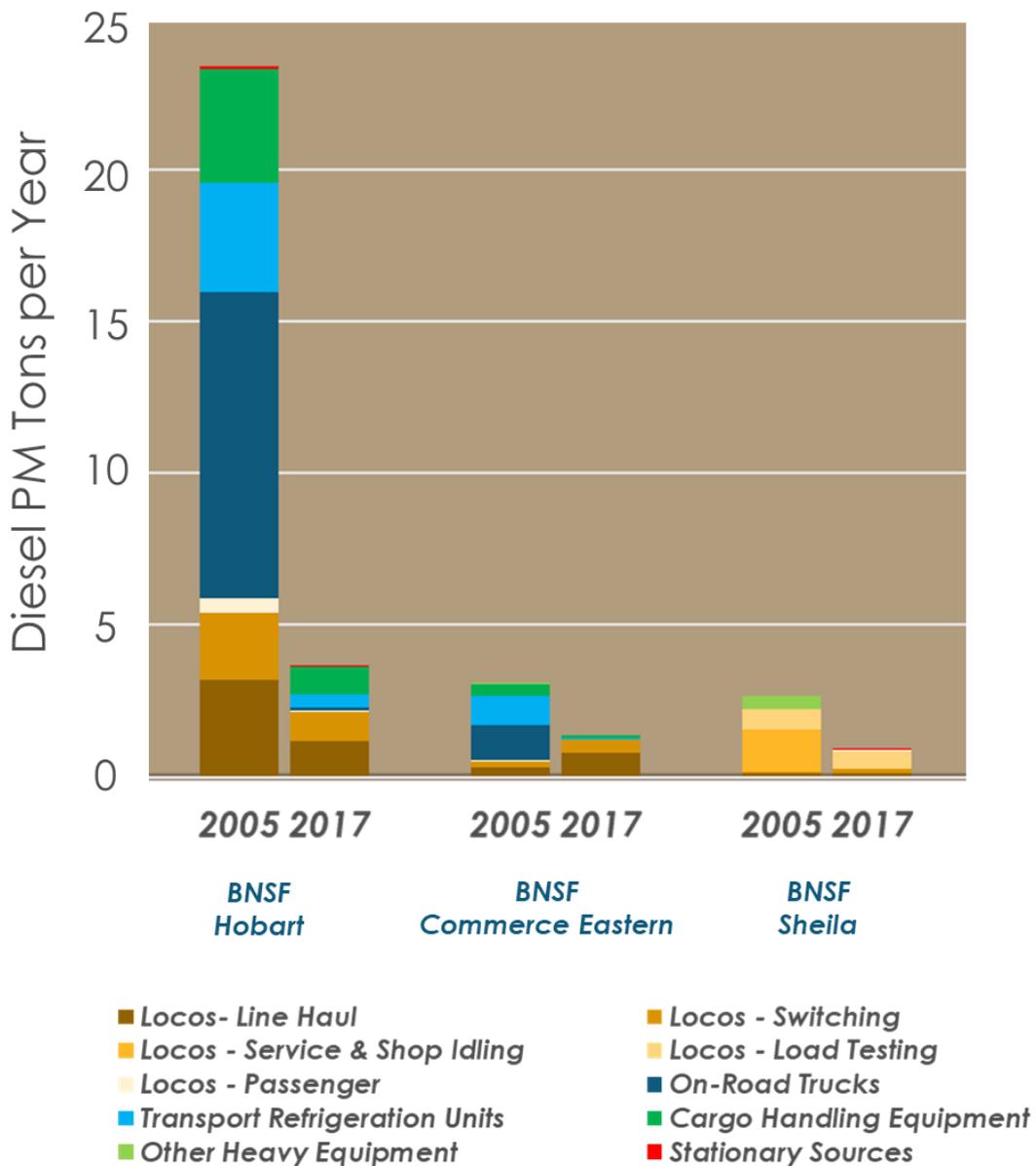
⁶¹ South Coast Air Quality Management District, Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-IV). <https://www.aqmd.gov/docs/default-source/air-quality/air-toxic-studies/mates-iv/mates-iv-final-draft-report-4-1-15.pdf>. Accessed July 15, 2020.

powered construction trucks and construction equipment). Figure 3 – Railroad Self-Reported Onsite Railyard Emissions Inventories shows the SELA railyard DPM emissions during 2005 and 2017.

Table 1 – Emissions from Off-Road Mobile Sources in SELA (Tons per Year)

Emissions Source	NOx	VOC	PM10	PM2.5	DPM
Trains	366.82	19.92	7.05	6.47	6.47
Off-Road Equipment	431.80	266.94	29.57	25.51	13.36

Figure 3 – Railroad Self-Reported Onsite Rail Yard Emissions Inventories



Air Monitoring

The air quality concern for this source category is related to diesel exhaust emissions from locomotives, cargo handling equipment, trucks and other diesel equipment. Emissions can also be generated during maintenance activities (e.g., load testing of locomotives). Diesel engines emit a complex mixture of air pollutants, including both gaseous and solid material. The solid material in diesel exhaust is known as DPM, which is one of the components of PM_{2.5}. There is no technique to directly measure DPM (a major contributor to health risk); therefore, indirect estimates based on surrogates for diesel exhaust are used, specifically black carbon (BC). DPM is typically composed of carbon particles (“soot”, also called BC) and numerous organic compounds. Diesel exhaust also contains gaseous pollutants, including volatile organic compounds (VOC) and NO_x.

The monitoring strategy to study and characterize this air quality priority consists of measurements using a mobile platform capable of monitoring a wide range of particulate and gaseous pollutants, including BC, PM, ultrafine particles (UFP), and nitrogen dioxide (NO₂). If needed, air monitoring can also be conducted to determine specific emission sources; identify activities that may lead to increase in emissions; identify potential sites for fixed monitoring, if appropriate; help assess the potential contribution of railyards to the overall air pollution burden in the SELA community; and help track the progress of emission reduction strategies.

Regulatory Efforts and Enforcement

Federal Efforts

Railroad operations are regulated at the federal level primarily by the Federal Railroad Administration and the Surface Transportation Board, and locomotive emissions are regulated by the U.S. EPA. Table 2 – Federal Line-Haul Locomotive Standards and Table 3 – Federal Switcher Locomotives below, identify the emissions standards required by the United States Environmental Protection Agency (U.S. EPA).⁶² These agencies’ regulatory authority may preempt certain federal, state, and local regulatory authorities and actions. However, U.S. EPA has used its authority under the Clean Air Act to require new diesel locomotives to be built to meet the cleanest emission standard (also known as Tier 4).⁶³

These regulations require the installation of devices that reduce idling (i.e., require idling limits with exceptions) on newly manufactured and remanufactured locomotives⁶⁴ and mandate the use of ultra-low sulfur diesel fuel.⁶⁵ However, these regulations do not require railroads to reduce their use of existing older, higher-emitting locomotives. Locomotives must meet federal emissions standards when they are remanufactured and may become cleaner at that time. In 2017, CARB also petitioned U.S. EPA to develop a new regulation requiring

⁶² Control of Emissions from Locomotives. https://www.ecfr.gov/cgi-bin/text-idx?SID=159ba6f126272ea1995c71a43b7af309&mc=true&node=pt40.36.1033&rgn=div5#se40.36.1033_1101. Accessed July 9, 2020.

⁶³ U.S. EPA, Regulations for Emissions from Locomotives. www.epa.gov/regulations-emissions-vehicles-and-engines/regulations-emissions-locomotives, Accessed July 8, 2020.

⁶⁴ U.S. EPA, Control of Emissions from Idling Locomotives, nepis.epa.gov/Exe/ZyPdf.cgi?Dockey=P100HP4Q.pdf, Accessed July 8, 2020.

⁶⁵ U.S. EPA, Diesel Fuel Standards and Rulemakings, www.epa.gov/diesel-fuel-standards/diesel-fuel-standards-and-rulemakings#nonroad-diesel, Accessed July 8, 2020.

Appendix 5 – Air Quality Priorities

engine manufacturers to meet a cleaner Tier 5 emission standard for new engines. The new emission standards would provide critical NO_x and PM reductions, particularly in the disadvantaged communities that surround railyards. The U.S. EPA has not yet acted on this petition. Locomotive fleet turnover is slow as locomotive engines can last over 30 years, so even if the U.S. EPA were to develop a Tier 5 emission standard, it would not result in immediate emission reductions.

Table 2 – Federal Line-Haul Locomotive Emission Standards

Emission Tier	Year of Original Manufacture	NOX (g/bph·hr)	PM (g/bph·hr)	HC (g/bph·hr)
Tier 0	1973 - 1992	8.0	0.22	1.00
Tier 1	1993 - 2004	7.4	0.22	0.55
Tier 2	2005 - 2011	5.5	0.10	0.30
Tier 3	2012 – 2014	5.5	0.10	0.30
Tier 4	2015 or later	1.3	0.03	0.14

Table 3 – Federal Switcher Locomotive Emission Standards

Emission Tier	Year of Original Manufacture	NOX (g/bph·hr)	PM (g/bph·hr)	HC (g/bph·hr)
Tier 0	1973 - 1992	11.8	0.26	2.10
Tier 1	1993 - 2004	11.0	0.26	1.20
Tier 2	2005 - 2011	8.1	0.13	0.60
Tier 3	2012 – 2014	5.0	0.10	0.60
Tier 4	2015 or later	1.3	0.03	0.14

State Actions (CARB)

CARB has signed two agreements with BNSF and UP to reduce locomotive emissions, including in and around railyards.⁶⁶ An agreement in 1998 required BNSF and UP to meet a fleet average of Tier 2 locomotives in the South Coast Air Basin every year between 2010 and 2030. Both railroads have met this commitment every year, though emissions in recent years have increased due to increased activity as seen in Figure 4. The second agreement between 2005 and 2015 focused on railyards and required implementation of an idling-reduction program, maximizing the use of ultra-low sulfur diesel fuel, preparation of health risk assessments, evaluation of measures to further reduce diesel particulate emissions, and an assessment of remote sensing technology to identify high-emitting locomotives.

⁶⁶ California Air Resources Board, 1998 Tier 2 Fleet Average in the South Coast Air Basin Agreement, ww2.arb.ca.gov/1998-mou-summay-data-archive, and 2005 Statewide Rail Yard Agreement, <https://ww2.arb.ca.gov/sites/default/files/2020-06/2005%20MOU%20Remediated%2003102020.pdf>, Accessed June 5, 2019.

Table 4 – CARB Concepts for Cleaner Locomotive Use

Concept	Description
<p>Locomotive Emissions Reductions Spending Account</p>	<ul style="list-style-type: none"> Require railroads to place funds in a trust account when using dirtier locomotives in the state Funds in the trust account could only be used to purchase cleaner locomotives Railroads would be required to report purchasing activity, which CARB would make available to the public. CARB would pursue an economic analysis to determine the relevant amounts
<p>In-Use Locomotive Useful Life Limit</p>	<p>Ban locomotives that have exceeded a second useful life from operating in California, unless the engine is remanufactured to Tier 4 standards or cleaner.</p>
<p>Implement 30-minute Idling Limit</p>	<p>Similar to federal requirements, this will allow CARB to respond to violations and public complaints on locomotive idling, with the potential for enforcement by air districts through an enforcement MOU</p>

Also, CARB staff plans to develop amendments to the Cargo Handling Equipment Regulation, Transportation Refrigeration Unit Regulation, as well develop new zero-emission fleet rules to transition the state’s trucking fleet to zero-emission starting in 2024 with a focus on drayage and railyards.^{67, 68, 69}

Currently, CARB enforces several regulations at railyards. The Cargo Handling Equipment Regulation requires equipment such as yard trucks, rubber-tired gantry cranes, top and side picks, forklifts, etc. at ports and intermodal railyards to meet engine performance standards and opacity standards. The Drayage Truck Regulation requires heavy-duty vehicles that transport containers and bulk to and from ports and intermodal railyards to meet engine emission performance standards and be registered with CARB. The Transportation Refrigeration Unit (TRU) Regulation requires refrigeration units to meet engine performance standards and be registered with CARB. At railyards, TRUs can be found on truck trailers, railcars, and connected to shipping containers as generator sets (gensets). CARB is also fielding locomotive complaints by working with air districts, railroad companies, and U.S. EPA to resolve them.

South Coast AQMD

South Coast AQMD has limited authority over locomotives and railroad activity, and any regulations it might pass will likely require federal approval before they can go into effect. With these limits in mind, South Coast

⁶⁷ California Air Resources Board, Sustainable Freight Transport. <https://ww2.arb.ca.gov/our-work/programs/sustainable-freight-transport>, Accessed March 17, 2020.

⁶⁸ California Air Resources Board, Zero-Emission Vehicle Fleet. <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets>. Accessed July 14, 2020.

⁶⁹ California Air Resources Board, New Transport Refrigeration Unit Regulation in Development. <https://ww2.arb.ca.gov/our-work/programs/transport-refrigeration-unit/new-transport-refrigeration-unit-regulation>. Accessed July 17, 2020.

Appendix 5 – Air Quality Priorities

AQMD is pursuing four concepts to reduce emissions from railyards, including developing an Indirect Source Rule (ISR).⁷⁰ These include:

- Reducing exposures from locomotive maintenance and service emissions
- Requiring railroads to develop zero emission infrastructure plans for railyards
- Developing new incentive programs to focus on incentivizing cleaner locomotive activity instead of cleaner locomotive purchases
- Evaluating new monitoring approaches for in-use locomotives

South Coast AQMD staff continues to work with stakeholders (i.e., rail yard operators, communities, etc.) on proposed concepts for the Railyard ISR. The proposed Railyard ISR is currently scheduled for consideration by the Governing Board in the second quarter of 2021.

Incentives

South Coast AQMD has various programs through which incentives are available to reduce emissions from both locomotives and railyard operations. Table 5 summarizes some of South Coast AQMD's programs, the amounts distributed, and the equipment replaced through these incentive programs. Further, South Coast AQMD has also proposed a new incentive program concept to focus on the cleanest locomotive use. Current incentive programs have limited effectiveness in accelerating the widespread use of the cleanest locomotives (Tier 4). Therefore, South Coast AQMD staff is working on a concept for a new local program that provides incentives tied to clean locomotive use, not replacements. This approach will attract the cleanest existing locomotives now and achieve faster emissions reductions than regulations. The concept also includes the potential for increased incentives in disadvantaged communities.

Table 5 – South Coast AQMD Railyard and Locomotive Incentive Programs

Program	Description	Emission Source	Amount Distributed	Equipment Replaced
Prop IB: Goods Movement Emission Reduction Program	To reduce diesel air pollution from goods movement operations and achieve the earliest possible health risk reduction in nearby communities	Locomotives and cargo handling equipment at rail yard facilities	⁷¹ \$16,885,195	6 Yard Tractors 4 Forklifts 10 Locomotives
Carl Moyer	To obtain emission reductions from heavy-duty vehicles and other equipment operating in California as early and as cost-effectively as possible	On- and off-road heavy-duty vehicles/equipment and infrastructure for zero and near-zero emission technologies	⁷² \$12,776,780	7 Locomotives

⁷⁰ South Coast Air Quality Management District, Railyards and Intermodal Facilities Working Group. <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/facility-based-mobile-source-measures/rail-fac-wkng-grp>. Accessed July 8, 2020.

⁷¹ Data since 2016

⁷² Data since 2018

Clean Off-Road Equipment Voucher Incentive Project

CARB's Clean Off-Road Equipment Voucher Incentive Project (CORE)⁷³ is designed to accelerate deployment of cleaner off-road technologies by providing a streamlined way for fleets ready to purchase specific zero-emission equipment to receive funding to offset the higher cost of such technologies. CORE specifically target zero-emission off-road freight equipment that is currently in the early stages of commercial deployment. CORE will provide vouchers to California purchasers and lessees of zero-emission off-road freight equipment on a first-come, first-served basis, with increased incentives for equipment located in disadvantaged communities.

⁷³ California Air Resources Board, Clean Off-Road Equipment Voucher Incentive Project. <https://ww2.arb.ca.gov/our-work/programs/clean-off-road-equipment-voucher-incentive-project/about>. Accessed July 13, 2020.

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APPENDIX 6:

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) ANALYSIS

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The California Environmental Quality Act (CEQA) is a state law that requires agencies to consider the environmental impacts of a proposed project. CEQA describes and imposes specific legal requirements that agencies must follow when evaluating and making decisions about whether a project will cause a significant environmental impact. The information below describes South Coast AQMD staff's analysis and CEQA determination with respect to this project – the Community Emissions Reduction Plan (CERP) for Southeast Los Angeles. The information below contains some legal terms because that is the language contained in the law and use of that language is part of how an agency demonstrates compliance with CEQA. As noted below, South Coast AQMD staff has looked at all aspects of the CERP and has determined that the CERP is exempt from the requirements of CEQA. The paragraphs below identify the CEQA exemptions that apply to the CERP. If the South Coast AQMD Governing Board agrees with staff and determines that the CERP is exempt from CEQA, and adopts the CERP, a Notice of Exemption will be electronically filed with the State Clearinghouse of the Governor's Office of Planning and Research to be posted on their CEQAnet Web Portal which, upon posting, may be accessed via the following weblink: <https://ceqanet.opr.ca.gov/search/recent>. In addition, the Notice of Exemption will be electronically posted on the South Coast AQMD's webpage which can be accessed via the following weblink: <http://www.aqmd.gov/nav/about/public-notices/ceqa-notices/notices-of-exemption/noe---year-2020>. The electronic filing and posting of the Notice of Exemption is being implemented in accordance with Governor Newsom's Executive Orders N-54-20 and N-80-20 issued on April 22, 2020 and September 23, 2020, respectively, for the State of Emergency in California as a result of the threat of COVID-19.

Pursuant to CEQA, the South Coast AQMD, as lead agency, has reviewed the proposed project pursuant to: 1) CEQA Guidelines Section 15002(k) – General Concepts, the three-step process for deciding which document to prepare for a project subject to CEQA; and 2) CEQA Guidelines Section 15061 – Review for Exemption, procedures for determining if a project is exempt from CEQA. Because the physical changes that may occur as a result of implementing portions of the proposed project would only require minimal construction activities and cause negligible physical impacts, it can be seen with certainty that there is no possibility that any physical actions that may be associated with the proposed project may have a significant adverse effect on the environment. Therefore, the project is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) – Common Sense Exemption. Further, the overall purpose of this project is to improve the environment and health of residents of this selected community and all of the action items within the CERP support this goal. Thus, the proposed project is also categorically exempt from CEQA pursuant to CEQA Guidelines Section 15308 – Actions by Regulatory Agencies for Protection of the Environment.

The following action items within the CERP involve feasibility and planning studies, because the collection of information is needed in order to make an informed decision about whether to take further actions such as rule development for certain emission sources. However, these action items neither prescribe or commit to specific rule requirements, nor require advance approval or adoption of future actions because they require an open public process. Specifically, after the portion that qualifies as a feasibility or planning study is completed, and if it results in a decision to go forward with future rule development, the regulated community, stakeholders, interested parties, and the public will be invited to participate in the rule development process in a public forum. For these reasons, the following action items for the CERP are statutorily exempt from CEQA pursuant to CEQA Guidelines Section 15262 – Feasibility and Planning Studies:

- Continuing the ongoing development of Facility-Based Mobile Source Measures (e.g., Indirect Source Rule) for warehouse and railyards;
- Identify and evaluate the need for additional requirements to address odors related to rendering facilities (e.g., conduct additional air monitoring for VOCs and odorous compounds) and establish a rule development schedule, if needed;
- Initiate rule development process to address housekeeping and best management practices at metal recycling plants to reduce fugitive emissions; and
- Support CARB’s relevant rulemaking activities, including those for Transport Refrigeration Unit (TRU), Advance Clean Fleets, In-Use Locomotive, and amendments for cleaner cargo handling equipment and facility infrastructure at ports and railyards.

The following action items within the CERP involve minor physical modifications to existing structures or buildings which are categorically exempt from CEQA pursuant to CEQA Guidelines Section 15301 – Existing Facilities:

- Partner with CSC, CARB, land-use agencies, school districts, and law enforcement agencies to install and enforce “No Idling” signs; and
- Work with local school districts, and CSC members to identify and prioritize schools exposed to truck emissions that may benefit from installation of air filtration systems.

The following action item within the CERP involves minor construction of small structures which is categorically exempt from CEQA pursuant to CEQA Guidelines Section 15303 – New Construction or Conversion of Small Structures:

- Work with partners and provide support to increase the availability of publicly accessible electric vehicle charging stations in the community.

The following action items within the CERP involve information collection activities which are categorically exempt from CEQA pursuant to CEQA Guidelines Section 15306 – Information Collection:

- Support CARB’s efforts of establishing Community Pollution Enforcement Workgroup for trucks and other vehicles and conducting quarterly workgroup meetings to collaborate, outreach for reducing non-critical idling, and creating catalytic converter theft deterrence program;
- Identify freeway projects within the community that are circulated to South Coast AQMD for review under the CEQA;
- Conduct air monitoring in the community to support implementation of truck emission reduction strategies and help track concentration trends of key indicator pollutants of truck emissions;
- Work with local school districts, and CSC members to identify and prioritize schools exposed to truck emissions that may benefit from installation of air filtration systems;
- Collaborate with land-use, state and local agencies, and nonprofit organizations to develop a list a low-VOC and drought tolerant trees;
- Evaluate opportunities to use future settlement funds to support community green space projects;
- Work with relevant agencies to identify and prioritize locations for installing vegetative buffers near freeways;

- Develop metal processing facility list, applicable rules list, compliance history, air monitoring data, or other sources of information;
- Conduct CSC activity to prioritize sources of metal emissions. Develop strategies list, if appropriate;
- Conduct air monitoring to identify potential sources of emissions;
- Conduct air monitoring around railyards and in the community to assess how railyard related emissions may contribute to the overall air pollution burden in this community;
- Identify potential strategies to reduce emissions from railyards and the Alameda Corridor; and
- Prioritize emissions sources for further investigation under the general industrial facilities category; identify potential air monitoring (conduct air monitoring, where feasible), emissions and exposure reduction measures, if necessary.

The following action items within the CERP involve inspection activities that check for performance or compliance, and/or involve enforcement activities. They are categorically exempt from CEQA pursuant to CEQA Guidelines Section 15309 – Inspections, or CEQA Guidelines Section 15321 – Enforcement Actions by Regulatory Agencies:

- Conducting idling enforcement sweeps with CARB;
- Continue complaint response and Rule 415 compliance inspections; and
- Make referrals to the appropriate agencies when issues are found during inspections that fall outside of South Coast AQMD’s jurisdiction (e.g., Water Board, DTSC, Cal-OSHA).

Further, there is no substantial evidence indicating that any of the exceptions to the categorical exemptions apply to the proposed project pursuant to CEQA Guidelines Section 15300.2 – Exceptions. Therefore, the proposed project is exempt from CEQA.

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APPENDIX 7:

BRACKETED COMMENT LETTERS

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From: Tahirah Farris <TFarris@planning.lacounty.gov>
Sent: Wednesday, November 4, 2020 9:11 AM
To: Gina Triviso <gtriviso@aqmd.gov>
Subject: RE: Now posted: Draft SELA CERP for your review

Hi Gina,

Thank you for the opportunity to comment on the CERP. I've provided a list of comments by section below. Please let me know if you have any questions based on the comments or would like to have any follow-up conversation.

Executive Summary:

- Page 2 mentions ongoing activities such as regulation and enforcement. Is this further clarified somewhere else in the document on what and how that plays out? What does ongoing regulation look like? Is it regular compliance checks, indefinitely? 1-1

Chapter 5a: Introduction

- Page 1, under "Ongoing Efforts" references the LA County Green Zones Program. There should be a footnote to explain this program and link to more information. 1-2
- Page 1, the last sentence references "rule development." I believe rules are discussed in more detail in Chapter 4, but should be clear about what a rule is/means for AQMD (ex, this is the method for establishing regulations and provides a check to ensure compliance). Is rule synonymous with regulation? 1-3

Chapter 5b: Tucks and Freeways

- Page 2, action A describes establishment of a Community Pollution Enforcement Workgroup. The only metric listed under this action is the number of meetings held. Think about adding additional metrics tied to the goals of the group, such as number of complaints identified through the workgroup and number of complaints addressed by CARB, number of complaint referrals to other agencies, etc. 1-4

Chapter 5c: Rendering Facilities

- Should there be an explanation of what rendering facilities are similar to the explanation for metal processing facilities? 1-5
- General comment: Is odor the only concern with rendering facilities? Are there other types of emissions from these facilities such as dust, particulate matter, other compounds, etc.? If so, should there be some way to measure and address other outputs from these facilities? 1-6
- Is the goal simply to reduce odors from existing facilities or prevent new facilities from emitting odors? 1-7
- What is AQMD's role in permitting when new rendering facilities are established? This is something our two agencies are beginning to discuss, but I wonder if there can be some inclusion about review and inspection of proposed facilities to ensure compliance with AQMD's rules. Consider a goal regarding coordination with land use agencies/County Green Zones Program. 1-8

Chapter 5d: Green Spaces

- Goal A mentions collaboration with land-use agencies. It would be good to also include Public Works as they can implement greening along right-of-ways and Parks and Rec/public parks 1-9

agencies as an additional agencies. Aside from requiring landscaping on private property, the Planning Department has little to no control in actually designating new open/green spaces that would be designed and maintained by Parks and Rec.	1-9 Cont.
Chapter 5e: Metal Processing Facilities	
- Goal G discusses referrals to other agencies. Please include land use agencies (e.g. Planning). Public Health might be appropriate as well.	1-10
Chapter 5g: General Industrial Facilities	
- Goal B discusses identifying a list of industrial facilities of concern. This should be done in collaboration with other agencies. The County has an Industrial Use Task Force that focuses on the Alameda Corridor. It is still operating as a pilot, but would be great if we could expand this work or at least continue coordination with AQMD and other agencies so we are all aware of the facilities of concern.	1-11
-	
Chapter 6: Community Air Monitoring Plan	
- A summary of the CAMP is provided. Is the full plan available somewhere else or will that be detailed in Appendix 6?	1-12

Thank you
Tahirah

Tahirah Farris, AICP
Regional Planner
Los Angeles County Department of Regional Planning
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<http://planning.lacounty.gov>

Please note: In response to the evolving coronavirus emergency, Los Angeles County facilities are currently closed to the public. All Department of Regional Planning staff are teleworking at this time and available by email. For the most current information about available services, public meeting schedules, and planning projects, please visit planning.lacounty.gov.

From: Gina Triviso [<mailto:gtriviso@aqmd.gov>]
Sent: Wednesday, October 28, 2020 6:31 PM
To: Gina Triviso <gtriviso@aqmd.gov>
Subject: Now posted: Draft SELA CERP for your review

CAUTION: External Email. Proceed Responsibly.

Dear CSC members and Interested Parties,
The draft CERP for SELA has now been posted online at the link below:

<http://www.aqmd.gov/nav/about/initiatives/community-efforts/environmental-justice/ab617-134/southeast-los-angeles/cerp-archive>

If you have time to review portions of the plan before our meeting tomorrow, please focus on chapters 5 and 6. Looking forward to seeing you tomorrow at our meeting. Have a good night. Thank you.

Best regards,
Gina

Gina Triviso

Senior Public Information Specialist
Office of Legislative, Public Affairs & Media
South Coast Air Quality Management District
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*Please note that we are closed on Mondays.

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From: Moreno, Edith1 <EMoreno5@socalgas.com>
Sent: Friday, November 6, 2020 11:15 PM
To: Gina Triviso <gtriviso@aqmd.gov>
Cc: AB 617 <ab617@aqmd.gov>
Subject: SELA CERP Comments

Hi Gina,

I know I'm several hours past the 5pm Friday 11/6 deadline, but it's still COB Friday right? 😊 It's been a really busy time for me at work, but I wanted to make sure I had the time to thoroughly read through the CERP and provide my feedback. My comments are below. I'd be happy to discuss further!

Chapter 4 Enforcement Plan

- This chapter does not provide additional details on the additional enforcement and inspection to be conducted in SELA. Reads to me as business as usual activities would be conducted. 2-1
- Figure 4-1 is meant to show the number of complaints and the response, but according to the data presented in Appendix 4 (Table 4-2) out of the 692 complaints received, 632 resulted in no action. There is a big disconnect here and I realize that any nuisance odor or fugitive emission may not be present when an inspector comes by, but my recommendation would be to increase the frequency of inspection (e.g. once or twice a week for a month?) in the area where the complaint originated. The current enforcement actions in place are just not enough. 2-2
- If possible, could Figure 4-2 be modified to show the different categories of facility types that received an NOV or NC? As I looked at all of the facilities in the appendix there are many schools and even city facilities that are getting dinged for things like not updating their permit. Are these NOV's actually being given to a toxics facility of concern? It's like giving a speeding ticket. People are still going to speed. In my opinion, the figure is really misleading. 2-3

Chapter 5: Overall I think it's very well written and captures a lot of the recommendations made by the CSC. Comments to this section are as follows

- Chapter 5c (Rendering Facilities) under Table 1, row D. I recognize Rule 415 is being implemented in 2023, but are there any additional controls above and beyond what 415 requires that we could possibly put in place sooner? This is just a suggestion as this seems to be something that has been a huge nuisance for over 20 years. 2-4
- Chapter 5g (General Industrial Facilities). I know we didn't have enough time to get into more details on what the concern of the community is, but as I've mentioned in the past, I really want to see a reduction in air toxics in SELA. I recognize PM2.5 and NOx are huge air pollutant sources, but reactive organic gases are a significant contributor to poor air quality that needs to be addressed. The figure from our January 9 CSC meeting highlights this (see below). Through the AB 617 process CARB developed "Regulation for the Reporting of Criteria Air Pollutants and Toxic Air Contaminants" to implement statewide annual reporting of criteria air pollutant and toxic air contaminant emissions data from facilities. The reporting regulation became effective January 1, 2020. In Chapter 5g, we need to include CARB as a responsible entity as the community needs to be aware of this new regulation and we need to know what is being reported. CARB 2-5

and SCAQMD need to work together to figure out how to use the CTR as a tool to identify which facilities are toxics hotspots. As 2020 data will be available mid next year, I propose we have CARB give us an update during Q2 of 2021. I recommend we take out Action A as an informational handout is just too generic and replace it with the following action:

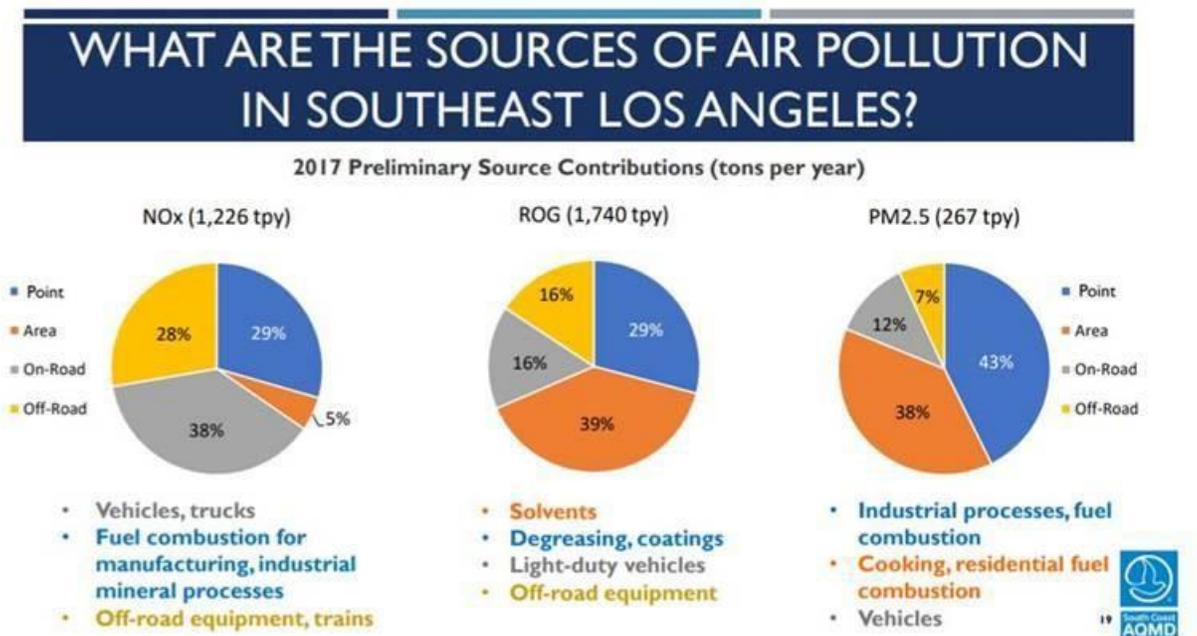
2-5
cont.

Action: Conduct an annual community workshop with CARB to educate the community on the CTR process and share the data that has been collected from facilities in the SELA community. SCAQMD and CARB to help community interpret results and identify industrial facilities with highest toxics emissions.

Responsible Entity: CARB/AQMD

Metric: Conduct CTR Public Workshop and Identify Industrial Facilities of Highest Concern

Timeline: Annual. Starting Q3 2021/End 2025.





November 5, 2020

Dr. Jo Kay Ghosh
 Director of Community Air Programs/Health Effects Officer
 South Coast Air Quality Management District (SCAQMD)
 21865 Copley Drive
 Diamond Bar, CA 91765

Re: Comments on AB 617 Community Emissions Reduction Plans (CERP) for the Southeast Los Angeles (SELA) Community

Dear Dr. Ghosh,

The Coalition for Clean Air (CCA) is writing to provide comments regarding the discussion draft CERP for the SELA community. Since its passage in 2017, CCA has been actively involved with the implementation of AB 617 (C. Garcia) at both the statewide and local level. CCA staff has participated in many of the AB 617 meetings hosted by the California Air Resources Board (CARB) and SCAQMD. We also advocate for AB 617 funding before the California State Legislature. Specific to the SELA Community, CCA has partnered with a local community-based organization, Comite Pro Uno, to deploy a community air monitoring network within the city of Maywood. We have also worked with the City of South Gate's Community Environmental Health Action Team (CEHAT) to deploy air quality monitors.

CCA recognizes the SELA AB 617 process faced unique challenges due to the COVID-19 pandemic. SCAQMD was required to quickly reinvent the AB 617 process to ensure the safety of the Community Steering Committee (CSC) members, staff, and the public at large. This is in addition to the other challenges posed by COVID-19, such as working remotely, constraints on staff capacity, and other difficulties. SCAQMD staff, the CSC, and others who participated in the process should be commended for overcoming these challenges. CCA understands that some data may be unavailable and the discussion draft CERP may not be as complete as the Year 1 discussion drafts. Yet, the COVID-19 pandemic stresses the need for immediate and real emissions reduction. Long-term exposure to elevated air pollution levels is a contributing factor to COVID-19 mortality.¹

¹ Michael Petroni, Dustin Hill, Lylla Younes, Liesl Barkman, Sarah Howard, I Brielle Howell, Jaime Mirowsky, and Mary B Collins, *Hazardous air pollutant exposure as a contributing factor to COVID-19 mortality in the United States*, https://www.eenews.net/assets/2020/09/11/document_gw_15.pdf (accessed November 3, 2020.)

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CCA’s comments are not intended to speak for the Community Steering Committee (CSC) or the local community. Rather, our comments seek to identify opportunities to strengthen the CERP. Through AB 617, SCAQMD can begin righting decades of environmental injustice by developing the strongest possible emissions reduction plan and empowering the local community.

- **The discussion draft CERP addresses many of the significant environmental justice concerns facing the community. SCAQMD must avoid “cookie-cutter” implementation for concerns shared with other AB 617 communities. Similarly, SCAQMD must also acknowledge and address other threats such as contamination from Exide and pollution from aviation operations.**

3-1

Being a hub for industry and goods movement, Southeast LA has long been disproportionately impacted by air pollution. As with the Year 1 communities, Southeast LA has subsidized much of the global economy with their health and quality of life. The six areas identified as community concerns are among the most pressing air quality challenges in the region. Some of these concerns, however, are shared with other AB 617 communities. Truck traffic,^{2, 3, 4} railyards,^{2, 3, 4} metal finishing operations,⁴ and rendering plants⁴ were also identified as concerns in other communities’ CERPs. While this is expected, SCAQMD must avoid taking a “cookie-cutter” approach to these concerns. Ultimately, the CERP must be implemented in a way that addresses the local needs of each community.

Further, there are other pressing environmental justice issues which are not referenced in the CERP. Though the CERP cannot address every single air quality issue in the community, both contamination from the Exide battery recycling plant as well as emissions from aviation should also be acknowledged and addressed. As with the East LA, Boyle Heights, and West Commerce (ELABHWC) AB 617 community, SELA was contaminated by lead and other heavy metals from Exide.⁵ Additionally, aviation fuel

² SCAQMD, *Community Emissions Reduction Plan: Wilmington, Carson, and West Long Beach*, <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/wilmington/cerp/final-cerp-wcwlw.pdf?sfvrsn=8>, pgs. 5d-1 - 10, 5f-1 - 8 (accessed November 3, 2020.)

³ SCAQMD, *Community Emissions Reduction Plan: San Bernardino and Muscoy*, <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/cerp/carb-submittal/final-cerp.pdf?sfvrsn=9>, pgs. 5b-1 - 12, 5e-1 - 8 (accessed November 3, 2020.)

⁴ SCAQMD, *Community Emissions Reduction Plan: East Los Angeles, Boyle Heights, and West Commerce*, <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/east-la/cerp/carb-submittal/final-cerp.pdf?sfvrsn=8>, pgs. 5b-1 - 14, 5c-1 - 8, 5d-1 - 5, 5e-1 - 3 (accessed November 3, 2020.)

⁵ Dr. Jill E. Johnston, Meredith Franklin, Hannah Roh, Christine Austin, and Manish Arora, *Lead and Arsenic in Shed Deciduous Teeth of Children Living Near a Lead-Acid Battery Smelter*,

<https://pubs.acs.org/doi/10.1021/acs.est.9b00429>, May 6, 2019 (accessed November 3, 2020.)

was dumped on the City of Cudahy and other SELA communities in early 2020.⁶ Being under the flight path of one of the world’s busiest airports, SELA is disproportionately impacted by aircraft emissions. Though the CERP may not need a specific section for these and other issues, it should acknowledge they exist and commit to taking action to protect the community. Such action should include school HVAC modernization and installation through newly enacted legislation: AB 841 (Ting, 2020.)⁷

- **The next draft of the CERP should include emissions reduction projections. Further, these targets should have a nexus with community health needs. Reductions from future rulemakings should be shared with the CSC as soon as they are available.**

3-2

The discussion draft CERP does not contain any specific emissions reduction projections; rather, these projections are listed as “TBD.”⁸ While this is likely due to constraints stemming from the pandemic, SCAQMD should include these projections in the next draft of the CERP. Further, these projections should be shared with the CSC ahead of the Stationary Source Committee’s consideration of the CERP, which is scheduled for November 20th, 2020. The text of AB 617 mandates emissions reduction targets: section 44391.2(c)(3) of the Health and Safety Code (HSC) states, “[T]he community emissions reduction programs shall be consistent with the state strategy and include emissions reduction targets, specific reduction measures, a schedule for the implementation of measures, and an enforcement plan.”⁹

In addition to providing specific emissions reduction, these targets should have a demonstrated benefit to community health. In response to our comments on the Year 1 CERPs, SCAQMD staff stated tying emissions reduction to health outcomes was difficult, if not impossible to demonstrate. While demonstrating a direct causation between emissions reduction and individual cases of cancer, asthma, or other ailments is indeed difficult, SCAQMD should set emissions targets that directly address community health needs. SCAQMD will be better able to tailor the CERP implementation to local

⁶ Ruben Vives, *Jet fuel dump on schools raises heat at Cudahy town hall meeting*, Los Angeles Times, <https://www.latimes.com/california/story/2020-01-18/cudahy-town-hall-jet-fuel-dump>, January 18, 2020 (accessed November 3, 2020.)

⁷ California Legislature, *Assembly Bill 841: Energy: transportation electrification: energy efficiency programs: School Energy Efficiency Stimulus Program*, http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB841 (accessed November 4, 2020.)

⁸ SCAQMD, *Community Emissions Reduction Plan: Southeast LA (Discussion Draft)*, <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/sela-draft-cerp-chapter-5a-introduction.pdf?sfvrsn=6>, pg. 5a-2 (accessed November 3, 2020.)

⁹ California Legislature, *Assembly Bill 617: Nonvehicular air pollution: criteria air pollutants and toxic air contaminants*, http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180AB617 (accessed

November 3, 2020.)

needs if community health is considered. To this end, CCA, in partnership with local community-based organizations, is conducting a community health survey in some AB 617 communities to identify these health needs. This community health survey is funded through CARB’s Office of Community Air Protection, which is part of AB 617.

Lastly, as with the other AB 617 CERPs, we understand that emissions reduction from future rulemaking proceedings may not yet be available. SCAQMD should commit to informing the CSC of anticipated emissions reduction from future rulemaking processes.

- **To the greatest extent possible, CERP emissions reduction should meet the same criteria as the State Implementation Plan (quantifiable, surplus, enforceable, and permanent.) Projects and efforts that do not meet these criteria (e.g., working with local agencies to rectify bad land use decisions) should be included on their merits.**

3-3

The emissions reduction achieved by the CERP should be real, measurable, and verifiable. “Paper” compliance threatens to undermine the effectiveness of the CERP and reduce the benefit to the local communities. The closer they are to meeting the criteria for being SIP creditable, the more confidence the community will have in the effectiveness of the Community Air Protection program.

At the same time, we recognize that not every important reduction and mitigation measure lends itself to meeting these criteria. Other opportunities which are not as easily measured but still have a positive community-level impact should still be prioritized. In particular, the CERP’s green space priority will promote environmental justice and climate resiliency even though it will not directly lead emissions reduction. As such, we support green space being prioritized in the SELA CERP.

- **SCAQMD and the CERP should substantially expand its commitments relating to Interstate 710 expansion, which is the next environmental injustice facing SELA communities.**

3-4

SCAQMD must commit to stronger action as it relates to the expansion of Interstate 710. This project poses a significant threat to the health of three Los Angeles County AB 617 communities. Rather than merely identifying already well-known impacts, SCAQMD and the CERP should adopt a set of community air protection principles targeting the I-710 expansion project. These principles should stipulate that any 710 south freeway project must:

- Reduce diesel emissions and exposure in AB 617 communities
- Fully comply with Clean Air Act transportation conformity requirements

- Avoid displacement of residences and businesses
- Include dedicated clean truck lanes
- Incorporate complete streets and active transportation components in communities within the 710 corridor, and
- Provide for meaningful and substantive opportunities for public participation throughout the decision-making process.

Further, SCAQMD must commit to being actively engaged in the 710 south freeway project decision-making process. SCAQMD has a responsibility to protect community members from any adverse air pollution impacts that could result from the construction and operation of the freeway. We laud SCAQMD for protecting communities impacted by the ports and freight transportation industry through California Environmental Quality Act lawsuits. These include the lawsuits against China Shipping, the Southern California International Gateway (SCIG), and World Logistics Center. We also appreciate SCAQMD for notifying environmental advocates and community members about the proposed Colton Railyard, as well as expressing concerns about the project. We strongly urge SCAQMD to not ignore I-710 expansion and to take an active role in protecting the SELA community, as well as all communities that will be adversely impacted by freeway expansion.

- **Some strategies in the discussion draft are vague and only commit to further study, identification of sources, and developing reduction strategies later. Rather than deferring action and implementation, SCAQMD should strengthen these strategies and yield immediate emissions reduction.**

3-5

The strategies addressing the Alameda Corridor and “General Industrial Facilities” are exceptionally vague. Rather than committing to immediate emissions reduction, both strategies only commit to studying emissions or identifying pollution sources and developing strategies in the future. While we understand and appreciate the desire to be thorough, these portions of the CERP need to be strengthened.

Regarding the Alameda Corridor, CCA recognizes SCAQMD has limited authority over rail transportation. We appreciate the district’s work with CARB to create a new emissions tier of locomotive engines. In the meanwhile, SCAQMD and CARB should do what it can to increase the number of cleaner locomotives that operate in the Alameda Corridor. The district should also commit to mitigation and exposure reduction for what emissions it cannot reduce. Again, AB 841 should be included as part of the strategy.

Further, more action and specificity are needed regarding “General Industrial Facilities.” Based on SCAQMD’s F.I.N.D. tool, there are at least 19 Title V and RECLAIM facilities

within the SELA AB 617 community’s ZIP codes. While there are many different types of industries that impact the SELA community, the CERP should do better in identifying these sources and outlining strategies to reduce their emissions, including increased regulation and enforcement.

- **As with other SCAQMD AB 617 CERPs, the SELA CERP relies heavily on incentives and funding which may not exist. Additionally, it does not adequately assign responsibilities to polluters.**

3-6

The SELA CERP relies heavily on incentive to the possible detriment of more stringent rules and enforcement. Additionally, due to the state’s budget uncertainty, this revenue source may run dry. While incentives should be included as part of the final CERP, other strategies need to be prioritized. For example, creating strong Indirect Source Rules over warehouse and railyards, mandating on-site mitigation, and requiring, rather than just incentivizing, zero-emissions warehouse and railyard equipment are clear examples where tighter rules will yield emissions reduction. Additionally, rules must be enforced in order to be effective. As such, SCAQMD should include tougher penalties as authorized by Section 9 of AB 617 along with greater enforcement efforts as part of its overall strategy.

- **Clarity over the implementation of Best Available Retrofit Control Technology (BARCT) requirements is needed, especially considering the heavy industrial presence in the region.**

3-7

The SELA CERP discussion draft does not specifically reference BARCT implementation for any of its areas of concern. This omission is problematic, given the large number of industrial sources in the region. The community would benefit greatly from knowing what BARCT is and if it is being implemented in the SELA community. Lastly, any applicable BARCT requirements should be implemented no later than the 2023 deadline set by Health and Safety Code §40920.6(c)(1).¹⁰

- **We support the community’s call for stronger action relating to odors from rendering plants.**

3-8

Rendering plants are a unique problem to the SELA and ELBHWC communities. The odors from these facilities have a significant impact on the quality of life. In addition to emitting odorous compounds, rendering plants also emit volatile organic compounds and

¹⁰ California Legislature, *Assembly Bill 617: Nonvehicular air pollution: criteria air pollutants and toxic air contaminants*, http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180AB617 (accessed November 3, 2020.)

other pollutants which can harm human health. The CSC members have called for stronger action and regulation of odors from rendering plants. We strongly support this call and urge the district to restrict fugitive odors and emissions from these sources.

- **The CERP needs to commit to a strong Indirect Source Rule (ISR) for railyards, warehouses, and other pollution magnets.**

3-9

A major contributor to the SELA community's air pollution challenges are warehouses and facilities that attract trucks. Similarly, the railyards bring in pollution from trains and cargo handling equipment. As such, the finalized CERP should commit SCAQMD to developing a strong ISR to address these pollution magnets. We applaud SCAQMD for beginning to develop the framework for a strong warehouse ISR, as well as committing to develop a railyard ISR rather than a memorandum of understanding. The CERP, however, should go into greater detail as to what the rules would look like. This includes requiring on-site mitigation, near-zero and zero-emissions cargo handling equipment, plug-in technology and other emission reduction and exposure-reduction strategies, as well as firm deadlines.

We appreciate the opportunity to submit these comments for your consideration. CCA acknowledges and commends the thousands of staff-hours put into the implementation of AB 617, and understands this is a living, evolving process and document. However, the draft SELA CERP still needs much work and strengthening if it is going to live up to the promise of bringing cleaner, healthier air to California's most polluted, vulnerable communities.

Sincerely,



Christopher Chavez
Deputy Policy Director

Cc:

Wayne Nastri, Executive Officer, SCAQMD

Phillip Fine, Deputy Executive Officer, SCAQMD

Susan Nakamura, Assistant Deputy Executive Officer, SCAQMD

Sarah Rees, Ph.D., Assistant Deputy Executive Officer, SCAQMD

November 6, 2020
 Gina Triviso
 21865 Copley Dr, Diamond Bar, CA 91765
 gtriviso@aqmd.gov



RE: CBE Comments to AQMD on AB617 SELA Draft CERP

Dear Ms. Triviso,

Below are comments of Communities for a Better Environment (CBE) on the Draft Community Emission Reduction Plan (CERP) of the South Coast Air Quality Management District (AQMD), pursuant to AB 617 (California Assembly Bill 617, C. Garcia, 2017). CBE appreciates the hard work of AQMD staff and the Community Steering Committee (CSC). We also want to ensure adoption of a strong CERP with clear goals and measures to substantially and measurably cut pollution in our overburdened communities of Southeast Los Angeles (SELA). We support many measures in the plan. We have both detailed comments in this letter and in the attached tables, as well as key contextual comments below.

Communities for a Better Environment is a statewide Environmental Justice organization, organizing our communities disproportionately burdened by industrial and other pollution in Southeast LA, Wilmington, Richmond, and East Oakland. The mission of CBE is to build people's power in California's communities of color and low-income communities to achieve environmental health and justice by preventing and reducing pollution and building green, healthy and sustainable communities and environments. CBE has been working with SELA community members since the mid-1990s, collectively challenging serial polluters and working towards a just transition. Many SELA community members are part of CBE's staff.

It is important to review the context of cumulative impacts in SELA. For example, two reports by CBE have long identified the need to deeply address environmental injustice and environmental racism in SELA. While the facilities have changed, the overarching approach and recommendations are the same: SELA is still saturated with polluting sources, and stricter standards in rule design and permitting must be applied to protect residents. In fact, current requirements are not health-protective for a wide range of sources. Even existing weak permits are not adequately enforced, and community complaints and input are often not taken seriously by AQMD. We ask the District to review these observations and recommendations in detail in two reports which remain all-too relevant:

- *Holding Our Breath: Environmental Injustice Exposed in Southeast Los Angeles. Communities for a Better Environment*, Shipra Bansal, et al., July 1998, and
- *Cumulative Impacts Changing Regulatory Culture to Address Environmental Injustice & Environmental Racism Case Studies and Recommendations*, Bahram Fazeli, CBE, October 2009.¹

¹ Available at: <http://www.cbecal.org/wp-content/uploads/2012/05/Culumative-Impacts-report.pdf>

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I. We urge three steps to begin to adequately address these deep structural and cultural regulatory failings

As a first step, AQMD needs to assemble a transparent / open-source comprehensive database online, of all the polluting sources in SELA, to identify all possible measures that could reduce emissions or eliminate emissions regardless of the cost, for each of these. This will assist both the community and AQMD in solving specific and overall cumulative impacts. This approach should include the upcoming Industrial Source category (yet to be completed for the CERP), as well as all sources.

4-1

Second, some facilities are likely too close to sensitive receptors including schools, even when best emission reductions measures and practices are put in place. Consequently, there must be a partnership between AQMD, the City, impacted communities and industry for creating land-use solutions, zoning changes, amortization proceedings, and relocation of these facilities.

4-2

Third, AQMD needs to cooperate with CalOSHA (in addition to other agencies) to assist facilities to comply with best practices for creating worker safety standards and programs. Workers are often the most impacted group in polluting facilities, are frequently people of color or low-income people, who may also live in the local community, and worker and community safety overlap in many ways. While AQMD regularly states that worker conditions are outside its purview, that does not mean that AQMD should ignore severe worker hazards it witnesses when doing its own inspections. CBE has directly witnessed such cases when AQMD inspectors ignored such conditions. AQMD has the ability to document and report hazardous conditions to OSHA, and to work to develop strong pollution prevention measures for everyone. Poor working conditions frequently also translate to poor health and safety for the residential community. Conversely, facilities with strong pollution prevention measures protect both the community and workers. We urge AQMD to incorporate a deeper analysis and implementation of pollution prevention.

4-3

II. We also urge specific additions to the CERP Tables.

In addition to incorporating the above into all aspects of the CERP, here are a few additional specific comments on the overall plan and for the categories of Metals operations, Trucks & Freeways, and Rendering. (We do not have capacity at this time to comment on every category; we do support other EJ organizations work on other sources such as reducing rail emissions.)

• Overall goals

- **Add robust emission reductions to Table 1:** at least 50% cuts by 2025, at least 75% by 2030 in SELA. 4-4
- The plan is still missing a list of measures by the California Air Resources Board (CARB, in Table 2). 4-5
- **Add a measure to begin developing a SELA community-specific Just Transition Plan for inherently safer energy sources, with equity.** 4-6
- **Add a measure to support adoption of a robust regional ozone attainment plan for expeditious reductions of criteria pollutants in SELA,** consistent with AQMD & CARB regional development of the next plan. This plan must bring SELA into attainment with Clean Air Act health standards. 4-7
- We do not support “bridge fuels” such as Natural Gas for transportation, which have major damaging impacts during extraction, transport, and refining, and are not zero emission options. 4-8

- **Metals**
 - It is important to **add an overall goal to eliminate community exposure to hazardous metals processing and nuisance odors and noise.** | 4-9
 - AQMD should review existing regulations such as Bay Area metals processing rules and others, for potential inclusion of any strong measures into an AQMD regulation. | 4-10
 - Include installation of **permanent monitoring**, so as not to overly rely on monitoring snapshots in time. | 4-11
- **Trucks and Freeways**
 - In addition to the Warehouse Indirect Source Rule (ISR), AQMD should adopt a Ports ISR rule, which will benefit all communities along the freeway corridors including SELA, which are heavily impacted by diesel traffic. This is well-within AQMD's authority, and has been put off for too long. | 4-12
 - Include specific goals for Zero Emission Transportation as soon as possible. We need CARB and AQMD staff to do everything in their power to plan and implement Zero Emission Transportation. | 4-13
 - Include a goal to make the 710 Freeway a Zero Emissions Corridor. | 4-14
 - AQMD should ensure that CalTrans and Metro revise the 710 South Freeway Project EIR (Environmental Impact Report) to include Zero Emissions options, and should coordinate with other agencies like CARB, to strengthen zero emissions requirements. | 4-15
 - AQMD should include more efforts to support truck drivers. Too many responsibilities now fall mostly on individual truckers. Truckers need places to rest legally without causing idling emissions in neighborhoods, and need more support in transitioning to clean fuels. | 4-16
- **Rendering**
 - Add an overall goal to eliminate noxious odors from rendering facilities | 4-17
 - Identify specific monitoring equipment in the CERP, since odorous compounds can be difficult to detect. Identify an expeditious deadline for a monitoring plan, with public comment. | 4-18
 - Report to community on status and progress on compliance with Rule 415 | 4-19
 - Regarding exploring the schools odor notification process – also work with Community Groups that already work with schools to help facilitate this process, including Huntington Park High School and others, and report on progress to CSC biannually. | 4-20
- **Green Spaces**
 - Create state and local partnerships that would ensure new housing developments in SELA incorporate Green Spaces in their building designs.
 - In instances where affordable housing sites are being contemplated, collaborate with state agencies like Department of Housing and Community Development to incentivize integration of Green Spaces. | 4-21
 - Incentivize green spaces to all new developments within SELA (this includes, bikeways, river paths, transit corridors). | 4-22

- Identify appropriate sites where local communities have access to land for community gardens.

4-23

Thank you for your consideration. **Please also see our comments in the attached tables, with edits and additional measures added to tables in the CERP.**

Sincerely,

Dilia Ortega, SELA Youth Program Coordinator, CBE, and AB617 Steering Committee Member

Lena Ruvalcaba, Huntington Park community member and AB617 Steering Committee Member

Natalie Martinez, South Gate community member and AB617 Steering Committee Member

Citlalli Gutierrez, Huntington Park community member and AB617 Steering Committee Member

Dayana Ortega, Florence-Firestone community member and AB617 Steering Committee Member

Attachment

Attachment – Metals, Trucks/Freeways, Rendering – CBE additions in highlight.

METALS PROCESSING

Table 1 – Goal: Reduce Emissions from Metal Processing Facilities					
Action		Responsible Entity	Metric	Timeline	
Start			Complete		
CBE Added	GOAL - Eliminate community exposure to hazardous metals processing, odors and noise.				
A	<p>Conduct public outreach using plain language materials explaining various types of metal processing operations and rules that are currently regulating metal-related facilities</p> <p>Conduct an informational workshop for the public regarding various types of metal processing facilities in their neighborhood highlighting current and future South Coast AQMD regulatory efforts</p>	South Coast AQMD	<p>Development of outreach materials for metals-related rules</p> <p>Amount of materials distributed</p> <p>Number of outreach events</p>	1st quarter 2022	4th quarter 2022
B	<p>Initiate rule development process to address housekeeping and best management practices at metal recycling plants to reduce fugitive emissions</p> <p>CBE Added: Review existing regulations such as Bay Area metals processing rules as well as others, for potential inclusion.</p>	South Coast AQMD	Number of updates to the CSC on rule making process	4th quarter 2021	4th quarter 2023
C	<p>Work with the CSC and local land use agencies to identify all metal processing facilities within the SELA emissions study area and provide a list of South Coast AQMD rules applicable to the metal processing facilities identified, provide a three (3) year compliance history of the facilities, summarize emissions data and air monitoring data</p>	South Coast AQMD	<p>Develop metal processing facility list</p> <p>Provide applicable rules list, compliance history, air monitoring data, or other sources of information to the CSC</p>	2nd quarter 2021	2nd quarter 2022

4-9
cont.4-10
cont.

	collected at or near facilities, and other sources of information				
D	Based on the information from Action C above, work with the CSC to identify air quality issues related to metal processing facilities and work to prioritize them. Based on the prioritization of sources and their issues, identify potential strategies and approaches to address the issues	South Coast AQMD	Conduct CSC activity to prioritize sources of metal emissions Develop strategies list, if appropriate	3rd quarter 2022	1st quarter 2023
E	Conduct air monitoring to help identify elevated levels of air toxic metals and support efforts to identify potential sources of emissions CBE Added – Install permanent monitoring.	South Coast AQMD	Conduct air monitoring to identify potential sources of metal emissions	1st quarter 2021	4th quarter, 2025
F	Implement strategies and approaches based on the prioritization of sources and issues identified in Actions C and D.	South Coast AQMD	Present the CSC with results of evaluation	2nd quarter 2023	4th quarter 2023
G	Make referrals to the appropriate agencies when issues are found during inspections that fall outside of South Coast AQMD’s jurisdiction (e.g., Water Board, DTSC, Cal-OSHA)	South Coast AQMD	Number of updates to the CSC regarding referrals	1st quarter 2021	4th quarter, 2025
H	Pursue collaborations with local land-use agencies to provide outreach information to metal processing facilities on required South Coast AQMD permits.	South Coast AQMD	Number of meetings/outreach to land use agencies	1st quarter 2022	4th quarter 2025
I - CBE Added	Develop a health-protective setback (at least 2500 ft or more) for any new metals processing facilities and/or permits, between the facility and sensitive receptors and neighbors				
J – CBE Added	Explore development of a notification system for schools and sensitive receptors on public nuisances caused by metals facilities, including dust, noise, odors and others.	South Coast AQMD	Number of event notifications sent	1st quarter, 2021	4th quarter, 2021

4-11
cont.

4-24

4-20
cont.

TRUCKS

Table 1 – Goal: Reduce Emissions from Truck Traffic and Freeways					
	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
CBE Added – OVERALL GOAL	Goal: Make the 710 Freeway a Zero Emissions Zone			Start 1/1/2021	2050
A	<p>CARB will establish a Community Pollution Enforcement Workgroup for trucks and other vehicles in the SELA community, including interested community and CSC members, pollution enforcement agencies (e.g., air, water, solid waste pollution control agencies at the federal, state, regional, and local levels, as available), local law enforcement agencies, local municipalities, and other interested agencies, as needed, and meet quarterly to:</p> <ul style="list-style-type: none"> • Discuss community complaints and improve the process for complaints communication • CARB Enforcement will share information for where to make a complaint, and a list of potential air pollution concerns which CARB and South Coast AQMD can address with local law enforcement agencies, public health agencies, municipalities, and other agencies that are regularly contacted instead of CARB and South Coast AQMD for air pollution related concerns. CARB, in conjunction with the CSC, will share air pollution complaint information with community members and local organizations for where to make a complaint. • Update the community on inspections by state and local partners • Identify areas for future work, such as those 	CARB	Number of meetings with the workgroup to collaborate	3rd quarter 2022	4th quarter 2025

4-14
cont.

	<p>listed in the following two strategies (Reducing Exposure to Idling in the Community and Deterring Catalytic Converter Theft)</p> <p>•CARB’s Community Pollution Enforcement Group would work with local municipalities and law enforcement to help establish truck routes, local no idling ordinances, parking zoning to move truck parking from local neighborhoods to an approved parking location, and greening to help separate the community from idling within the community</p>				
B	<p>CARB would work with local trucking companies to distribute educational material to incentivize the reduction of non-critical idling (e.g., maintenance costs savings due to reduced wear and tear, and fuel cost savings).³</p>	CARB	<p>Number of meetings with local trucking companies</p> <p>Amount of educational material distributed</p>	1st quarter, 2021	4th quarter, 2025
C	<p>CARB to collaborate with South Coast AQMD to conduct quarterly enforcement sweeps, evaluate findings, seek input from CSC, and report back to CSC periodically</p>	CARB South Coast AQMD	<p>Number of enforcement sweeps per quarter and CSC updates</p>	2nd quarter, 2021	1st quarter, 2022
D	<p>Collaborate with the CSC to identify and prioritize “No Idling” sign placement in the SELA community. CARB to coordinate with South Coast AQMD, land-use agencies, school districts, and law enforcement agencies to install and enforce “No Idling” signs. Signs will include CARB and South Coast AQMD’s contact information and roles in enforcing heavy duty truck idling regulations.⁴</p>	CARB South Coast AQMD	<p>Number of signs placed in community</p>	3rd quarter, 2021	4th quarter, 2022
E	<p>Continue development of the Warehouse Indirect Source Rule (ISR) to reduce emissions from large warehouses and fulfillment centers and inform CSC members about Warehouse ISR working group meetings and provide warehouse information to the CSC.</p> <p>CBE Added: Adopt a Ports ISR rule, which will benefit all communities along the freeway</p>	South Coast AQMD	<p>Completion of Warehouse ISR</p> <p>Provide CSC with warehouse information</p>	1st quarter, 2021	2nd quarter, 2021

4-12
cont.

	cooridors including SELA, which are heavily impacted by diesel traffic.					4-12 cont.
F	<p>Outreach to small businesses (e.g., independent truck owners and operators) and local fleets for incentive funds, prioritizing zero emission trucks where commercially available (e.g., Class 6 or below).</p> <p>CBE added: AQMD should include more efforts to support truck drivers. Too many responsibilities now fall mostly on individual truckers. Truckers also need places to legally rest without causing idling emissions in neighborhoods, and need support in transitioning to clean fuels.</p>	South Coast AQMD	Amount of truck incentive outreach in SELA	3rd quarter, 2021	4th quarter, 2025	4-16 cont.
G	<p>Conduct outreach to the SELA community to provide information to the community about battery electric, fuel cell, and hybrid options and incentives available to encourage replacement of older polluting light duty vehicles with cleaner cleaner vehicles, and work with partners to increase the availability of publicly accessible electric vehicle charging stations in the community</p>	South Coast AQMD	Number of outreach events	3rd quarter 2022	1st quarter 2025	4-25
H	<p>Identify freeway projects (e.g., freeway expansion projects) within the community that are circulated to South Coast AQMD for review under the California Environmental Act (CEQA)</p> <p>CBE Added – CARB & AQMD will propose to the Metro Board of Directors and CalTrans the incorporation of a Clean Truck Program that prioritizes zero emissions technology into any freeway project EIR published, effective 1/1/2021.</p>	South Coast AQMD	Monthly report to South Coast AQMD Mobile Source Committee	1st quarter 2021	4th quarter 2025	4-26
I	<p>Conduct air monitoring in the community to support implementation of truck emission reduction strategies and help track concentration trends of key indicator pollutants of truck emissions; and help to assess the impact of truck emissions on community exposure</p>	South Coast AQMD	Conducting air measurements in the community	4th quarter of 2020	4th quarter 2025	

J – CBE Added	Develop a plan for Zero Emission Transportation in SELA	CARB & AQMD			
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Table 2 – Goal: Reduce Catalytic Converter Theft in SELA

Action		Responsible Entity	Metric	Timeline	
Start			Complete		
J	CARB to pursue a catalytic converter theft deterrence and education program in SELA.s	CARB	Creation of catalytic converter theft deterrence program	1st quarter, 2021	4th quarter, 2025

Table 3 – Goal: Reduce Exposure to Truck Emissions

Action		Responsible Entity	Metric	Timeline	
Start			Complete		
K	Work with local school districts, and CSC members to identify and prioritize schools exposed to truck emissions that may benefit from installation of air filtration systems	South Coast AQMD	Complete identification and prioritization activity with CSC Number of schools that receive air filtration systems	1st quarter, 2022	4th quarter 2025

RENDERING

Table 1- Goal: Reduce Odors from Rendering Facilities						
Action	Responsible Entity		Metric		Timeline	
Start			Complete			Additional CBE Comments
CBE - ADDED	The overall goal is to eliminate noxious odors from rendering facilities					
A	Engage in community outreach and provide information on Rule 415 and how to file odor complaints	South Coast AQMD	Number of Rule 415 updates to community groups and CSC	1st quarter, 2021	4th quarter, 2025	
B	Conduct air monitoring for VOCs and odorous compounds near each rendering facility and in the community to better characterize the emissions and to make data available to the public	South Coast AQMD	Begin conducting air measurements around rendering facilities	2nd quarter, 2021	4th quarter, 2025	Identify specific monitoring equipment in the CERP, since odorous compounds can be difficult to detect. Identify an expeditious deadline for a monitoring plan, with public comment.
C	Continue complaint response including SELA complaint tracking , provide timely updates to complainants, continue Rule 415 compliance inspections, and provide an annual summary of findings to the CSC	South Coast AQMD	Number of complaints responded to	1st quarter, 2021	4th quarter, 2025	
D	After the installation of the emissions controls (e.g., permanent total enclosures) required by Rule 415, work with the CSC to identify remaining odor		• Number of odor complaints pre and post emission controls required by Rule 415	1st quarter, 2023	4th quarter, 2023	Should clarify that one goal of the CERP is the installation of permanent total enclosures per rule 415.

4-17
cont.

	concerns, evaluate the need for additional requirements to address odors, (e.g., conduct additional air monitoring for VOCs and odorous compounds) and establish a rule development schedule, if needed		• Additional metrics will be identified, if needed			
E – CBE Added	Report to community on status and progress on compliance with Rule 415	South Coast AQMD		1 st quarter 2021	Ongoing quarterly	

4-19 cont.

Table 2- Goal: Reduce Exposure to Odors from Rendering Facilities					
Action	Responsible Entity		Metric	Timeline	
Start			Complete		
E	Explore the development of an odor event notification system, for schools and sensitive receptors	South Coast AQMD	Number of event notifications sent	1 st quarter, 2021	4 th quarter, 2021
F	CBE added: Work with Community Groups that already work with schools to help facilitate this process, including Huntington Park High School and others.				
G	CBE added: Report on progress to CSC biannually.				

4-20 cont.

CARB Comments on the Draft Discussion CERP for SELA

Process

- Overall the CERP does a good job of responding to CSC member air quality concerns by incorporating a variety of measures to address those concerns. South Coast AQMD and the CSC members could benefit from keeping the monthly meeting schedules while developing Actions C and D on page 5e-2 and Actions B and C on page 5g-1 and 5g-2. 5-1
- To help the CSC and CARB review the CERP for requirements in the Blueprint, will South Coast AQMD provide a chart mapping the Blueprint checklist to the CERP? 5-2
- CSC member participation has been an issue some of the 2018 Selected communities and more recently in ECV, to promote transparency CSC member attendance could be added to Table 2-3: Meeting Dates, Times, and Locations in Appendix 2. 5-3

Emission Reduction Targets

- Will Table 1 - CERP Emission Reduction Targets in Chapter 5a incorporate emission reduction targets for those strategies South Coast AQMD is the responsible agency? 5-4

Technical Foundation

- Though documentation of data sources and methods were provided, the CERP could include a discussion about any existing data gaps as described in the Blueprint on page C-16. 5-5

CARB Statewide Regulations

- The TRU regulation referenced in the Rail Action 5e is specific to trucks, it would be a good idea to make a distinction between the Trucks TRU and the Railcar TRU that will be considered by the CARB board in 2023. 5-6

SOUTHEAST LOS ANGELES COUNTY



GATEWAY CITIES
COUNCIL OF GOVERNMENTS

November 6, 2020

- Artesia
- Avalon
- Bell
- Bellflower
- Bell Gardens
- Cerritos
- Commerce
- Compton
- Cudahy
- Downey

Gina Triviso, Senior Public Information Specialist
Office of Legislative, Public Affairs & Media
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

STAFF COMMENT LETTER FOR THE DRAFT COMMUNITY EMISSION REDUCTION PLAN {CERP} FOR THE AB 617 SOUTHEAST LOS ANGELES {SELA} COMMUNITY

- Hawaiian Gardens
- Huntington Park
- Industry
- La Mirada
- Lakewood
- Long Beach
- Lynwood
- Maywood
- Montebello
- Norwalk
- Paramount
- Pico Rivera

Dear Ms. Triviso:

The Gateway Cities Council of Governments (Gateway Cities COG) thanks the South Coast Air Quality Management District ([AQMD](#)) staff for their important work in developing the draft Southeast Los Angeles (SELA) Community Emissions Reduction Plan (CERP) through Assembly AB 617.

Gateway Cities COG staff is grateful for the opportunity to participate in the SELA Community Steering Committee (CSC) as a representative for six of its 27-member jurisdictions, which include all of the SELA community jurisdictions of Bell, Bell Gardens, Cudahy, Huntington Park, South Gate, and unincorporated areas of the County such as Florence-Firestone.

Based on our review of the draft CERP document, we respectfully offer the following staff comments and questions in the matrix below, by chapters:

Chapter 5b: Trucks and Freeways		
	Action	Comments/Questions
Signal Hill	C. <u>CARB to</u> collaborate with South Coast AQMD to conduct quarterly enforcement sweeps, evaluate findings, <u>seek input</u> from the CSC, and report back to CSC periodically.	As this action relates to <u>enforcement</u> , consider bringing these reports to the CARB Community Pollution Enforcement Workgroup (to be established per Chapter Sb, Action A).
South Gate		6-1
Vernon		
Whittier		
County of Los Angeles	E. Continue development of the <u>Warehouse Indirect</u> Source Rule (ISR)	For programs where CARB and AQMD <u>are not</u> jointly responsible
Port of Long Beach		6-2

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www.gatewaycog.org

to reduce emission from large warehouses and <u>fulfillment centers</u> and inform CSC members about Warehouse ISR working group meetings and provide warehouse information to the CSC.	entities, such as for this <u>action</u> , how will they collaborate or coordinate?	6-2 cont.
H. Identify freeway projects (e.g., freeway expansion projects) within the community that are circulated to South Coast AQMD for review under the California Environmental Quality Act (CEQA).	<u>Clarify the</u> meaning, purpose, and accomplishments of including this action. <u>What freeway</u> projects are there in the SELA community besides CA-91, 1-5 and 1-710?	6-3
I. Conduct air monitoring in the community to support implementation of truck <u>emission reduction</u> strategies and help track concentration trends of key indicator pollutants of truck emissions; and help to assess the impact of truck emissions on community exposure	How will this be further defined? Will the CSC and public have opportunities <u>for input</u> ? What will be the governing committee or body for this action?	6-4

Chapter 5c: <u>Renderinij</u> Facilities		
Action	Comments/Questions	
E. Explore the development of an odor <u>event notification</u> system, for schools and sensitive receptors.	Add "number of notification systems <u>installed for</u> schools and sensitive receptors" as a metric.	6-5

Chapter 5d: Green Spaces		
Action	Comments/Questions	
A. Collaborate with land-use, state and local <u>agencies,</u> and non-profit organizations to develop a list of low- <u>VOC</u> and drought tolerant trees.	Consider additional metrics, such as number of agencies identified, <u>potential for</u> tree plantings in the SELA community, and/or number of trees identified. As a follow-up action, consider also " <u>planting</u> " low-VOC and <u>drought tolerant</u> trees.	6-6
C. <u>Collaborate with</u> nonprofits, local and regional agencies to provide letters of support and air quality information for	Include "reporting of funding opportunities <u>to the</u> CSC and local agencies" as a metric or deliverable.	6-7

South Coast Air Quality Management District

November 6, 2020

Page 3

urban greening funding opportunities,
includin maintenance.

Chapter Se: Metal ProcessinQ Facilities	
Action	Comments/Questions
A. Conduct an informational workshop for the public regarding various types of metal processing facilities in their <u>neighborhood highlighting</u> current and future South Coast AQMD regulatory efforts.	Include "number of participants" as a metric.
E. Conduct air monitoring to help identify elevated levels of air toxic <u>metals and</u> support efforts to identify potential sources of emissions.	Include "reporting of elevated levels of air toxic metals to the CSC" to the metrics.

6-8

6-9

Thank you again for the opportunity to review and provide comments on the Draft CERP for the SELA community. We would like to channel all communications in regards to this comment letter to Gateway Cities COG staff Stephanie Cadena at scadena@gatewaycog.org or (562)663-6850.

Sincerely,



Nancy Pfeffer, Executive Director
Gateway Cities Council of Governments

ATTACHMENT B

RESOLUTION NO. 20-_____

A Resolution of the Governing Board of the South Coast Air Quality Management District (South Coast AQMD) determining that the Community Emissions Reduction Plan for the Southeast Los Angeles community (SELA CERP) is exempt from the requirements of the California Environmental Quality Act (CEQA).

A Resolution of the South Coast AQMD Governing Board Adopting the Community Emissions Reduction Plan for the Southeast Los Angeles community.

WHEREAS, the South Coast AQMD Governing Board finds and determines that the SELA CERP is considered a “project” as defined by CEQA; and

WHEREAS, the South Coast AQMD Governing Board finds and determines after conducting a review of the proposed project in accordance with CEQA Guidelines Section 15002(k) – General Concepts, the three-step process for deciding which document to prepare for a project subject to CEQA, and CEQA Guidelines Section 15061 – Review for Exemption, procedures for determining if a project is exempt from CEQA, that the proposed project is exempt from CEQA; and

WHEREAS, the South Coast AQMD Governing Board finds and determines that it can be seen with certainty that there is no possibility that the proposed project may have any significant effects on the environment, and is therefore exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) – Common Sense Exemption; and

WHEREAS, the South Coast AQMD Governing Board finds and determines that the proposed project is also categorically exempt from CEQA pursuant to CEQA Guidelines Section 15308 – Actions by Regulatory Agencies for Protection of the Environment, because the proposed project is designed to further protect or enhance the environment; and

WHEREAS, the South Coast AQMD Governing Board finds and determines that the proposed project contains action items which qualify as feasibility or planning studies which are statutorily exempt from CEQA pursuant to CEQA Guidelines Section 15262 – Feasibility and Planning Studies; and

WHEREAS, the South Coast AQMD Governing Board finds and determines that the proposed project may result in some minor physical modifications to existing structures or buildings, such as installing air filters or monitoring equipment, which are categorically exempt from CEQA pursuant to CEQA Guidelines Section 15301 – Existing Facilities; and

WHEREAS, the South Coast AQMD Governing Board finds and determines that the proposed project may result in some minor construction of small structures, such as electric vehicle charging stations, which are categorically exempt from CEQA pursuant to CEQA Guidelines Section 15303 –New Construction or Conversion of Small Structures; and

WHEREAS, the South Coast AQMD Governing Board finds and determines that the proposed project involves the collection or exchange of information or data obtained from inspections and air monitoring, which are categorically exempt from CEQA pursuant to CEQA Guidelines Section 15306 – Information Collection; and

WHEREAS, the South Coast AQMD Governing Board finds and determines that the proposed project also involves inspections that require performance or compliance checks which are categorically exempt from CEQA pursuant to CEQA Guidelines Section 15309 – Inspections; and

WHEREAS, the South Coast AQMD Governing Board finds and determines that the proposed project relies on enforcement activities which are categorically exempt from CEQA pursuant to CEQA Guidelines Section 15321 – Enforcement Actions by Regulatory Agencies; and

WHEREAS, the South Coast AQMD Governing Board has determined that there is no substantial evidence indicating that any of the exceptions to the categorical exemptions apply to the proposed project pursuant to CEQA Guidelines Section 15300.2 – Exceptions; and

WHEREAS, the South Coast AQMD staff has prepared a Notice of Exemption for the proposed project that is completed in compliance with CEQA Guidelines Section 15062 – Notice of Exemption; and

WHEREAS, the SELA CERP and other supporting documentation, including but not limited to the Notice of Exemption, were presented to the South Coast AQMD Governing Board and the South Coast AQMD Governing Board has reviewed and considered this information, as well as has taken and considered staff testimony and public comment prior to approving the project; and

WHEREAS, Assembly Bill (AB) 617 directs the California Air Resources Board (CARB) to select locations around the state for preparation of community emissions reduction programs; and

WHEREAS, in 2019, the South Coast AQMD Governing Board recommended communities to CARB for the AB 617 program; and

WHEREAS, in 2019, CARB selected the community of Southeast Los Angeles as one of the communities for which a Community Emissions Reduction Plan shall be prepared; and

WHEREAS, the AB 617 statute specifies that the air district must adopt the Community Emissions Reduction Plan within one year of the state board's selection of the community; and

WHEREAS, the SELA CERP is a planning document designed to assist future regulatory programs and rule development efforts, and to reduce emissions of and exposure to air toxics and other pollutants; and

WHEREAS, the SELA CERP is required by AB 617 and it builds upon existing criteria pollutant and air toxic programs, with greater emphasis on cumulative and localized impacts, and

WHEREAS, although the results of MATES IV show regional reductions in health risk from exposure to toxic air contaminants, some communities such as Southeast Los Angeles are disproportionately impacted by air toxics, and other environmental pollution, as well as social and economic burdens; and

WHEREAS, the Southeast Los Angeles Community Steering Committee has worked with staff to develop the Community Emissions Reduction Plan to reflect the community's air quality priorities and strategies to address these priorities; and

WHEREAS, the Community Emissions Reduction Plan aims to reduce air toxics and other pollutants in the Southeast Los Angeles community.

NOW, THEREFORE BE IT RESOLVED, that the South Coast AQMD Governing Board does hereby determine, pursuant to the authority granted by law, that the SELA CERP is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) – Common Sense Exemption. Further, the SELA CERP contains action items which are statutorily exempt from CEQA pursuant to CEQA Guidelines Section 15262 – Feasibility and Planning Studies. The proposed project contains action items

that are also categorically exempt from CEQA pursuant to, CEQA Guidelines Section 15301 – Existing Facilities, CEQA Guidelines Section 15303 – New Construction or Conversion of Small Structures, CEQA Guidelines Section 15306 – Information Collection, CEQA Guidelines Section 15308 – Actions by Regulatory Agencies for Protection of the Environment, CEQA Guidelines Section 15309 – Inspections, and CEQA Guidelines Section 15321 – Enforcement Actions by Regulatory Agencies. No exceptions to the application of the categorical exemptions set forth in CEQA Guidelines Section 15300.2 – Exceptions, apply to the proposed project. This information was presented to the South Coast AQMD Governing Board, whose members exercised their independent judgment and reviewed, considered and approved the information therein prior to acting on the proposed SELA CERP; and

BE IT FURTHER RESOLVED, that the South Coast AQMD Governing Board finds that the SELA CERP meets the requirements of AB 617 and will advance the mission of reducing air pollution at a community scale in the Southeast Los Angeles community and will provide emission reduction benefits toward achieving state and national air quality standards; and

BE IT FURTHER RESOLVED, that the South Coast AQMD Governing Board does hereby adopt the SELA CERP; and

BE IT FURTHER RESOLVED, that the South Coast AQMD Governing Board hereby directs the Executive Officer to forward a copy of this Resolution and the SELA CERP to the California Air Resources Board for approval; and

BE IT FURTHER RESOLVED, that the South Coast AQMD Governing Board directs staff to periodically report to the Stationary Source Committee on the implementation of the SELA CERP, including updates on the actions within the plan and the emissions reductions achieved.

DATE: _____

Faye Thomas, Clerk of the Boards

ATTACHMENT C



**South Coast
Air Quality Management District**

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SUBJECT: NOTICE OF EXEMPTION FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

PROJECT TITLE: COMMUNITY EMISSIONS REDUCTION PLAN FOR THE SOUTHEAST LOS ANGELES COMMUNITY PER ASSEMBLY BILL 617

Pursuant to the California Environmental Quality Act (CEQA) Guidelines, the South Coast Air Quality Management District (South Coast AQMD), as Lead Agency, has prepared a Notice of Exemption pursuant to CEQA Guidelines Section 15062 – Notice of Exemption for the project identified above.

If the proposed project is approved, the Notice of Exemption will be electronically filed with the State Clearinghouse of the Governor’s Office of Planning and Research to be posted on their CEQAnet Web Portal which, upon posting, may be accessed via the following weblink: <https://ceqanet.opr.ca.gov/search/recent>. In addition, the Notice of Exemption will be electronically posted on the South Coast AQMD’s webpage which can be accessed via the following weblink: <http://www.aqmd.gov/nav/about/public-notices/ceqa-notices/notices-of-exemption/noe---year-2020>. The electronic filing and posting of the Notice of Exemption is being implemented in accordance with Governor Newsom’s Executive Orders N-54-20 and N-80-20 issued on April 22, 2020 and September 23, 2020, respectively, for the State of Emergency in California as a result of the threat of COVID-19.

**NOTICE OF EXEMPTION FROM THE
CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)**

To: Governor's Office of Planning and Research -
State Clearinghouse
1400 Tenth St, Suite 222
Sacramento, CA 95814-5502

From: South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

Project Title: Community Emissions Reduction Plan for the Southeast Los Angeles Community per Assembly Bill 617

Project Location: The project is located in the following communities within the jurisdiction of the South Coast Air Quality Management District (AQMD): South Gate, Florence-Firestone, Walnut Park, Huntington Park, Cudahy, and Bell Gardens, referred to herein as Southeast Los Angeles (SELA) community in Los Angeles County.

Description of Nature, Purpose, and Beneficiaries of Project: Assembly Bill (AB) 617, signed into state law in 2017 (see Health and Safety Code Section 44391.2), requires air districts to prepare a Community Emissions Reduction Plan (CERP) for environmental justice communities selected by the California Air Resources Board (CARB). CERPs provide a blueprint for achieving reductions of air pollution emission and exposure within selected communities and are tailored to address each community's air quality priorities. The SELA community was selected by CARB to prepare a CERP in December 2019. The purpose of this project is to implement a CERP for the SELA community per AB 617. The beneficiary of the project is the identified community and the nearby areas, but the entire region within South Coast AQMD's jurisdiction will also benefit.

The SELA CERP includes actions to reduce emissions and/or exposures to toxic air contaminants and criteria air pollutants, an implementation schedule, an enforcement plan, and a description of the process and outreach conducted to develop the CERP. Implementation of the SELA CERP actions is expected to occur over five years beginning in 2021. A summary of the action items by category is described below.

Trucks and Freeways: 1) Support CARB's efforts of establishing a Community Pollution Enforcement Workgroup for trucks and other vehicles and conduct quarterly workgroup meetings; 2) Conduct quarterly enforcement sweeps with CARB; 3) Partner with CSC, CARB, land-use agencies, school districts, and law enforcement agencies to install and enforce "No Idling" signs; 4) Continue to develop Warehouse Indirect Source Rule to reduce emissions from large warehouses and fulfillment center; 5) Conduct truck incentive outreach to small businesses and local fleets; 6) Conduct community outreach events to encourage replacement of older polluting vehicles with cleaner vehicles, and increase the availability of publicly accessible electric vehicle charging stations in the community; 7) Identify freeway projects within the community undergoing CEQA review; 8) Conduct air monitoring in the community to support implementation of truck emission reduction strategies; and 9) Work with local school districts and CSC members to identify and prioritize schools exposed to truck emissions that may benefit from installation of air filtration systems.

Rendering Facilities: 1) Engage in community outreach and provide information on Rule 415 and how to file odor complaints; 2) Conduct air monitoring for VOCs and odorous compounds near each rendering facility and in the community to better characterize the emissions and make data available to the public; 3) Continue complaint response and Rule 415 compliance inspections; 4) Identify and evaluate the need for additional requirements to address odors and establish a rule development schedule, if needed; and 5) Explore the development of an odor event notification system for schools and sensitive receptors.

Green Spaces: 1) Collaborate with land-use, state and local agencies, and nonprofit organizations to develop a list a low-VOC and drought tolerant trees; 2) Evaluate opportunities to use future settlement funds to support community green space projects; 3) Collaborate with nonprofits, local, and regional agencies to provide letters of support and air quality information for urban greening funding opportunities; and 4) Work with relevant agencies to identify and prioritize locations for installing vegetative buffers near freeways.

Metal Processing Facilities: 1) Conduct public outreach explaining various types of metal processing operations and metals-related rules; 2) Initiate rule development process to address housekeeping and best management practices at metal recycling plants to reduce fugitive emissions; 3) Develop metal processing facility list, applicable rules list, compliance history, air monitoring data, or other sources of information; 4) Conduct CSC activity to prioritize sources of metal emissions and develop a strategies list, if appropriate; 5) Conduct air monitoring to identify potential sources of emissions; 6) Implement strategies and approaches based on the prioritization of sources and issues identified; 7) Make referrals to the appropriate agencies when issues are found during inspections that fall outside of South Coast AQMD's jurisdiction (e.g., Water Board, DTSC, Cal-OSHA); and 8) Collaborate with local land-use agencies to provide outreach information to metal processing facilities on required South Coast AQMD permits.

Railyards and Locomotives: 1) Conduct air monitoring around railyards and in the community to assess how railyard related emissions may contribute to the overall air pollution burden in this community; 2) Identify potential strategies to reduce emissions from railyards and the Alameda Corridor; 3) Continue to develop the Railyard Indirect Source Rule; 4) Incentivize the replacement of older diesel equipment (e.g., locomotives); 5) Coordinate with CARB to

conduct community outreach on locomotive idling regulations and how to file complaints; and 6) Support CARB's relevant rulemaking activities, including those for Transport Refrigeration Unit, Advance Clean Fleets, In-Use Locomotive, and amendments for cleaner cargo handling equipment and facility infrastructure at ports and railyards. General Industrial Facilities: 1) Develop general industrial facilities document and identify facilities of concern; 2) Prioritize emissions sources for further investigation; identify potential air monitoring (conduct air monitoring, where feasible), emissions and exposure reduction measures, if necessary; and 3) Identify measures requiring Board action in the annual CERP progress report.

Public Agency Approving Project:
South Coast Air Quality Management District

Agency Carrying Out Project:
South Coast Air Quality Management District

Exempt Status:

CEQA Guidelines Section 15061(b)(3) – Common Sense Exemption
CEQA Guidelines Section 15262 – Feasibility and Planning Studies
CEQA Guidelines Section 15301 – Existing Facilities
CEQA Guidelines Section 15303 – New Construction or Conversion of Small Structures
CEQA Guidelines Section 15306 – Information Collection
CEQA Guidelines Section 15308 – Actions by Regulatory Agencies for Protection of the Environment
CEQA Guidelines Section 15309 – Inspections
CEQA Guidelines Section 15321 – Enforcement Actions by Regulatory Agencies

Reasons why project is exempt: Pursuant to the California Environmental Quality Act (CEQA), South Coast AQMD, as Lead Agency, has reviewed the proposed project pursuant to: 1) CEQA Guidelines Section 15002(k) – General Concepts, the three-step process for deciding which document to prepare for a project subject to CEQA; and 2) CEQA Guidelines Section 15061 – Review for Exemption, procedures for determining if a project is exempt from CEQA. Because the physical changes that may occur as a result of implementing portions of the proposed project would only require minimal construction activities and cause negligible physical impacts, it can be seen with certainty that there is no possibility that any physical actions that may be associated with the proposed project may have a significant adverse effect on the environment. Therefore, the project is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3). Further, because the overall purpose of this project is to improve the environment of the SELA community and nearby areas, and all of the action items within the SELA CERP support this goal, the action items are also categorically exempt from CEQA pursuant to CEQA Guidelines Section 15308. The SELA CERP contains action items involving feasibility and planning studies, because information needs to be collected to make an informed decision about further actions such as rule development. However, these action items neither prescribe or commit to specific rule requirements, nor require advance approval or adoption of future actions because they require an open public process. Thus, the SELA CERP action items involving feasibility or planning studies are statutorily exempt from CEQA pursuant to CEQA Guidelines Section 15262. The SELA CERP contains action items requiring minor physical modifications to existing structures or buildings, such as installing air filters or monitoring equipment, which are categorically exempt from CEQA pursuant to CEQA Guidelines Section 15301. The SELA CERP contains action items requiring minor construction of small structures, such as electric vehicle charging stations, which are categorically exempt from CEQA pursuant to CEQA Guidelines Section 15303. The SELA CERP contains action items involving the collection or exchange of information or data obtained from inspections and air monitoring, which are categorically exempt from CEQA pursuant to CEQA Guidelines Section 15306. The SELA CERP contains action items involving inspections requiring performance or compliance checks, which are categorically exempt from CEQA pursuant to CEQA Guidelines Section 15309. The SELA CERP contains action items relying on enforcement activities which are categorically exempt from CEQA pursuant to CEQA Guidelines Section 15321. Finally, there is no substantial evidence indicating that any of the exceptions to the categorical exemptions apply to the proposed project pursuant to CEQA Guidelines Section 15300.2 – Exceptions. Therefore, the proposed project is exempt from CEQA.

Date When Project Will Be Considered for Approval (subject to change):

South Coast AQMD Governing Board Hearing: December 4, 2020

CEQA Contact Person: Tingzhi Tina Su	Phone Number: (909) 396-2498	Email: tsu@aqmd.gov	Fax: (909) 396-3982
CERP Contact Person: Kelly Trainor Gamino	Phone Number: (909) 396-2382	Email: kgamino@aqmd.gov	Fax: (909) 396-3982

Date Received for Filing: _____

Signature: _____

(Signed Upon Board Approval)

Barbara Radlein
Program Supervisor, CEQA
Planning, Rule Development, and Area Sources

SOUTHEAST LOS ANGELES COMMUNITY EMISSIONS REDUCTION PLAN



BOARD MEETING
DECEMBER 4TH 2020

COMMUNITY DRIVEN PROCESS



Community Engagement

- 9 CSC meetings
- 2 Technical Advisory Group (TAG) Meetings
- Question and Answer Workshop on Discussion Draft CERP
- Over 40 one-on-one meetings (Zoom or phone)
- 8 Informational Handouts/Fact Sheets
- Interpretation and materials in English and Spanish
- Meetings recorded and available online

SELA CERP FRAMEWORK

9 emissions and exposure reduction goals



Reduce emissions from sources of air pollution



Reduce exposures to sources of air pollution



Gather data/information (e.g., monitoring, sampling, etc.)

46 actions to achieve goals



Air Monitoring

- Conduct mobile air monitoring in areas prioritized by the CSC



Collaboration

- Pursue collaborations with land-use agencies to provide outreach to metal processing facilities (e.g., rule requirements)



Incentives

- Provide incentives to small businesses and local fleets for zero-emission trucks, where commercially available



Rule Development

- Initiate rule development process to address housekeeping and best management practices at metal recycling plants



Enforcement

- Conduct quarterly heavy-duty truck enforcement sweeps in collaboration with CARB

CERP ACTIONS – HIGHLIGHTS



Truck Traffic and Freeways

- CARB to collaborate with South Coast AQMD to conduct quarterly enforcement sweeps, evaluate findings, seek input from CSC, and report back to CSC periodically
- Provide outreach to small businesses (e.g., independent truck owners/operators) and local fleets for incentive funds, prioritizing zero emission trucks where commercially available



Rendering Facilities

- After the installation of emissions controls required by Rule 415, work with the CSC to identify remaining odor concerns, evaluate the need for additional requirements to address odors, (e.g., conduct additional air monitoring for VOCs and odorous compounds) and establish a rule development schedule, if needed)



Green Spaces

- Collaborate with land-use, state and local agencies, and nonprofit organizations to develop a list of low-VOC and drought-tolerant trees
- Collaborate with nonprofits, local, and regional agencies to provide letters of support and air quality information for urban greening funding opportunities, including maintenance

CERP ACTIONS – HIGHLIGHTS



Metal Processing Facilities

- Conduct air monitoring to help identify elevated levels of air toxic metals and support efforts to identify potential emission sources
- Make referrals to the appropriate agencies when issues are found during inspections that fall outside of South Coast AQMD's jurisdiction (e.g., Water Board, DTSC, Cal-OSHA)



Railyards and Locomotives

- Continue development of the Railyard Indirect Source Rule
- Through the development of the Railyard Indirect Source Rule and incentives, pursue the replacement of older diesel-fueled equipment at railyards with lowest emissions technology available



General Industrial Facilities

- Work with the CSC to identify and prioritize specific industrial facilities of concern in the community
- Provide information about applicable rules, facility compliance history, and available emissions data and air monitoring data collected at or near facilities

ESTIMATED EMISSION REDUCTION TARGETS

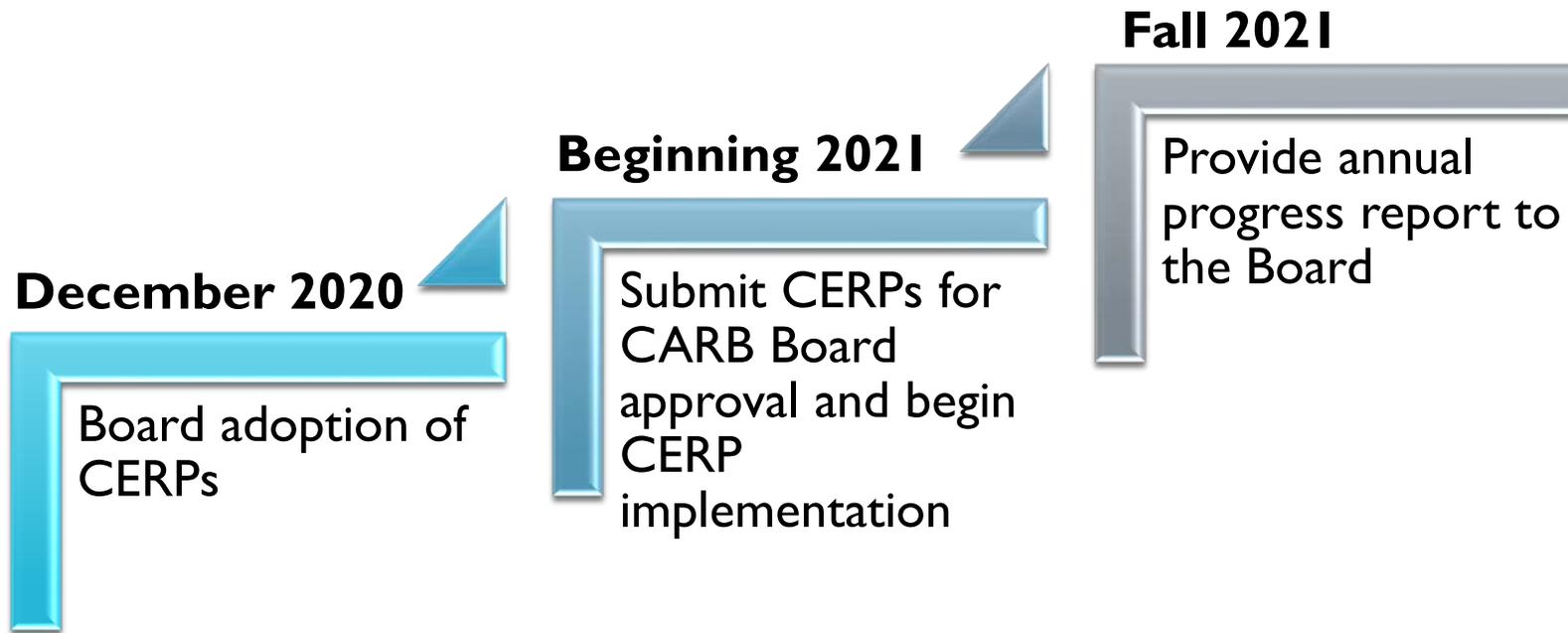
Emissions	NO _x	DPM
2018 Emissions (tpy*)	2,868	36
Projected 2025 Emissions Baseline (tpy)	2,098	16
Emission Reductions from CERP, by 2025 (tpy)	155	1
Overall Emission Reductions from 2018 (%)	32	58
Projected 2030 Emissions Baseline^[1] (tpy)	1,983	13
Emission Reductions from CERP, by 2030 (tpy)	266	2
Emission Reductions from CERP from 2018 (%)	40	69

*tons per year

ADDITIONAL COMMENTS RECEIVED & KEY ISSUES

Comment	Staff Response
<p>Add robust emission reductions to metal processing air quality priority of at least 50% reductions by 2025, and at least 75% by 2030 in SELA</p>	<p>The CERP includes actions to work with the CSC to assess metal processing facilities in SELA and identify and implement strategies to address the issues and to initiate rule development process to address housekeeping and best management practices at metal recycling plants to reduce fugitive emissions, which will result in emission reductions</p>
<p>Several of the CERP comments received have a reoccurring topic of either implementing land-use agency requirements or collaborating with land-use agencies</p>	<p>South Coast AQMD recognizes the importance of collaboration with local land-use agencies and other relevant agencies to address land-use, zoning, and other issues surrounding facility emissions. Therefore, the CERP actions commit to collaboration and outreach for the Truck Traffic and Freeways, Rendering, Metal Processing, General Industrial and Green Spaces air quality priorities</p>

NEXT STEPS & STAFF RECOMMENDATIONS



STAFF RECOMMENDATIONS:

- Determine that the Community Emissions Reduction Plan for Southeast Los Angeles is exempt from CEQA
- Adopt the Community Emissions Reduction Plan for Southeast Los Angeles

BOARD MEETING DATE: December 4, 2020

AGENDA NO. 29

PROPOSAL: Determine that Eastern Coachella Valley Community Emissions Reduction Plan is Exempt from CEQA and Adopt the Community Emissions Reduction Plan

SYNOPSIS: Assembly Bill 617 requires CARB to select communities for the preparation of Community Emissions Reduction Plans (CERPs) and air districts with a selected community to adopt the CERP within one year of selection. CARB selected the Eastern Coachella Valley Community in December 2019. The Eastern Coachella Valley CERP provides a blueprint for air pollution emission and exposure reductions to address the community's air quality priorities. The CERP includes a description of the process to develop the plan, actions to reduce emissions and exposures, an implementation schedule, and an enforcement plan. Community partnership and engagement have been critical throughout the development of the CERP. Staff will propose an amendment to the CERP in June 2021 to incorporate additional details on the CERP monitoring objectives, collaborations with other entities, and incentive strategies. This action is to: 1) Determine that the AB 617 CERP for the Eastern Coachella Valley community is exempt from the California Environmental Quality Act; and 2) Adopt the AB 617 CERP for the Eastern Coachella Valley community.

COMMITTEE: Stationary Source, November 20, 2020, Reviewed

RECOMMENDED ACTIONS:

1. Determine that the AB 617 CERP for the Eastern Coachella Valley community is exempt from the requirements of the California Environmental Quality Act; and
2. Adopt the AB 617 CERP for the Eastern Coachella Valley community.

Wayne Natri
Executive Officer

Background

California law known as Assembly Bill (AB) 617 established new requirements for improving air quality in disadvantaged communities in California. AB 617 requires a statewide strategy with focused actions for communities heavily impacted by air pollution. These actions include developing community air monitoring plans (CAMPs) and community emissions reduction plans (CERPs) to reduce emissions of toxic air contaminants (TACs) and criteria pollutants.

In 2018, CARB adopted the Community Air Protection Blueprint (Blueprint) as the statewide strategy to guide the development (e.g., public process), content, and implementation of CAMPs and CERPs. An overview of the process to develop these documents as described in the CARB Blueprint is provided in Figure 1 – Overview of Community Emissions Reduction Program Process.



Figure 1: *Overview of Community Emissions Reduction Program Process*

On December 5, 2019, CARB selected two communities in the South Coast Air Basin to prepare a CAMP and CERP. The two communities selected by CARB are: 1) Southeast Los Angeles; and 2) Eastern Coachella Valley. The AB 617 statute directs air districts to adopt CERPs within one year of CARB’s selection.

The Draft Eastern Coachella Valley CERP includes over 50 actions to address the community’s top six (6) air quality priorities recommended by the Community Steering Committee (CSC). Additionally, staff is committed to continue working with the CSC in the next six months to incorporate additional details on the CERP air monitoring objectives, collaborations with other entities, and incentive strategies. In June 2021, staff will recommend the Board amend the CERP to include these additional details.

Public Process

Community Steering Committee, Charter Working Group, Technical Advisory Group, and Public Outreach

Beginning January 2020, a community-focused process was implemented in the Eastern Coachella Valley community to develop the CERP. A CSC was formed as the foundation of the community-led process. The CSCs are made up of active residents, community leaders, local business owners or workers, community organizations, local

agencies, schools, universities, hospitals, tribal organizations, and representatives from offices of elected officials. The CSC provides input and guidance based on community knowledge and expertise, and this feedback is instrumental to developing the CERPs. CSC members also conduct their own community-level outreach to reach more members within the community who are not able to attend CSC meetings. Since January 2020, a total of 16 community meetings were held to develop the Eastern Coachella Valley CERP. The meetings included nine CSC meetings, four charter working group meetings, one question and answer workshop session, and two Technical Advisory Group meetings. Approximately 30 to 75 people attended each meeting. Meeting agendas, presentations and handouts were provided in English and Spanish. Additionally, English and Spanish interpretation was provided for each meeting to encourage broader participation.

From January to July 2020, CSC members worked to develop and finalize the charter. The Charter Working Group, which consisted of all CSC members who wished to be part of this working group, worked on developing the charter. CSC members provided line-by-line feedback on the charter and staff circulated multiple drafts with CSC edits. On September 24, 2020, the CSC voted on the charter resulting in a 25-1-2 for Yes, No, and Abstained, respectively. The charter establishes the CSC goals and objectives, procedures, and member roles and responsibilities.

In July 2020, three CSC members from the Eastern Coachella Valley community joined the AB 617 Technical Advisory Group (TAG). The TAG provides a forum to discuss technical details related to source attribution, air monitoring and other technical analysis needed to develop the CAMPs and CERPs. The TAG met in July and October.

In addition to the CSC and TAG meetings, staff held a community workshop, a question and answer session and 50 small group meetings with CSC members and stakeholders to enhance community participation and input in the development of the CERPs. South Coast AQMD staff also created a community webpage to post updates and information about the development of the CAMP and CERP.

Proposal

Staff recommends adopting the Eastern Coachella Valley CERP. Through the CSC and public participation at the community meetings, this community identified their highest air quality priorities based on local sources of air pollution. The CSC worked with staff to develop a set of actions to be implemented by South Coast AQMD, in collaboration with other government agencies, organizations, businesses, and other entities. Each action is to be carried out based on a set of strategies with goals and timelines to reduce emissions, exposure, and/or gather and disseminate information. The entity (e.g., government agency, organization, or business) responsible for the action is also identified. While some actions would be conducted within the timeframes specified in

the plan, other activities such as regulations and notification systems would remain in place beyond the implementation period of the plan.

Air Quality Priorities and CERP Development Process

The Eastern Coachella Valley CSC identified the Salton Sea, pesticides, fugitive road dust (including off-roading activities), open burning and illegal dumping, diesel mobile sources, and the Greenleaf Desert View Power Plant as air quality priorities. Some of the community's concerns about these air quality priorities fall outside South Coast AQMD's jurisdictional authority. For example, the CSC expressed a need for additional pesticide regulation; however, Health and Safety Code Section 39655(a) provides that regulation of pesticides in their pesticidal use is reserved to the Department of Pesticide Regulation. Additionally, the CSC has an interest in fining entities that are dumping illegally on tribal lands. However, South Coast AQMD regulations do not apply on tribal lands based on *California v. Cabazon Band of Mission Indians*, 480 U.S. 202 (1987).

Notable actions in the Draft Eastern Coachella Valley CERP that address the community's air quality priorities include:

- Reducing emissions by paving unpaved roads (e.g., mobile home parks);
- Establishing a notification system for permitted agricultural burning;
- Working with scientists at public health agencies with expertise in pesticide toxicity to identify key pesticides of concern for air monitoring;
- Expanding the monitoring network to address concerns about emissions from the Salton Sea (H₂S and PM), agricultural pesticide use, open burning (PM), and fugitive road dust (PM) through collaboration with various entities;
- Installing air filtration systems in schools, homes, and community centers near sources of air pollution; and
- Incentivizing the replacement of older, higher polluting on-road and off-road equipment with cleaner technology.

The timeline embedded in the statutory requirements of AB 617 is extremely compressed, and with the time lost due to the COVID-19 pandemic and needing to transition to a virtual format, the work on the Draft CERP was further compressed. Additionally, the charter development process took a very long time. For these reasons, staff is committed to continue working with the CSC in the first two quarters of 2021 to add detail into the CERP and return to the Board by June 2021 with a revised CERP.

Emission Reduction Targets

The CERP outlines actions to address the air quality concerns prioritized by the Eastern Coachella Valley CSC. These actions are estimated to result in reductions of 54 tons per year (tpy) nitrogen oxides (NO_x), 0.8 tpy diesel particulate matter (DPM), and 2.4 tpy

particulate matter of 10 microns or less (PM10) by 2025. The actions are also estimated to result in reductions of 115 tpy NOx, 2.5 tpy DPM, and 2.4 tpy PM10 by 2030. Other emission reductions from the CERP may be achieved through rule development and enhanced enforcement efforts. CERP actions that are expected to result in emission reductions but cannot be quantified at this time are the adoption of open burning alternatives, reduction of illegal dumping which often leads to burning and resulting emissions, and collaboration with other regulatory agencies to reduce emissions from pesticide use and application.

Key Issues

CERP Development and Review Timeline

The Eastern Coachella Valley CSC expressed concern about the short amount of time to develop and review the CERP. The timeline to develop the CERP is driven by AB 617 (Health and Safety Code Section 44391.2(c)) that requires “within one year of the state board’s selection, the district encompassing any location selected pursuant to this subdivision shall adopt, in consultation with the state board, individuals, community-based organizations, affected sources, and local governmental bodies in the affected community, a community emissions reduction program to achieve emissions reductions for the location selected using cost-effective measures...” Staff acknowledges the timeline embedded in the statutory requirements of AB 617 is extremely compressed, and the work on the Draft CERP was further compressed with the time lost due to the COVID-19 pandemic and other factors noted above. Therefore, staff is committed to continuing working with the CSC to provide additional details on the CERP monitoring objectives, collaborations with other entities, and incentive strategies. Staff will return to the Board in June 2021 to amend the CERP to include these details. An overview of the timeline to amend the CERP to address monitoring objectives, collaborations with other entities and incentive strategies is provided below.

2021	Process to Address CERP Amendment
January – February	Hold two (2) CSC meetings to receive additional community input about monitoring objectives, collaborations with other entities and incentive strategies
March – April	Hold two (2) CSC meetings to review draft amendments to the Eastern Coachella Valley CERP that address community input received at the two (2) CSC meetings held in January and February 2021
May	Proposed amendments presented to Stationary Source Committee
June	Governing Board to consider adoption of the proposed amendments

Community-led Process

The Eastern Coachella Valley CSC expressed concern that the CERP development process was not a community-led process and that South Coast AQMD staff pushed for a 1-strategy CERP until the CSC requested additional priorities be addressed, resulting in lost time. Given the tight time frame, staff suggested to the CSC that one option was to fully develop actions for one priority before December and then add details for the other five priorities in the following months. When many members of the CSC wanted three or more priorities addressed more fully before December, staff quickly responded and now the CERP includes over 50 actions to address the six (6) air quality priorities identified by the CSC. No time was lost by merely making this suggestion. To develop these actions staff held nine (9) CSC meetings, four (4) charter working group meetings, one (1) question and answer session, 50 small group meetings with CSC members and two (2) Technical Advisory Group meetings. The overall number of meetings to develop the CERP exceeds that of any other AB 617 community CERP development process in South Coast AQMD. Additionally, the charter developed by the Eastern Coachella Valley community includes a specific purpose and objectives for the CERP development process that was followed by staff.

California Environmental Quality Act (CEQA)

Pursuant to the California Environmental Quality Act (CEQA Guidelines Sections 15002(k) and 15061, the proposed project is exempt from CEQA pursuant to CEQA Guidelines Sections 15061(b)(3), 15262, 15301, 15303, 15306, 15308, 15309, and 15321. Further, there is no substantial evidence indicating that any of the exceptions in CEQA Guidelines Section 15300.2 apply to the proposed project. A Notice of Exemption has been prepared pursuant to CEQA Guidelines Section 15062 and is included as Attachment C to this Board Letter. If the proposed project is approved, the Notice of Exemption will be electronically filed with the State Clearinghouse of the Governor's Office of Planning and Research to be posted on their CEQA net Web Portal which may be accessed by via the following weblink: <https://ceqanet.opr.ca.gov/search/recent>. In addition, the Notice of Exemption will be electronically posted on the South Coast AQMD's webpage which can be accessed by via the following weblink: <http://www.aqmd.gov/nav/about/public-notices/ceqa-notices/notices-of-exemption/noe---year-2020>. The electronic filing and posting of the Notice of Exemption is being implemented in accordance with Governor Newsom's Executive Orders N-54-20 and N-80-20 issued on April 22, 2020 and September 23, 2020, respectively, for the State of Emergency in California as a result of the threat of COVID-19.

Implementation Plan/Schedule

Implementation of the Eastern Coachella Valley CERP is anticipated to begin in the first quarter 2021. CARB staff is expected to begin reviewing and evaluating this CERP and will hold a public hearing to approve the CERP in 2021. The implementation of this CERP is to take place over approximately five years.

Benefits to South Coast AQMD

The implementation of the Eastern Coachella Valley CERP will help advance South Coast AQMD's mission to clean the air, especially in the most impacted and disadvantaged communities within South Coast AQMD's jurisdiction. Additionally, emission reductions achieved through implementation of the CERPs will provide emission reduction benefits toward achieving state and national air quality standards.

Resource Impacts

South Coast AQMD received \$21.8 million to support implementation of AB 617 for the upcoming year of this program for all South Coast AQMD AB 617 communities. In addition, Community Air Protection incentive funds will be used toward implementing incentive projects that are located in environmental justice communities. In 2020, South Coast AQMD received \$69,824,849 in total grant funding through the Community Air Protection funds for all AB 617 communities in South Coast, which include up to 6.25% for administrative costs. Staff continues to work with the California state legislature to secure sustained funding for AB 617 statewide.

Implementation costs for future years are dependent on the number of communities that are selected, and the amount of funding allocated by the legislature to support AB 617 implementation by the local air districts.

Attachments

- A. Community Emissions Reduction Plan: Eastern Coachella Valley
- B. Resolution
- C. Notice of Exemption from CEQA
- D. Board Meeting Presentation



EASTERN COACHELLA VALLEY

COMMUNITY EMISSIONS REDUCTION PLAN

DRAFT

NOVEMBER 2020

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

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**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
GOVERNING BOARD**

Chairman: DR. WILLIAM A. BURKE
Speaker of the Assembly Appointee

Vice Chairman: BEN BENOIT
Council Member, Wildomar
Cities of Riverside County

MEMBERS:

KATHRYN BARGER
Supervisor, Fifth District
County of Los Angeles

LISA BARTLETT
Supervisor, Fifth District
County of Orange

JOE BUSCAINO
Council Member, 15th District
City of Los Angeles Representative

MICHAEL A. CACCIOTTI
Council Member, South Pasadena
Cities of Los Angeles County/Eastern Region

VANESSA DELGADO
Senate Rules Committee Appointee

GIDEON KRACOV
Governor's Appointee

LARRY MCCALLON
Mayor, Highland
Cities of San Bernardino County

JUDITH MITCHELL
Council Member, Rolling Hills Estates
Cities of Los Angeles County/Western Region

V. MANUEL PEREZ
Supervisor, Fourth District
County of Riverside

CARLOS RODRIGUEZ
Council Member, Yorba Linda
Cities of Orange County

JANICE RUTHERFORD
Supervisor, Second District
County of San Bernardino

EXECUTIVE OFFICER:

WAYNE NASTRI

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EXECUTIVE SUMMARY

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Summary of Response to Comments

The Community Steering Committee (CSC), South Coast AQMD and CARB closely collaborated to develop the Eastern Coachella Valley (ECV) Community Emissions Reduction Plan (CERP). Development of the CERP occurred over a year-long process that included nine CSC Meetings, two Technical Advisory Group (TAG) Meetings, four CSC Charter Working Group Meetings, a Community Workshop, a Question and Answer Session and over 50 individual meetings. The South Coast AQMD staff received *comments* from community members and organizations for the CERP. The table summarizes each comment, where the comment was from, the commenter(s), and identifies if the commenter's request is included (●) or not included (◆) in the CERP. The table also provides a brief staff response that explains where requests that are included in the CERP can be found or why the request was not included. Any written comments that were submitted are included in Appendix 7: Bracketed Comments Letters of the ECV CERP.

Comment From	Summary of Comment	Commenter(s)	Included=● Not Included=◆	Staff Response
General Comments on the CERP				
1-1	The review period for the Discussion Draft CERP was shortened and CSC reserves the right to raise additional concerns prior to South Coast AQMD's planned Governing Board meeting on December 4, 2020. The CERP and CAMP are living documents that maintain the capacity to be revised beyond adoption and approval. The ECV CERP does not comply with AB 617 requirements. The commenter asks CARB reject approval of the CERP if recommendations are not included and additional time is not provided for input.	Rebecca Zaragoza, et al.	n/a	<p>The draft CERP that is brought to the Governing Board meets all statutory requirements. The discussion draft released in early November focused on the key components of the CERP where CSC input was most needed at that stage. Of note, staff has already committed to working with the CSC in the first two quarters of 2021 to add detail to the CERP and bring this back to the Governing Board by June 2021. Therefore, the CSC will have ample opportunity to develop additional details in the CERP.</p> <p>Regarding development of the discussion draft CERP, many of the actions included in the CERP were provided in the informational handouts to the CSC on October 2, 2020 to gather community input. Staff continued to discuss these actions with the CSC during the Question and Answer session and at CSC Meetings. Therefore, the CSC had many opportunities to comment on the CERP actions before portions</p>

Comment From	Summary of Comment	Commenter(s)	Included= Not Included= ◆	Staff Response
				<p>of the CERP were released November 5th. Staff explained to the CSC why the comment period could not be extended in order to provide the documents in time for the December Board meeting. Comments submitted after November 13th will be considered; however, once the Governing Board package is posted, it is difficult to incorporate additional changes into the CERP. The Governing Board may direct staff to incorporate additional changes at the Board Hearing. The CERP must be adopted by the South Coast AQMD Governing Board to begin implementation.</p> <p>After the CERP has been adopted by the Governing Board, any significant changes to the CERP will require Board consideration. AB 617 requires South Coast AQMD to seek approval of the CERPs from CARB and they may elect to reject the CERP, if it is not approvable. Air districts are allowed to resubmit for approval. If a CERP is not approvable, CARB is required to initiate a public process to discuss options to achieve an approvable CERP. Staff have repeatedly tried to move the process forward and explained timelines in order to allow more time for CERP and CAMP development; however, the CSC elected to focus more time on the charter instead of CERP and CAMP development. Staff will continue to work with the CSC in the first two quarters of 2021 to further refine the CERPs. The CERP implementation process is dynamic and certain action items have been written with built-in flexibility to allow adjustments as new information becomes available. The CAMP was developed with CSC input from CSC meetings and will not be ad is not required to be included as part of the Board Package.</p>

Comment From	Summary of Comment	Commenter(s)	Included= Not Included=  	Staff Response
1-2	<p>CERP development process was not a community-led process. South Coast AQMD pushed for a 1-strategy CERP until the CSC asked for more priorities to be addressed, resulting in lost time. South Coast AQMD did not provide fair consideration of CSC’s request to call special Stationary Source Committee and Governing Board Meetings. South Coast AQMD mismanaged the implementation of AB 617 and needs to improve its process and facilitation of CSC meetings, develop follow-up process for request and recommendations and allow the CSC to make decisions and govern itself.</p>	<p>Rebecca Zaragoza, et al.</p>		<p>Staff is open to making changes to improve the process. Throughout this past year, staff have worked hard to follow the CSC’s lead in three key areas: (1) topics of discussion at CSC meetings (e.g. charter, educational materials, CERP/CAMP development), (2) air quality priorities, and (3) meeting frequency/materials/logistics.</p> <p>(1) the CSC requested that staff allow the CSC to complete the charter before beginning to work on CERP development. Staff allowed the CSC to continue developing the charter, which was completed and approved by the CSC in September 2020. Staff discussed with the CSC the limited time remaining and suggested developing one AQ priority for the CERP for the December Board submittal and work on the remaining AQ priorities in 2021. The CSC requested staff include all 6 AQ priorities in the CERP, which staff has included in the CERP.</p> <p>(2) Staff began working with the CSC to discuss the Air Quality (AQ) priorities for the CERP in February 2020 and emphasized the one-year statutory requirement to complete CERP development. Staff presented the draft list of the top AQ priorities to the CSC over the course of multiple meetings and received no disagreement on this list. During the Q&A workshop held in October 2020, staff received many positive comments from CSC members regarding the potential CERP actions on the top AQ priorities.</p> <p>(3) The CSC requested staff hold additional meetings and include Spanish interpretation and translation of materials.</p>

Comment From	Summary of Comment	Commenter(s)	Included= Not Included=  	Staff Response
				<p>Staff has had Spanish interpretation and translated materials for 16 meetings (Kick-off, CSC, workshop/question and answer session, and Charter Working Group Meetings). Staff has also conducted over 50 one-on-one meetings with CSC members throughout this process through Zoom or on the phone.</p> <p>Regarding the request for special meeting, staff explained to the CSC the complexities of holding special meetings outside of the normally scheduled meetings. Regardless, rescheduling the Stationary Source Committee Meeting would have no impact on public comment deadlines because the deadlines were driven by the need to have the CERP adopted by the Governing Board within one year of community designation. Staff continues to work collaboratively with the CSC in the AB 617 process.</p>
1-3	Draft CERP should require monthly and quarterly progress reports to the CSC and allow new monitoring data to guide CSC decisions. The Draft CERP should provide a spreadsheet which identifies the annual criteria and toxic pollutants emitted from each facility. The Draft CERP should elevate the native and indigenous communities that live in the ECV in Chapter 3a.	Rebecca Zaragoza, et al.		The CERP metrics include regular updates to the CSC, so that the CSC would continue to be informed about the progress, and also continue to work with staff to implement the plans. For our 2018-designated communities, the CSCs have met quarterly and also receive newsletters that provide additional updates; staff would be able to have a similar schedule for the 2019-designated communities. Monitoring data will be publicly available on the website, in real-time or near real-time where possible. In addition, the CARB Blueprint requires South Coast AQMD provide an annual progress report to the Governing Board and CARB, so that report would also provide a summary of the progress made. Resources are limited and need to be divided amongst the five AB 617 communities.

Comment From	Summary of Comment	Commenter(s)	Included= Not Included= ◆	Staff Response
			◆	<p>Source attribution analysis includes criteria and toxic pollutant emissions information in Chapter and Appendix 3b. Permitted facilities exceeding the criteria pollutant thresholds (as specified in South Coast AQMD’s Rule 301) are required to report annual emissions and pay applicable fees. Emissions information for facilities within the ECV community that report emissions (Year 2019) to South Coast AQMD through the Annual Emissions Reporting (AER) program can be found here: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/aer-data-2019.pdf?sfvrsn=8. The Spanish language version of this data is also available on the webpage. Appendix 3a identifies facilities under the AB 2588 program. The AB 2588 program requires districts to inventory air toxics from individual facilities. Additionally, public information about South Coast AQMD-regulated facilities (facilities required to have a permit) is available through the Facility Information Detail (F.I.N.D): https://www.aqmd.gov/nav/FIND.</p> <p>A section has been added to Chapter 3a to highlight the native and indigenous tribal communities in the ECV community.</p>
1-4	The Draft CERP should include the expedited Best Available Retrofit Control Technology (BARCT) evaluation of rules and sources.	Rebecca Zaragoza, et al.	●	Appendix 3a identifies rules being evaluated for BARCT and facilities in ECV subject to BARCT requirements.
1-5	The Draft CERP should be revised to state that CARB is responsible for resolving any disputes between South Coast AQMD and the CSC regarding CERP implementation, and that CSC members should be able to file a complaint with CARB if there are disputes	Rebecca Zaragoza, et al.	◆	CARB is not authorized to resolve disputes between an air district and the CSC concerning implementation. There is nothing in AB 617 that provides such authority to CARB. AB 617 specifies: “In implementing the [community emissions reduction] program, the district and the state board shall be responsible for measures consistent with their respective

Comment From	Summary of Comment	Commenter(s)	Included= Not Included= ◆	Staff Response
				<p>authorities.”¹ AB 617 does not require that a CSC be established in the selected communities. Instead, AB 617 only requires that the CERP be developed in consultation with certain types of community stakeholders.² However, since the district has established a CSC as the main mechanism for community engagement in this process, any differences in interpretation or implementation regarding the CERP’s measures would best be resolved directly between the CSC and the South Coast AQMD. The letter cites Sections 39002 and 41500, but neither of these sections provides CARB with the authority to interfere with district implementation mentioned in this letter. Section 39002 is limited to providing CARB the ability to undertake “control activities” after holding public hearings if it determines after the hearing that the district has “failed to meet the responsibilities given to it by this division or by any other provision of law.” The statute does not give CARB the ability to tell the district what to do in the case of a dispute regarding implementation. Instead, if it finds a failure, CARB must step into the shoes of the district and actually undertake the necessary control activities itself. In other words, CARB must assume the district’s responsibilities itself and carry them out. Section 41500, cited in the letter, allows CARB to review the enforcement practices of the districts, which is reiterated in Section 41505. This is obviously a highly unusual and drastic action and would require a public hearing and additional requirements pursuant to Section 39002.</p>

¹ Health & Safety Code Section 44391.2(c)(6)

² Health & Safety Code Section 44391.2(c)(2)

Comment From	Summary of Comment	Commenter(s)	Included= Not Included= ◆	Staff Response
				<p>South Coast AQMD staff are always willing to discuss issues with the CSC and others, including CARB, and resolve them directly.</p>
1-6	<p>The Draft CERP should:</p> <ul style="list-style-type: none"> • Identify each permitted facility • Provide a summary of complaints as to each facility • Describe the inspection history of each facility • Detail all enforcement actions against each facility 	Rebecca Zaragoza, et al.	●	<p>Public information about South Coast AQMD-regulated facilities (including facilities required to have a permit) is available through the Facility Information Detail (F.I.N.D): https://www.aqmd.gov/nav/FIND.</p> <p>Appendix 4 identifies the compliance history for January 2017 through December 2019 in the ECV.</p> <p>Also, see Response to Comment 1-3 for facility emissions information.</p>
1-7	<p>The CSC identified over 20 air quality priorities. Six of these issues are not addressed in the Draft CERP: off-roading vehicles and activities, the Thermal racetrack, the Thermal Airport, the freight train, land use, outreach, and education.</p>	Rebecca Zaragoza, et al.	●	<p>An AQ prioritization activity was conducted at CSC Meeting #1 (February 2020). Off-roading, Thermal Airport and Thermal Racing Club were mentioned by the CSC; however, the top 7 AQ priorities were all ranked higher by the CSC as their top 3 choices. At CSC Meeting #3, the CSC requested to combine Open Burning with Illegal Dumping; resulting in 6 AQ priorities. Focusing on 6 AQ priorities uses resources more effectively and in past AB 617 communities 6 to 7 AQ priorities were written into each of the CERPs. The six issues have been included in the CERP. Staff included off-roading vehicles and activities into Chapter 5d. The Thermal racetrack and Thermal Airport are included in Chapter 5a. The freight train is included in Chapter 5f.</p> <p>Chapter 5a includes strategies to address land use and Chapters 5b and 5f include actions to work with land use agencies. The CERP contains actions in Chapters 5b through 5f to provide</p>

Comment From	Summary of Comment	Commenter(s)	Included= Not Included= 	Staff Response
				outreach and information to reduce emissions and/or exposure from the AQ priorities.
1-11	<p>South Coast AQMD should work with other land use agencies to support decisions that do not adversely affect the air quality and public health of ECV (e.g., land use strategies to prevent warehouse and diesel pollution). South Coast AQMD should add a separate section for land use strategies and incorporate land use strategies within each of the AQ Priority CERP chapters. The Draft CERP should include:</p> <ul style="list-style-type: none"> • Working with the various jurisdictions to limit the approval and permitting of polluting land use projects in ECV. • Become a partner in the implementation of the current City of Coachella, City of Indio, and County of Riverside Climate Action plans and programs, including the Transformative Climate Communities Program and the Regional Neighborhood Mobility Plans for the ECV unincorporated communities. • Become a partner in the planning and implementation of SB 1000 in the City of Coachella, City of Indio, 	Rebecca Zaragoza, et al.		<p>South Coast AQMD is specifically prohibited by state law from making land use decisions; however, staff works with land use agencies through California Environmental Quality Act (CEQA). Through the CEQA process, staff has the opportunity to provide technical expertise and recommendations to mitigate air quality impacts. South Coast AQMD has a robust Intergovernmental Review (IGR) program, in which staff reviews and comments on hundreds of CEQA documents per year, focusing on the adequacy of air quality analyses. South Coast AQMD CEQA comments are meant as guidance for lead agencies, including local land use agencies or entities, to ensure a reasonable air quality analysis is conducted to estimate air quality impacts, and significant air quality impacts are mitigated to the extent feasible. Local land use agencies often consult with South Coast AQMD staff during preparation of an environmental analysis and staff provides mitigation measures to ensure they are incorporated into projects early in the development process. Staff will review the plans mentioned in the comment to provide support, where needed. Staff will also provide updates to the CSC on future development projects as discussed in Chapter 5a.</p>

Comment From	Summary of Comment	Commenter(s)	Included= Not Included=  	Staff Response
	and Riverside County and engage in general plan updates			
1-12	<p>The Draft CERP should include actions for outreach and education that are appropriate and safe to be conducted during a pandemic. The Draft CERP should contain actions and strategies that include:</p> <ul style="list-style-type: none"> • Creating a public participation and outreach plan • Adopting a resolution or ordinance committing to providing all the requested material, resources, websites, and apps in Spanish • Partnering with the Desert Mirage High School (DMHS) and Coachella Valley High School (CVHS) green academies and other youth groups (e.g., Sierra Club Youth Group) to do education and community service programs to improve air quality 	Rebecca Zaragoza, et al.		<p>The CERP includes commitments for outreach in Chapters 5b through 5f. The examples in the outreach actions are appropriate during a pandemic (e.g., Zoom meetings, digital newsletters, Public Service Announcements (PSAs), informational handouts, etc.). Staff has added a commitment in Chapter 2 to work to develop an outreach plan. Staff is making every effort to provide Spanish translation and interpretation for materials, meetings, and the website to the extent possible and will continue to make every effort to do so where needed and as resources allow. An Outreach Plan will be developed to support the strategies and actions of the CERP. Staff hopes to find creative, mutually beneficial ways to partner with the CSC, community organizations and local community members. As part of the Outreach Plan, staff will work with the CSC to determine how CERP actions will help increase awareness, gain community recognition, and encourage action among the ECV community.</p> <p>Language has been added to Chapters 5b, 5d, and 5e to extend outreach to include schools and other youth groups, such as Sierra Club Youth Group.</p>
1-13	The CERP does not set health-based and quantifiable emission reduction targets. The Draft CERP relies on “outreach” and “incentives” to achieve emissions reductions and includes vague commitments that do	Rebecca Zaragoza, et al.		The CERP uses a combination of strategies to achieve emission reductions including enforcement, collaboration/partnerships with other entities, and monitoring. Emission reduction targets have been identified, where quantifiable, and are included in Chapter 5a. Actions utilizing outreach, monitoring and/or

Comment From	Summary of Comment	Commenter(s)	Included= Not Included= 	Staff Response
	<p>not meet AB 617 requirements. The Draft CERP should be revised to include emission reduction targets for all toxic air contaminants and criteria air pollutants identified in Chapter 3b, as well as for pesticides.</p>			<p>enforcement strategies will result in emission reductions; however, they are not quantifiable at this time. Emission reduction targets for pesticides cannot be determined until further data is gathered. Chapter 5c includes an action to gather data about pesticides use, evaluate community impacts, and identify opportunities to reduce pesticide emissions and exposures. Once these actions are implemented, emission reductions will be quantified where possible.</p> <p>Reducing air pollution will have public health benefits and the most direct method to measure CERP progress is to evaluate what emission reductions have been achieved. Emission reductions in the CERP will provide long-term benefits for public health.</p>
<p>1-20</p>	<p>Chapter 5 should include quantifiable measures and drive enforcement. The Draft CERP should incorporate CARB’s role and responsibility over mobile source emissions. South Coast AQMD should not rely solely on external funding sources to implement the draft actions and identify how it plans on using its own internal budget and allocated funding for this program. Additional actions and strategies can be found in the Draft CERP Edits (renamed as Comment Letter #2).</p>	<p>Rebecca Zaragoza, et al.</p>		<p>See Response to Comment 1-13. Actions in the CERP are also intended to drive enforcement of South Coast AQMD air quality regulations, as well as support enforcement efforts of other agencies. For example, outreach efforts for reporting dust complaints would help to drive focused enforcement efforts to address fugitive dust. Another example is using monitoring to identify hotspots to determine if enforcement is needed to address an ongoing issue. For additional information on CARB’s role and responsibility over mobile source emissions, please see Chapter 4.</p> <p>While state AB 617 funding is the primary source of funding for many AB 617 program efforts, including CERP development and implementation, several CERP actions commit South Coast AQMD staff to pursuing additional funding opportunities from many other sources. Note that the funding received for AB 617</p>

Comment From	Summary of Comment	Commenter(s)	Included= Not Included= ◆	Staff Response
			◆	is consistently less than what it costs South Coast AQMD to implement this state law, so South Coast AQMD supplements such funding by using its other funds to help support some of the activities needed for CERP implementation, such as many of the rule development and enforcement commitments. South Coast AQMD continues to seek additional sustained funding to support the AB 617 program, including support for CERP and CAMP implementation. Staff can provide additional implementation and incentive budget details in future CSC meetings. Please see Responses 2-1 through 2-20.
1-21	<p>South Coast AQMD should review, facilitate coordination and implementation with the following plans:</p> <ul style="list-style-type: none"> • The Regional and Neighborhood Mobility Plan for the Eastern Coachella Valley (Thermal, Oasis, Mecca and North Shore) • The Eastern Coachella Valley’s Action Plan for Climate Resilience (Coachella, Thermal, Oasis, Mecca, and North Shore) • The City of Indio’s Transformative Climate Communities Plan • Dust Suppression Action Plan • Salton Sea Management Program • Coachella Valley Extreme Ozone State Implementation Plan <p>Mitigation and other types of strategies, actions, and projects identified in these</p>	Rebecca Zaragoza, et al.	◆	<p>See Response to Comment 1-11 and Chapter 5a. Specific mitigation and other types of strategies, actions, and projects identified in the plans will be addressed through CEQA comments and other appropriate action such as collaboration with other agencies. Plans or projects submitted to the South Coast AQMD are identified as projects in AB 617 communities. Projects identified in AB 617 communities are reviewed to include comments, as applicable, with a nexus to CERP actions (see Chapter 5a for more information on land use strategies).</p> <p>Regarding the Coachella Valley Extreme Area Plan for the 1997 8-Hour Ozone Standard, this plan shows that the Coachella Valley is expected to achieve the 1997 8-hour ozone standard by the end of 2023 through continued implementation of existing rules and regulations. In addition, recently adopted regulations by South Coast AQMD and CARB will provide further reductions to ensure that the Coachella Valley will attain the standard in or before 2023. Staff will provide updates</p>

Comment From	Summary of Comment	Commenter(s)	Included= Not Included= ◆	Staff Response
	plans should be included in the Draft CERP, specifically the ECV's Action Plan for Climate Resilience			<p>to the CSC on the status of the ozone attainment in the Coachella Valley during the CERP implementation process.</p> <p>Chapter 5b includes actions to collaborate with other entities (e.g., Imperial Irrigation District (IID)) to work to implement dust suppression projects. Dust suppression projects are currently written into the Dust Suppression Action Plan and Salton Sea Management Program.</p> <p>In the first two quarters of 2021, staff will review the specified community plans listed in this comment and identify appropriate areas for coordination and collaboration with the lead agencies to help reduce emissions and/or exposures to air pollution within the air quality priorities addressed in the CERP.</p>
1-23	The Draft CERP falls short of expectations and does not reflect community input. Incorporate comments and edits into the Draft CERP and develop a review and response mechanism to manage public comments, questions, and requests moving forward. All public comments and feedback received on the Draft CERP should be made publicly available. The CSC should have the right to make additions or changes to the CERP in the future.	Rebecca Zaragoza, et al.	n/a	<p>Staff has received and incorporated CSC input throughout the CERP development process through multiple mechanisms. One such mechanism is the AB 617 email, which staff receive input and respond to inquiries. Other mechanisms include gathering input during CSC and one-on-one meetings with Zoom or phone calls.</p> <p>Comments submitted on the online portal can be seen here: http://onbase-pub.aqmd.gov/publicaccess/DatasourceTemplateParameter.aspx?MyQueryID=257&OBKey__1409_1=ECV. Written comments received on the Discussion Draft CERP prior to the posting of the Governing Board package will be included in Appendix 7: Bracketed Comment Letters. Responses to the Comments received are in the Executive Summary - Response to Comments. Additionally, the CERP must be adopted by the South Coast AQMD Governing Board to begin implementation.</p>

Comment From	Summary of Comment	Commenter(s)	Included= Not Included=  	Staff Response
				Once the CERP has been adopted by the Governing Board, any significant changes to the CERP will require Board consideration. South Coast AQMD will continue to work with the CSC during CERP implementation.
2-1	Commenters requested language changes in the Executive Summary chapter.	Rebecca Zaragoza, et al.		The majority of these language changes have been added to the Executive Summary chapter. South Coast AQMD does not have land use jurisdiction and therefore supports the implementation of mitigation projects by lead agencies that improve air quality. Staff works with lead agencies preparing CEQA analyses to provide technical expertise on the air quality analysis and to ensure projects mitigate significant air quality impacts to the extent feasible. Staff also provides recommendations on ways to further reduce community member exposure to project emissions, however, South Coast AQMD does not have the discretionary authority to require a project to implement these measures. For example, staff may recommend the lead agency to require a project to establish a vegetative barrier or buffer zone between an emission source and nearby residents to reduce exposure. However, this is the discretionary authority of the lead agency under CEQA, which is usually a city or county with land use jurisdiction.
2-2	Commenters requested language changes in Chapter 1 and indicated that this Chapter does not depict an accurate or meaningful depiction of ECV.	Rebecca Zaragoza, et al.		The language changes have been incorporated. Chapter 1 provides an introduction to the AB 617 and the ECV community. Chapter 3a includes the Community Profile which provides a description of the ECV community.
2-3	Commenters requested language changes in Chapter 2, to:	Rebecca Zaragoza, et al.		The language changes have been incorporated. The Draft CERP incorporated information about the Spanish recordings becoming available in October 2020, the roster update, and

Comment From	Summary of Comment	Commenter(s)	Included= Not Included=  	Staff Response
	<ul style="list-style-type: none"> • Include the updated roster in the write-up • Specify that Spanish recordings were not provided until requested by CSC • Provide context to the CSC Charter Working Group section, and noted that there was a full month delay in approving the charter because it was not provided in Spanish • Include the name of community organizations and filmmakers that organized past community meetings and emphasized that the Chapter 2 should better acknowledge the work residents and community organizations have put into the program 			<p>identified that the CSC Charter was provided in Spanish following the August CSC meeting. The names of the local filmmakers that produced "Estamos Aquí" have been included in the Draft CERP. Additional community organizations were acknowledged in the Draft CERP to recognize the work that residents have done in the community. Residents and community organizations have provided recommendations to staff to create educational workshops and informational handouts on air quality priorities and draft CERP actions and strategies. Staff will continue work with the CSC in the first half of 2021 to determine additional information to include in Chapter 2 to better acknowledge the work residents and community organizations have put into the program.</p>
2-4	Commenters requested language changes in Chapter 3a and asked to include the list of about 20 priorities that the CSC first compiled.	Rebecca Zaragoza, et al.		The language changes have been incorporated and a link to the list of air quality priorities that the CSC first compiled has been added.
2-5	Commenters requested a language change in Chapter 3b.	Rebecca Zaragoza, et al.		The language change has been incorporated.
4-1	An update should be provided to each affected city in the Eastern Coachella Valley of the major milestones planned and achieved by the CERP, in order to determine	Anetha Lue		South Coast AQMD staff will pursue collaborative partnerships with the Cities in ECV as well as the County of Riverside to address several actions written in the CERP. Updates will be provided to the CSC as noted in the metrics of the actions. In addition, the Cities or County (or any collaborative entities) will

Comment From	Summary of Comment	Commenter(s)	Included= Not Included=  	Staff Response
	methods by which the efforts of the cities can support the actions in the CERP			be invited to attend the CSC meetings where quarterly updates will be provided.
4-2	The CERP should also consider an imposing cap on dust emissions from stationary sources and requiring new sources of dust to offset significant new/increased sources of emissions	Anetha Lue		Such a cap on dust emissions may not be effective in reducing PM emissions in ECV given the relatively small number of industrial facilities in this community. However, new and redevelopment projects may provide opportunities to mitigate air quality impacts, therefore, staff commits to present an overview of the South Coast AQMD CEQA – IGR program to the CSC and recommended mitigation measures staff generally provides for new and redevelopment projects within the second quarter of 2021. This information has been added to Chapter 5a. Refer to response 1-14.
Community Air Monitoring Plan (CAMP) (including Air Monitoring Network)				
CSC Meeting #8	Expand monitoring network to include additional pollutants beyond H2S and PM and all monitoring data should be provided in real-time	Rebecca Zaragoza		Near real-time monitoring for these and other air pollutants is being pursued to supplement existing monitoring efforts, as noted in Chapter 6 and the CAMP to conduct and evaluate CERP priorities. All near real-time data from South Coast AQMD monitors will be shown in the AB 617 data display tool. Results from the laboratory analysis of time-integrated samples will not be available in real-time but will also be displayed on South Coast AQMD air monitoring website for the AB 617 program. Progress reports to summarize all monitoring results will be posted periodically. This supplemental data will also be used to evaluate the long-term air monitoring network strategy.
CSC Meeting #8	Work with the CSC (e.g., survey) or other entities (e.g., University of California	Ryan Sinclair, María		Staff will work with the CSC to identify high priority locations for air monitors and/or sensors during CAMP implementation.

Comment From	Summary of Comment	Commenter(s)	Included= Not Included= 	Staff Response
	Riverside (UCR) to develop air monitoring station/sensor locations	"Conchita" Pozar		
1-22, 2-21	The CSC has not had the time to discuss the development of the Community Air Monitoring Plan (CAMP) in any meaningful way during the past year and the South Coast AQMD has not prioritized it. The Draft CERP and CAMP should identify ways in which South Coast AQMD will conduct or enhance air monitoring. South Coast AQMD should utilize additional air monitoring data and environmental justice work recently done in the ECV to inform the Draft CERP. South Coast AQMD has not invested in the ECV in the past to properly conduct comprehensive air monitoring.	Rebecca Zaragoza, et al.		The draft CERP and the CAMP include actions to supplement existing air monitoring activities and identify ways South Coast AQMD will conduct additional air monitoring in ECV to address each air monitoring priority through targeted actions. A specific action has been added to gather available data from the Imperial County Air Pollution Control District air monitoring network. Staff will work with the CSC to identify additional detail regarding the air monitoring efforts in ECV.
Salton Sea				
CSC Meeting #8	Collaborate with following agencies to address concerns about the Salton Sea: <ul style="list-style-type: none"> The Salton Sea Authority (SSA) and Torres-Martinez Desert Cahuilla Indians (TMDCI) to address Salton Sea emissions United States Green Building Council and Southern California Gas Company on home weatherization projects 	Miguel Vasquez, Sienna Thomas, Deborah McGarrey		The SSA works in consultation and cooperation with the State of California to oversee the restoration of the Salton Sea. It has representatives from the Coachella Valley Water District, Imperial Irrigation District, Riverside County, Imperial County, and the Torres Martinez Desert Cahuilla Indians. The tables in Chapter 5b specifies the entity(ies) that the South Coast AQMD will pursue collaboration with to address Salton Sea emissions. Chapter 5b includes the CSC suggested collaborating agencies, where applicable. Responsible entities include collaborating

Comment From	Summary of Comment	Commenter(s)	Included= Not Included= ◆	Staff Response
	<ul style="list-style-type: none"> Imperial County Air Pollution Control District (ICAPCD) for monitoring station data to address emissions CSC requested adding a “Supporting Agency” column to the action table			agencies that have jurisdictional authority and/or supporting entities to implement the actions.
1-14	<p>The Draft CERP should be revised to include more enforceable measures such as implementing dust reduction measures to reduce pollution from the Salton Sea, rather than proposing a monitoring program and only pursuing collaborations. The Draft CERP should contain actions and strategies that include:</p> <ul style="list-style-type: none"> Improve monitoring timelines for installing and making data available to the community Collaborate with CNRA and the Imperial Irrigation District (IID) to expedite this process by starting in the 1st quarter of 2021 Conduct a thorough review and update of Rules 403 and 403.1 by the 3rd quarter of 2021 Any member of the public should not be required to make a formal request in order to access real-time data, air quality data should be made fully available, including health care providers 	Rebecca Zaragoza, et al.	●	<p>The Salton Sea Authority in consultation and cooperation with the State of California oversees the restoration of the Salton Sea. The California Natural Resources Agency (CNRA) Salton Sea Management Program (SSMP) addresses the urgent public and ecological health issues resulting from the drying and shrinking of the Salton Sea. The primary authority to address Salton Sea emissions is with other entities. Accordingly, South Coast AQMD staff must pursue collaborations to reduce emissions from the Salton Sea.</p> <p>All near real-time data from South Coast AQMD monitors will be shown publicly in the AB 617 data display tool. South Coast AQMD will also conduct baseline monitoring to look at the chemical composition of PM10 (including particulate air toxics and sea spray indicators) in the ECV community by collecting time-integrated samples and performing chemical analysis. Results from the laboratory analysis of samples will not be available in real-time but will also be displayed publicly on South Coast AQMD air monitoring website for the AB 617 program. Public records requests are part of the South Coast AQMD's policy and may be required for certain cases. South Coast AQMD will work with health care providers to provide the data they are trying to access. Chapter 5c includes actions to develop a monitoring strategy for key pesticides that contribute to community impact (e.g., toxicity) and address pesticide drift</p>

Comment From	Summary of Comment	Commenter(s)	Included= Not Included= 	Staff Response
	<ul style="list-style-type: none"> Include toxics in monitoring network and address other pollutants, (e.g., pesticide drift and agricultural runoff, various contaminants in sea spray blowing to nearby communities) 			<p>through reporting and enforcement. Chapter 5b pursues collaboration to identify opportunities to mitigate pesticide run-off into the Sea.</p> <p>In the first two quarters of 2021, staff will work with the CSC to identify the specific fugitive dust concerns, and evaluate whether Rule 403 and/or 403.1 amendments, and/or enhanced enforcement of existing provisions, are needed to address these concerns. This has been added to Chapter 5d.</p>
2-6	<p>Commenters requested language changes in Chapter 5b and inquired about what occurs when the H2S state standard is exceeded.</p>	<p>Rebecca Zaragoza, et al.</p>		<p>The language changes have been added.</p> <p>South Coast AQMD has a notification system in place that alerts community members when the H2S levels exceed the state standard. In addition to these alerts, South Coast AQMD issues odor advisories when H2S levels are forecasted to exceed the state standard and they have information about the potential effects H2S might cause. At that level, most individuals can smell the odor and some may experience symptoms such as headaches and nausea. However, the symptoms associated with this level of exposure are temporary and are not expected to cause any long-term health effects. People can detect H2S odors at extremely low concentrations, down to a few parts per billion. No enforcement action takes place in this case because the H2S is caused by naturally occurring anaerobic digestion in the Sea.</p> <p>South Coast AQMD Advisory updates can be found at the following link: http://www.aqmd.gov/advisory</p> <p>To subscribe to air quality alerts, advisories and forecasts by email, go to http://AirAlerts.org.</p>

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				Visit http://saltonseaodor.org for current H2S monitored values in the Salton Sea area or to sign up for H2S alerts.
2-7	Commenters requested partnering with UCR School of Medicine on the soil chemical and microbiome composition study and to expand the study to include adult populations in ECV (Table 1, Action E)	Rebecca Zaragoza, et al.	●	Language changes have been added to the action to reflect UCR School of Medicine as a responsible entity and to work with the project team to expand the project to adult populations in ECV.
2-8	<p>Commenters requested in Chapter 5b, Table 2:</p> <ul style="list-style-type: none"> Implementing community-identified dust suppression projects, adding Salton Sea Authority and Riverside County as responsible entities, partnering with residents to identify locations for projects, and including community-supported projects (in the Dust Suppression Action Plan (DSAP) and Salton Sea Management Program (SSMP) along the Northern shore of the Sea) (Action C) Mitigating pesticide runoff into the Sea by developing alternative disposal options of agricultural runoff and developing water treatment facilities and filtration systems at all Salton Sea tributary entryways by collaborating with responsible entities Regional Water Quality Control Board (RWQCB) 	Rebecca Zaragoza, et al.	●	Suggested language has been added within Chapter 5b. Staff will provide CSC with updates on ongoing Salton Sea efforts with AB 617 implementation; however, since the Salton Sea Authority and California Natural Resources Agency are leading efforts to address the Salton Sea and hold public stakeholder meetings, rather than duplicating those efforts, staff encourages interested CSC members to attend those meetings. Appendix 4, Table 4-2 provides a list of all complaints received in ECV between January 2017 and December 2019 and the outcome (e.g., Notice of Violation and referrals to other agencies) of the complaints. Additionally, Chapter 5b – Salton Sea, Action H has been added to the ECV CERP to work with the Coachella Valley Environmental Justice Task Force to request monthly updates from South Coast AQMD, CNRA, the Salton Sea Authority, community organizations, and other agencies.

Comment From	Summary of Comment	Commenter(s)	Included= Not Included= ◆	Staff Response
	<p>Region 7 and State Water Regional Control Board (SWRCB) (Action D)</p> <ul style="list-style-type: none"> • Including the development of a list of potential responses or solutions that AQMD will pursue in response to dust complaints (Action G) • Establishing ongoing public stakeholder meetings between South Coast AQMD, CNRA, the Salton Sea Authority, community organizations, and other agencies 			
2-9	<p>Commenters requested language changes and additions in Chapter 5b, Table 3 including:</p> <ul style="list-style-type: none"> • All actions should identify steps that AQMD to utilize internal, budgeted, and allocated funding • Add filtration (including all schools (e.g., adult) within the boundary) and weatherization projects to all air quality priorities • Making all air quality data available in real time to the public • Collaborate with CNRA, Riverside County and the Salton Sea Authority to implement vegetation barriers on dry lakebed along the northern shore of the Sea and urban greening projects by collaborating with 	Rebecca Zaragoza, et al.	●	<p>See Response to Comment 1-20 regarding budgeted and allocated funding. Vegetation on the dry playa will be used as a strategy for the dust suppression projects that CNRA and IID are currently implementing around the Salton Sea (additional language was made to Action C) Air filtration and weatherization projects were added to all of the Air Quality Priorities chapters. During CERP implementation, the CSC will develop criteria to determine which schools receive air filtration systems. See Response to Comment 1-14 for real-time data. Urban greening action has been included in Table 3.</p>

Comment From	Summary of Comment	Commenter(s)	Included= Not Included= ◆	Staff Response
	Riverside County, City of Indio and the City of Coachella			
Pesticides				
1-15, 2-10	<p>The Draft CERP should address the following in Chapter 5c:</p> <ul style="list-style-type: none"> Require comprehensive monitoring for toxic pesticide emission. Require that monitors are placed at residential areas and sensitive receptors (such as schools, nursery homes, and daycares) located near fields where toxic pesticide exposures occur. Draft CERP must do more than commit to attempting to work with other agencies to reduce pesticide exposures Adopt a similar process as Shafter Pilot Notification System project in the 1st quarter of 2021 in the ECV Require setbacks for pesticide applications near residences and sensitive receptors and identify the target amount of contaminants and 	Rebecca Zaragoza, et al.	◆	<p>South Coast AQMD has limited jurisdiction when it comes to pesticides. Health and Safety Code Section 39655(a) provides that the regulation of pesticides in their pesticidal use is reserved to the Department of Pesticide Regulation. Collaborations with CARB, DPR, the Riverside County Agricultural Commissioner, and local farmers are critical to reduce emissions from this source. South Coast AQMD lacks the authority to require notification actions and buffer zones since we lack authority over land uses³. Finally, South Coast AQMD can impose air pollution requirements on sources of pollution, but lacks the authority to require farmers to apply for the Healthy Soils Program or to provide PPE for their workers. Nevertheless, the CERP includes several commitments to collaborate with agencies with the appropriate authority and/or expertise to implement actions to reduce pesticide exposures in the community.</p> <p>The Department of Pesticide Regulation (DPR) is initiating efforts to develop a statewide pesticide application notification system. The CERP includes an action to provide the CSC an annual update on statewide efforts to develop a pesticide</p>

³ Health and Safety Code Section 40414
Eastern Coachella Valley (ECV) – Draft CERP

Comment From	Summary of Comment	Commenter(s)	Included= Not Included= ◆	Staff Response
	<p>toxic pesticide exposures that will be reduced by the CERP strategies</p> <ul style="list-style-type: none"> • Pesticide use information should be posted on a publicly accessible website in real time • Improve the timelines in Chapter 5b of the CERP <p>Commenters requested language additions in Chapter 5c, Table 2, including:</p> <ul style="list-style-type: none"> • Requiring growers to provide physical announcements at agricultural sites that warn about future pesticide application events as well as after application occurs • Creating and implementing a pesticide application notification system across the ECV • Requiring farmers to apply for the Healthy Soils Program every application cycle • Implementing vegetation barriers between agricultural fields and sensitive receptors • Requiring farmers and employers to provide free Personal Protective Equipment (PPE) to all farmworkers • Establishing 24/7 buffer zones of 1 mile for all pesticide TACs for all sensitive sites 			<p>application notification system based on the Shafter Pilot Project. Staff expects to begin consulting with DPR and providing annual updates to the CSC beginning in the 1st quarter of 2022.</p> <p>South Coast AQMD will work with CARB, DPR and the CSC to develop a comprehensive, effective and feasible monitoring strategy to address pesticide emissions. Staff will also work with the CSC in the first two quarters of 2021 to discuss specific CSC priorities related to the Salton Sea and to evaluate the feasibility of accelerating the timelines.</p>

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	Collaborating with Growing Coachella Valley Local Farmers and Growers			
Fugitive Road Dust				
CSC Meeting #8	Collaborate with Southern California Gas Company on home weatherization projects	Deborah McGarrey		Staff will pursue collaboration with Southern California Gas Company to implement home weatherization projects. See Chapter 5d.
1-8	South Coast AQMD should identify additional actions, monitoring, and strategies to address off-roading emissions in Chapters 5d and 5g	Rebecca Zaragoza, et al.		Staff incorporated off-roading in Chapter 5d.
1-16	<p>The Draft CERP should identify enforceable mitigation measures, including the following:</p> <ul style="list-style-type: none"> • Include a requirement that South Coast AQMD increase its efforts to enforce its fugitive dust rules, Rules 403 and 403.1 • Equip all mobile home parks and Polanco Parks in the ECV with air monitors for particulate matter and specific toxics that are identified to be of concern 	Rebecca Zaragoza, et al.		Staff incorporated in Chapter 5d, Table 2, to evaluate and identify opportunities to improve enforcement of Rules 403 and 403.1. It should be noted that a sensor library program is being developed and staff will consider deploying additional sensors at specific locations of interest after consulting with the CSC, if appropriate and pending resource availability.

Comment From	Summary of Comment	Commenter(s)	Included= Not Included=  	Staff Response
3-1	Specify a plan for paving projects to reduce fugitive dust at mobile home parks. Consider using the example timeline and identified locations provided. Also, consider adding a landscaping element to paving projects.	Pueblo Unido CDC/Unión De Polancos		Staff will consider entities beyond homeowner’s associations, including mobile home park owners, for the implementation of paving projects. Staff outlined steps to develop a plan for paving projects (e.g., evaluate landscaping component to paving projects). The suggested timeline and identified locations will be considered during CERP implementation. See Chapter 5d.
2-11	Commenters explained that the section does not address the off-roading concerns raised by the CSC.	Rebecca Zaragoza, et al.		This comment is addressed in Chapter 5d.
2-12	Commenters requested to improve the resolution and regional reporting ability that the regulatory sensors currently have (Table 1, Action B)	Rebecca Zaragoza, et al.		As indicated in the draft CERP and CAMP a sensor network will be developed to supplement existing air monitoring activities in the ECV community. These sensors are capable of providing near real-time air quality information with spatial and temporal resolution that is often greater than what can be achieved by other, more established and more expensive monitoring technologies. All sensor data will be reported in near-real time in the South Coast AQMD data display tool that was created specifically for the AB 617 program. This will provide easy access to air quality data for CSC members and the public. South Coast AQMD staff are also working to implement a new method to use data from some air pollution sensors to help inform the Air Quality Index map. This method will provide much higher resolution information to the public in a way that is scientifically sound.

Comment From	Summary of Comment	Commenter(s)	Included= Not Included= 	Staff Response
2-13	<p>Commenters requested to:</p> <ul style="list-style-type: none"> • Install speed limit signs within mobile home parks and other communities (Table 2, Action B). • Collaborate with Riverside County and CVAG to actively pursue funding opportunities to pave Polanco Parks, mobile home parks, and other unpaved roads identified by the community • Work to pass legislation to support the paving of Polanco parks (following the steps of AB 1318 with added climate resilient co-benefits). • Require all commercial landscapers, including City and County landscapers, to use electric and zero emission gardening equipment within the next 5 years of this plan’s implementation period <p>Commenters also asked whether the collaborative partnership with homeowners’ associations will benefit mobile home park communities, and mentioned that funds from the Greenleaf Power Plant mitigation program should stay within ECV</p>	Rebecca Zaragoza, et al.		<p>The collaboration between South Coast AQMD and homeowners’ associations will benefit mobile home park communities since both parties will pursue reducing emissions by paving unpaved roads and mobile home parks. Mobile home parks cannot be paved without permission from the homeowners’ associations that may own the parks. South Coast AQMD does not have the authority to require installing speed limit signs within mobile home parks and other communities. The comment about the Greenleaf Power Plant is addressed in Chapter 5g, Table 1, Action B. South Coast AQMD is preempted from requiring all commercial landscapers to use electric and zero emissions garden equipment. We are prohibited from adopting or enforcing emission standards for nonroad engines, including lawn and garden equipment.⁴ While gasoline-powered lawn and garden equipment has air pollution emissions, using zero-emission models of this equipment will not help reduce fugitive dust.</p> <p>The paving of Polanco Parks was specified as an example in Table 1, Action A. Prioritization of paving projects will be determined with the CSC during CERP implementation. See additional language added to outline the process for paving projects. Community Air Protection Program (CAPP) guidelines would allow AB 617 funds for community identified projects (e.g., road paving) through the AB 617 incentive funds. Also,</p>

⁴ 42 United States Code (U.S.C.) Section 7543(e). A fleet purchase requirement would be a preempted emission standard. Engine Manufacturers Assn. v. South Coast AQMD, 541 US 246 (2004)

Comment From	Summary of Comment	Commenter(s)	Included= Not Included= ◆	Staff Response
				staff can provide technical information for the community's legislative efforts.
2-14	<p>Commenters requested additions in Table 3 from Chapter 5d and suggested that there are GGRF programs for weatherization projects. Language additions include:</p> <ul style="list-style-type: none"> Applying for state funds for urban greening and forestry to improve tree cover in the community Requiring all facilities identified in the technical assessment and emissions inventory to incorporate mitigation measures such as planting shrubs, greenery, trees, and other native plants around the perimeter of their facilities 	Rebecca Zaragoza, et al.	◆	As part of ongoing efforts, staff continues to explore and identify additional funding opportunities to reduce emissions in AB 617 communities as noted in Chapter 5a. Staff will evaluate the efficacy and feasibility of requiring planting of shrubs and other vegetation around facility perimeters.
Open Burning and Illegal Dumping				
CSC Meeting #8	<p>Collaborate with following agencies to address concerns about the Open Burning and Illegal Dumping:</p> <ul style="list-style-type: none"> Coachella Valley Association of Governments (CVAG) Torres Martinez Desert Cahuilla Indians 	Sienna Thomas	●	Staff will pursue a collaborative partnership with CVAG and Torres Martinez Desert Cahuilla Indians to pursue opportunities to address open burning and illegal dumping. See Chapter 5e.

Comment From	Summary of Comment	Commenter(s)	Included= Not Included= ◆	Staff Response
CSC Meeting #8	Include Public Service Announcements (PSA) (i.e., news, radio, social media) for outreach	Sienna Thomas	●	Staff included PSAs as outreach in Chapter 5e, Table 4.
CSC Meeting #8	Consider using camera and/or drone technology to identify potential illegal dumping sites and investigate potential illegal burning	Miguel Vasquez, Sienna Thomas, George Tudor	●	Staff will explore opportunities to use drones equipped with cameras to identify the location(s) of illegal dumping sites. The implementation of this potential solution will be dependent upon resource availability and the feasibility of specific deployments where the use of drone technology is deemed to be more effective than the implementation of more traditional ground-based methods. Additional language was incorporated in Chapter 5e, Table 4, Actions A and C.
1-17	<p>Commenters requested the CERP:</p> <ul style="list-style-type: none"> ● Discuss the Open Burn Program and increase enforcement of Rule – 444 to reduce open burning of materials ● Specify a quantifiable emission reduction target ● Identify feasible alternatives to agricultural burning by: <ul style="list-style-type: none"> ○ Enforcing agricultural burning rules and identifying alternatives to agricultural burning ○ Requiring agricultural companies and growers to comply with such rules by the end of 2025 ○ Developing and implementing a plan to phase out agricultural burning entirely 	Rebecca Zaragoza, et al.	●	<p>Staff provided information on the Open Burn Program at CSC Meeting #4 and provided a handout on the Open Burn Program in the May Newsletter sent to the CSC on May 8th, 2020. This handout can be accessed here: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/agricultural-burning.pdf?sfvrsn=14 and is included in Appendix 5. Additional actions for enforcement of Rule 444, (e.g., unannounced inspections, focused enforcement) have been added to Table 2, Action A of Chapter 5e, in response to this comment. Further refinements of these actions will be discussed with the CSC in the first half of 2021 as we work toward adding more details to the CERP. Staff will reach out to staff at San Joaquin APCD to seek additional information.</p> <p>Alternatives to burning will be identified during CERP implementation. Agricultural companies and growers who are subject to Rule 444 are required to comply with provisions of the rule. The suggested action to phase out agricultural burning</p>

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	<ul style="list-style-type: none"> ○ Seeking guidance from similar actions by the San Joaquin Valley Air Pollution Control District 			entirely is prohibited by State regulation. As written in Title 17 of the California Code of Regulations, Section §80102(b), "...no local or regional authority may ban agricultural or prescribed burning." When staff develops a list of available technologies, best practices, and alternatives and assesses the feasibility of new requirements (Chapter 5e, Table 2, Action A) staff will identify feasible opportunities used in other air districts to address open burning.
2-15	Commenters requested language additions to Chapter 5e and provided additional information about unpermitted and uncontrolled open burning	Rebecca Zaragoza, et al.	●	Additional language was incorporated.
2-16	<p>Commenters requested actions in the CERP to:</p> <ul style="list-style-type: none"> ● Provide support to small farmers and farmers of color (Table 2, Action C) ● Develop a public outreach campaign in hotspots (especially around Tribal lands) with signage on the harms and consequences of illegal dumping and burning ● Collaborate with the Congressman's Office, Riverside County Torres Martinez, and the Desert Healthcare District (DHCD) to develop an emergency response to collectively respond to fires within Tribal land 	Rebecca Zaragoza, et al.	●	<p>Staff is evaluating additional language on providing support to small farmers and farmers of color and public outreach campaigns was listed as an example and providing information on the harms and consequences of illegal dumping and burning was incorporated in Table 2. Outreach efforts such as public information strategies can be further discussed with the CSC in the first half of 2021. South Coast AQMD currently has a response plan with other entities to respond to fires on tribal lands.</p> <p>South Coast AQMD was part of the inter-agency response to the Martinez Fire at the Sun Valley Recycling Center in the fall of 2019, and staff are willing to participate in the Congressman's and DHCD's efforts to develop the emergency response plan to respond to fires on Tribal land. See Chapter 5e, Table 2, Action B.</p>

Comment From	Summary of Comment	Commenter(s)	Included= Not Included= ◆	Staff Response
2-17	<p>Commenters requested language changes and additions to Table 4, including:</p> <ul style="list-style-type: none"> • Collaborate with Growing CV, farmers and Riverside County to identify alternative solutions for farmers to dispose of green waste that are environmentally friendly • Fine entities that are dumping illegally on tribal land, implement a security system in partnership with Torres Martinez and others, and identify existing waste disposal sites • Collaborate with CCV and Coachella Valley Environmental Justice Task Force (CVEJETF) to create and implement an outreach campaign for the IVAN reporting system for illegal dumping • Collaborate with Riverside County, Community Councils, and Waste Management to create and implement an ongoing community clean-up and trash disposal program 	Rebecca Zaragoza, et al.	●	<p>South Coast AQMD regulations do not apply on tribal lands, California v. Cabazon Band of Mission Indians, 480 U.S. 202 (1987). Therefore, South Coast AQMD lacks the authority to enforce illegal dumping on tribal lands. Riverside Code Enforcement is responsible for addressing illegal dumping on non-tribal lands. Additional language has been incorporated in Table 4, Action A..</p>
Diesel Mobile Sources				
1-8	<p>South Coast AQMD should identify additional actions, monitoring, and strategies to address off-roading emissions in Chapters 5d and 5g.</p>	Rebecca Zaragoza, et al.	●	<p>Off-roading has been added to Chapter 5d.</p>

Comment From	Summary of Comment	Commenter(s)	Included= Not Included= ◆	Staff Response
1-9	Regarding the Thermal Club and the Jacqueline Cochran Regional Airport, South Coast AQMD should identify the type of contaminants being emitted, conduct air monitoring at these sites, and engage in land-use discussions with the community and Riverside County to deter projects like the aforementioned from being placed in an already disadvantaged community.	Rebecca Zaragoza, et al.	●	See Responses to Comment 1-3 and 1-7. See Chapter 5a.
1-10	The Draft CERP should include actions and strategies to address the freight train in ECV, including coordination with federal agencies with jurisdiction over freight emissions	Rebecca Zaragoza, et al.	●	Freight trains have has been added to Chapter 5f.
1-18	The Draft CERP must be revised to specify diesel emission reductions targets. The Draft CERP should address the Thermal Club and airport. The Draft CERP should include strategies from CARB's Freight Handbook Concept Paper. Address the DTSC's Air Toxic Control Measure (ATCM) for Stationary Compression Ignition (CI) Engines.	Rebecca Zaragoza, et al.	●	The Thermal Club and Airport have been added to Chapter 5a under Land Use. See Chapter 5a for emission reduction targets. Staff will work with the CSC to continue addressing the concerns of diesel mobile sources (e.g., trucks, trains) in 2021 as outlined in Table 1 of Chapter 5f. Staff will also collaborate with CARB to identify opportunities for additional actions to address diesel mobile sources, since they have primary jurisdiction on mobile sources. Table 1, Action A outlines the process to address the diesel mobile sources including providing an informational workshop on diesel mobile sources and prioritizing actions. Information on strategies from CARB's Freight Handbook Concept Paper, CARB's Air Toxic Control Measure (ATCM) for Stationary Compression Ignition (CI) Engines, and South Coast AQMD rules (such as Rule 1110.2) may be considered during CERP implementation.

Comment From	Summary of Comment	Commenter(s)	Included= Not Included= 	Staff Response
2-19	<p>Commenters requested including the following in Chapter 5f:</p> <ul style="list-style-type: none"> • Include the freight train, Thermal racetrack, and the Thermal airport in the Chapter • Outline existing funds and incentives that will be used for Table 1, Action C • Collaborate with The City of Indio, City of Coachella, County of Riverside, and to apply to state funding sources to mitigate pollution and climate impacts and improve livability • Collaborate with the City of Indio, City of Coachella, and Riverside County to implement vegetative barriers around the railroad that passes through communities in the ECV • Review models produced by South Coast AQMD (2019 TAG) on I -10 traffic and the potential PM2.5 from diesel traffic in ECV 	Rebecca Zaragoza, et al.		<p>Staff included off-roading vehicles and activities in Chapter 5d. The Thermal racetrack and Thermal Airport are included in Chapter 5a. The freight train has been added to Chapter 5f. As discussed in the October 15, 2020 AB 617 Incentives Strategies meeting, staff will be developing an overall strategy based on the community input received and statutory requirements, and will be providing this draft strategy to each of the CSCs in the AB 617 designated communities for feedback before bringing the recommendations to the Board. Additionally, South Coast AQMD staff will provide the CSC with updates on incentive funding opportunities and projects as this information becomes available. Staff appreciates the suggestion for the Technical Advisory Group (TAG) on I-10 traffic emissions information and will share it with the staff developing information for TAG meetings. Heavy-duty truck traffic from the I-10 contributes to ECV's diesel particulate matter (DPM) and is incorporated in the emissions inventory. As part of ongoing efforts, staff continues to explore and identify additional funding opportunities to reduce emissions in AB 617 communities. Collaboration with land use agencies (e.g., City of Indio, City of Coachella, and Riverside County) to implement vegetative barriers around the railroad has been added to Chapter 5f, Table 1, Action A. See Response to Comment 1-20 regarding budget allocation.</p>
Greenleaf Desert View Power Plant				
1-19	<p>Fenceline monitors for criteria and toxic air pollutants should be installed on the facility. Ten or more monitors should be strategically placed near homes and sensitive receptors</p>	Rebecca Zaragoza, et al.		<p>As discussed during one of the CSC meetings (in the CAMP breakout group), the South Coast AQMD is planning to conduct PM monitoring upwind and downwind of the power plant to identify potential emissions from the facility and assess the</p>

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	<p>near the facility. Mobile monitoring should take place to identify and quantify pollutants that occur at this facility.</p>			<p>potential impact on the community. After consulting with the CSC, the South AQMD will deploy an appropriate number of PM sensors at strategic locations to gather the necessary information to fully address this air quality concern under variety of wind condition. In this particular situation a fixed monitoring strategy is preferred to one which includes the use of a mobile platform, as emissions from the power plant may occur during different times of the day (e.g., at night) when mobile measurements cannot be taken. It should be noted that air monitoring can only quantify the ambient concentration of PM and not the emission rate from the facility.</p> <p>Currently, South Coast AQMD operates one fixed monitoring site (Mecca air monitoring station) near the Greenleaf Power Plant; this site is located within the perimeter of Saul Martinez Elementary School and approximately one mile southeast to the power plant. An analysis of the wind direction gathered during the last three years shows that the air monitoring station in Mecca was downwind of the power plant more than 50% of the time and, hence, this is a suitable site for exploring the impact of Greenleaf emissions on the surrounding community. South Coast AQMD will conduct baseline measurements (including certain air toxic pollutants) at this site.</p>

Comment From	Summary of Comment	Commenter(s)	Included= Not Included= ◆	Staff Response
2-20	<p>Commenters requested changes in Chapter 5g, Table 1, which include:</p> <ul style="list-style-type: none"> • Requiring all allocations of funds from the Greenleaf Desert View Power Plant be used to reduce emissions and exposures in the ECV • Collaborating with CVAG, Riverside County, Greenleaf Power Plant, and Cabazon Band of Mission Indians to deploy mobile monitoring in key locations • Requiring Greenleaf Power Desert View Plant to incorporate mitigation measures such as planting shrubs, greenery, trees, and other native plants around the perimeter of the facility • Add a land use, and outreach and education section 	Rebecca Zaragoza, et al.	◆	<p>While South Coast AQMD cannot require CVAG to use all its funds from the Greenleaf Desert View Power Plant for ECV, staff will pursue a collaboration with CVAG to consider using these funds in the ECV.</p> <p>As for the idea of conducting mobile monitoring at key locations, it should be noted that, in this particular situation, a fixed monitoring strategy is preferred to one which includes the use of a mobile platform, as emissions from the power plant may occur during different times of the day (e.g., at night) when mobile measurements cannot be taken. As detailed in the Response to Comment 1-19, the South Coast AQMD is planning to conduct PM monitoring upwind and downwind of the power plant to identify potential emissions from the facility and assess the potential impact on the community.</p> <p>Greenleaf Desert View Power Plant is on tribal land, staff lacks the authority to require the facility to plant shrubs around the perimeter to limit access. Staff will work to develop strategies to reduce emissions and exposure from the facility. An action to reduce exposure has been included in the table to identify funding for air filtration system installation and maintenance and weatherization project implementation. A land use section was added in Chapter 5a and includes mitigation measures through the CEQA process. Outreach and education actions are already incorporated within the actions of each Air Quality Priority.</p>

Executive Summary

The Eastern Coachella Valley (ECV) Community Emissions Reduction Plan (CERP) is a critical part of implementing Assembly Bill (AB) 617 (Health and Safety Code Section 44391.2), a California law that addresses the disproportionate impacts of air pollution in environmental justice communities. The AB 617 program invests new resources and focuses on improving air quality in environmental justice communities. The CERP outlines goals and actions by the Community Steering Committee (CSC), the South Coast AQMD, and the California Air Resources Board (CARB) to reduce air pollution in the ECV community and improve public health. An essential piece of the program is partnership and collaboration with the community to address the community's air quality priorities in the CERP. The CSC is a diverse group of people, including youth, who live, work, own businesses, or attend school, within the community. Local public health agencies, regulatory agencies, tribal organizations, and elected officials are represented on the CSC. The CSC guides the development and implementation of the CERP.

One year from the date that CARB designates a new AB 617 community, the local air district must develop and adopt a CERP in consultation with CARB, community-based organizations, affected sources, and local governmental bodies.¹ The ECV community had to account for the onset of the COVID-19 pandemic and its impact on the CERP development schedule. Despite a delay in the schedule, the ECV CSC and South Coast AQMD staff worked together to develop this plan for consideration by South Coast AQMD's Governing Board in December 2020.

Based on the sources of air pollution impacting the community, the ECV CSC identified the following air quality priorities to be addressed by this plan:

- Salton Sea
- Pesticides
- Open Burning and Illegal Dumping
- Fugitive Road Dust
- Diesel Mobile Sources
- Greenleaf Desert View Power Plant

At its core, this plan seeks to address the air quality priorities with actions that reduce air pollution emissions from sources within the community and reduce air pollution exposure to people in the community and improve public health. This plan includes actions, such as developing and enforcing regulations, providing incentives to accelerate the adoption of cleaner technologies, and conducting outreach to provide useful information to support the public in making informed choices. Additionally, air monitoring efforts will provide critical information to help guide investigations, provide public information, and track progress. Collaborative efforts with other agencies, organizations, businesses and other stakeholders will amplify the impact of these actions. Many of the actions will only be conducted during the implementation timeframe of this plan; however, there are also many actions (such as regulations, ongoing enforcement activities and certain incentive programs) that will be continuing activities conducted by the South Coast AQMD.

¹ Assembly Bill 617 44391.2 (b)(2)

This plan focuses on improving air quality in the ECV community through concentrated efforts and community partnerships. The CSC will continue to engage in the process of implementing the CERP and tracking its progress.

The Reader's Guide to the CERP

The opening chapters provide background information about the AB 617 program and timeline (Chapter 1), the CSC process and community engagement (Chapter 2), and information about the air pollution sources in the community (Chapter 3).

Information about past and ongoing enforcement activities conducted by both the South Coast AQMD and CARB staff is provided in Chapter 4. This information will provide insights into future enforcement activities.

The specific actions for emissions and exposure reductions are in Chapter 5 – Actions to Reduce Community Air Pollution. Chapter 5 is organized by air quality priorities, followed by goals and actions to address each air quality priority. The actions are organized in a table that identifies the entities responsible for each action and specifies the timeframe for implementing them. The CERP actions are numbered in the order in which they are presented in each section. The proposed plan will include a California Environmental Quality Act (CEQA) analysis based on the proposed actions.

A summary of the air monitoring approach is in Chapter 6. These efforts are described in much greater detail in the Appendix 6 for the Community Air Monitoring Plan (CAMP).² The actions described in Chapter 5 also include specific air monitoring activities related to specific actions in the CERP. Findings from air monitoring will help evaluate next steps, and South Coast AQMD staff will work with the CSC to review findings and make necessary adjustments to the CERP.

The Appendices to the CERP include additional reference material related to the CERP content.

² South Coast AQMD, Community Air Monitoring Plan for ECV, http://www.aqmd.gov/docs/default-source/ab-617-ab-134/camps/ecv/ecv-camp_11-13-2020_draft.pdf?sfvrsn=4

CHAPTER 1:

INTRODUCTION

Chapter 1: Introduction

AB 617 was signed into California law in July 2017 and focused on addressing local air pollution impacts in environmental justice communities. The bill recognizes that while California has seen tremendous regional air quality improvement, some communities are still disproportionately impacted. Many communities in the South Coast AQMD experience impacts from air pollution sources near places where people live. Major air pollution sources in EJ communities include mobile sources (trucks, locomotives, etc.) and industrial facilities. These communities also experience social and economic disadvantages that add to their cumulative burdens. The AB 617 program accelerates actions and provides additional resources to address air quality in these communities.

In 2018 (Year 1), CARB designated ten AB 617 communities statewide (see Figure 1-1), including three South Coast AQMD communities. On December 13, 2019 (Year 2), CARB designated twoⁱ additional AB 617 communities (see Figure 1-1) in South Coast AQMD, including, Eastern Coachella Valley (ECV) and Southeast Los Angeles.

Figure 1-1: Statewide AB 617 Communities as of 2019



Local air districts are tasked with developing and implementing Community Emissions Reduction Plans (CERPs) and Community Air Monitoring Plans (CAMPs) in partnership with residents and community stakeholders. The CAMP includes air monitoring efforts to enhance our understanding of air pollution in the designated communities and support CERP implementation.

Purpose of the Community Emissions Reduction Plan (CERP)

The CERP is developed to achieve air pollution emission and exposure reductions within the ECV community and address this community's air quality priorities. The plan describes the community outreach conducted to develop

ⁱ ECV, Stockton, and Southeast Los Angeles were designated in 2019 to develop both a community emissions reduction plan and a community air monitoring plan. San Diego designated in 2018 to develop a community air monitoring plan, which was expanded in 2019 to develop a community emissions reduction plan.

the CERP and provides emissions and exposure reduction actions, an implementation schedule and an enforcement plan.

Some actions in the CERP include a series of steps to address certain air quality concerns raised by the CSC. These actions provide flexibility for plan adjustments when new information becomes available. Staff will provide an annual progress report to the South Coast AQMD Governing Board on CERP implementation and identify actions that may require Board action.

CERP Development Process and Emphasis on Community Input

Community engagement and input to inform both the process and the actions in the CERP are a primary element of the AB 617 program. Figure 1-2 provides the CERP development process. Public meetings, workshops, conversations, and communications among committee members, South Coast AQMD staff and CARB staff contributed to development of the plan. Chapter 2 describes the CSC and outreach efforts for CERP development.

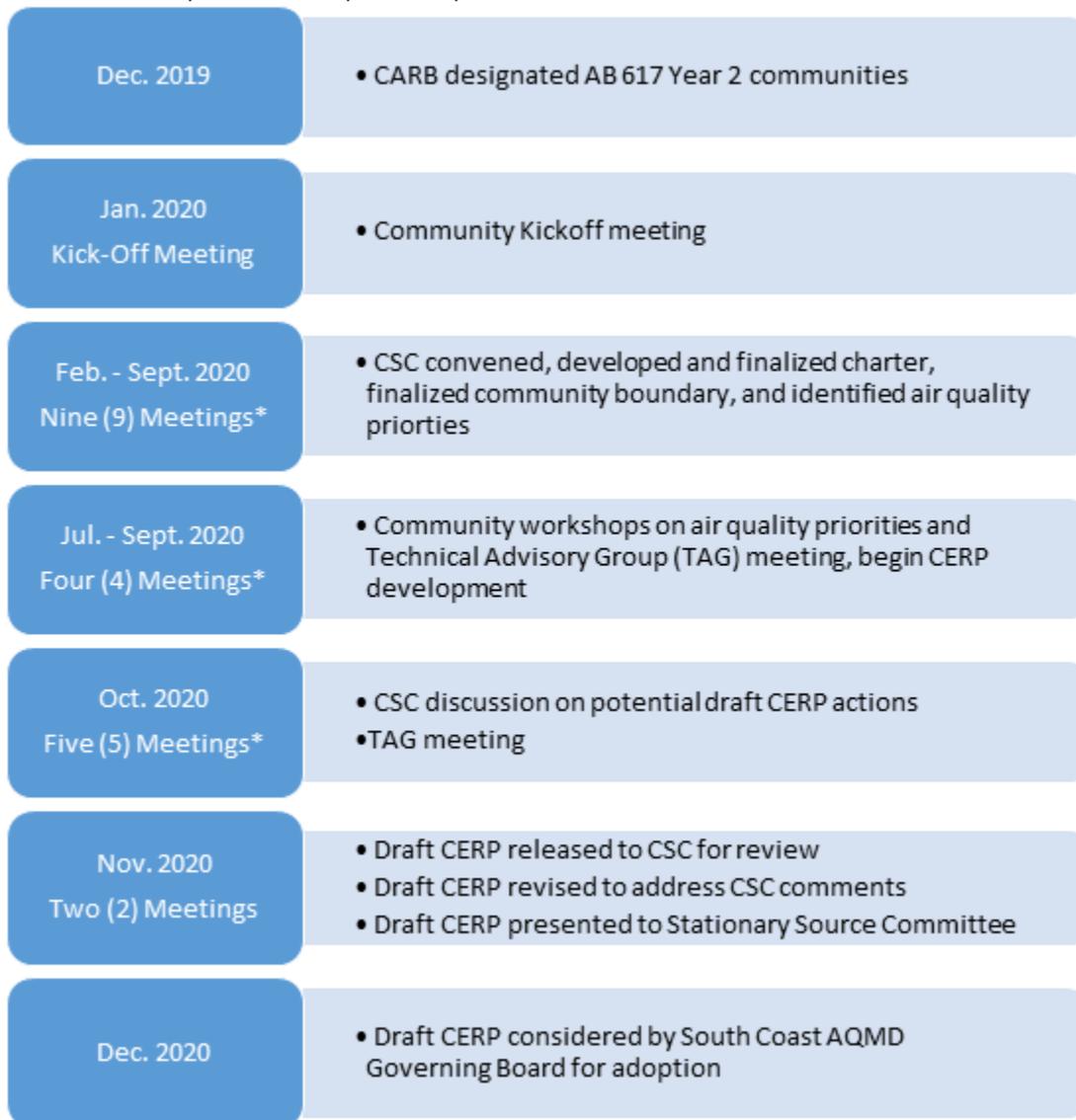


Figure 1-2: Overview of ECV Community Emissions Reduction Plan (CERP) Timeline

*Meetings include CSC, Charter Working Group, workshop, question and answer session, and Technical Advisory Group (TAG) meetings.

About this Community

The community extends from the City of Indio south to the Riverside County boundary along the Salton Sea. It includes the City of Indio, the City of Coachella, a small portion of the City of La Quinta (southern part of the city), and the unincorporated areas of Thermal, Mecca, Oasis and North Shore (Figures 1-3 and 1-4).

Figure 1-3: ECV Community Boundary

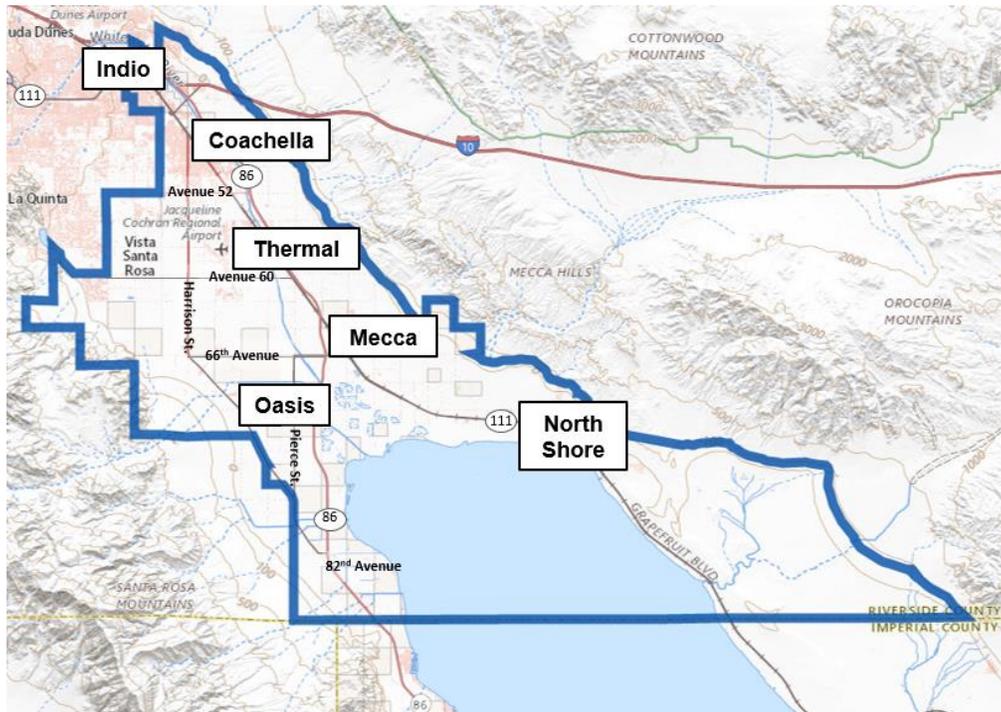


Figure 1-4: Location of the ECV community in the South Coast AQMD jurisdiction

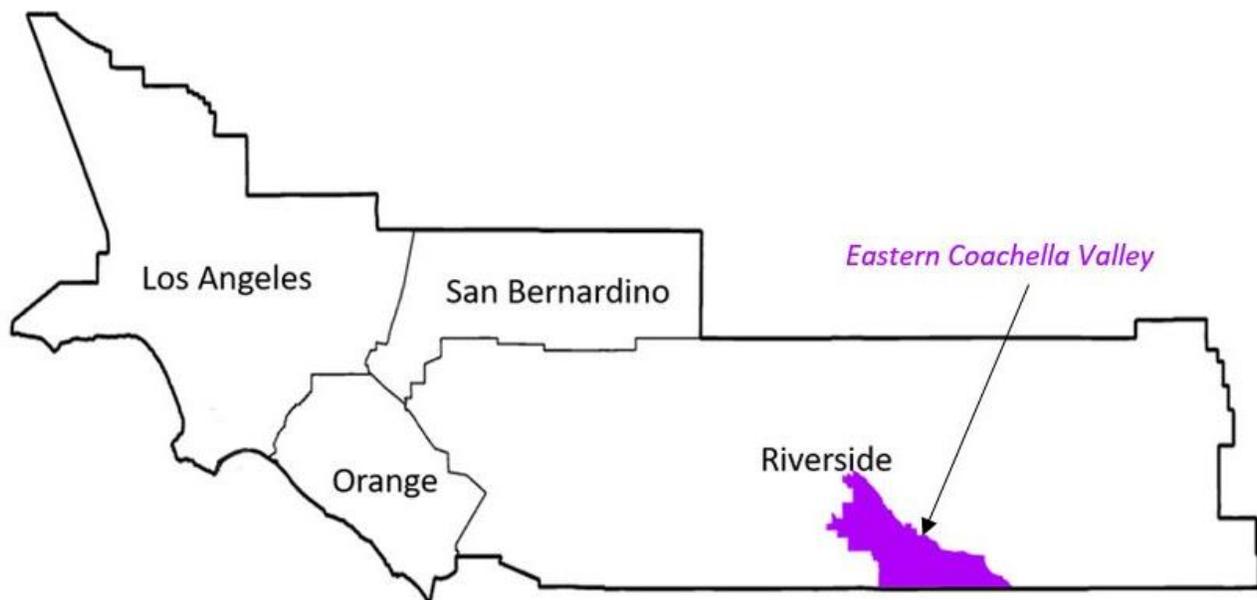


Figure 1-5: Population of the ECV community, based on 2010 Census

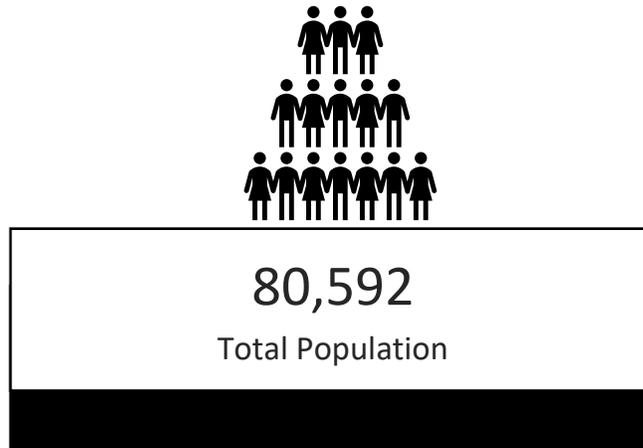
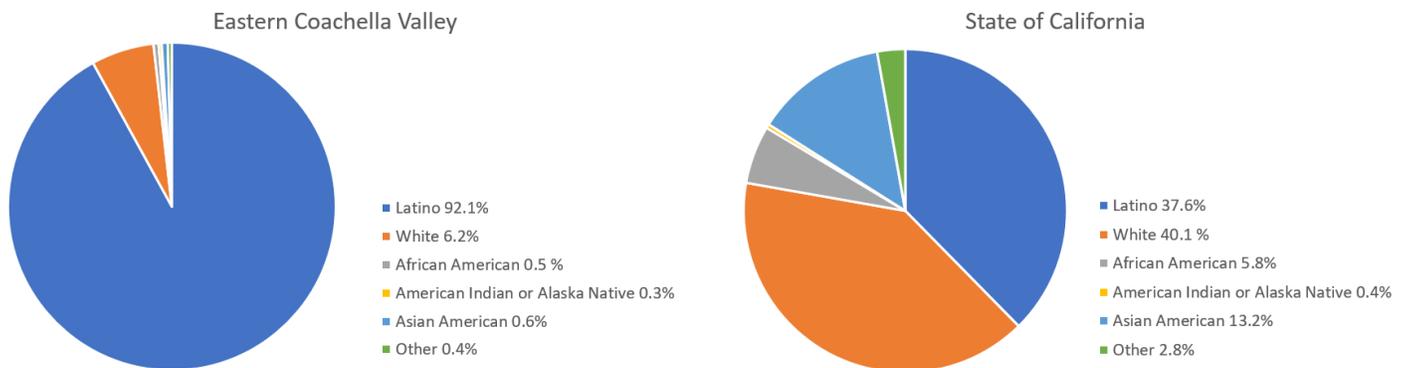


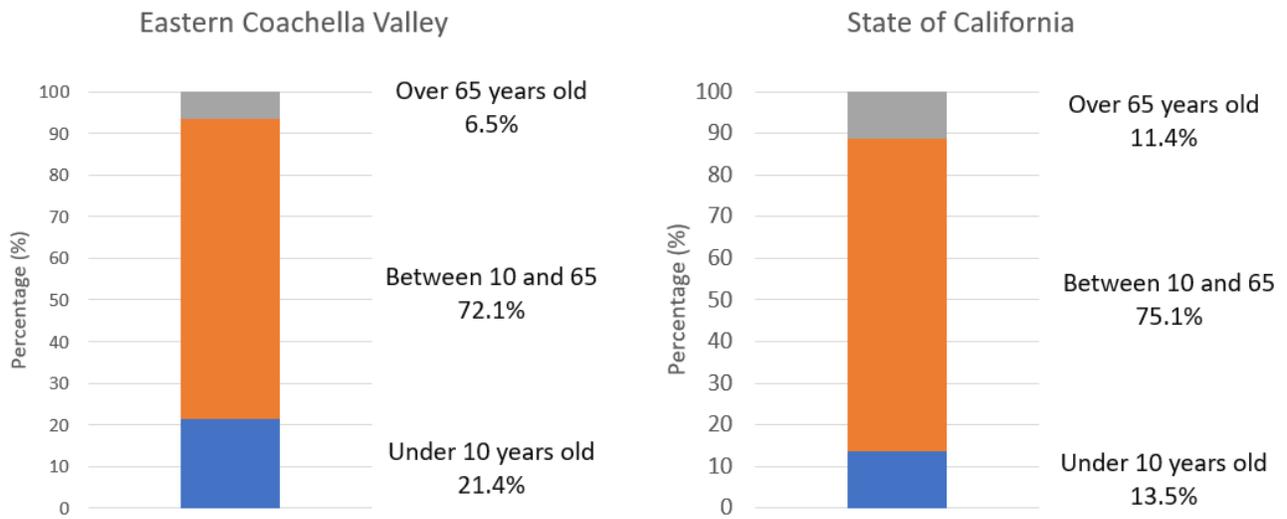
Figure 1-6: Population by Race/Ethnicity in ECV and the state of California, based on 2010 Censusⁱⁱ



More than 80,000 people live within the ECV community (Figure 1-5). Most of the people living in this community are Hispanic or Latinx (Figure 1-6). About 6.2% of the residents in this community are White, 0.5% are African American, and 0.3% are American Indian or Alaska Native. The population in this community is younger than the California population, with about 21.4% of children under the age of 10 years and 6.5% adults over the age of 65 years (Figure 1-7). These age categories are particularly important because young children and older adults can be more sensitive to air pollution's health effects.

ⁱⁱ Definitions of races are the same as CalEnviroScreen 3.0.

Figure 1-7: Age profile in ECV and the state of California, based on 2010 Census



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CHAPTER 2:

COMMUNITY OUTREACH, COMMUNITY STEERING COMMITTEE AND PUBLIC PROCESS

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Chapter 2: Community Outreach, Community Steering Committee and Public Process

Introduction

Community engagement, outreach, and public process were crucial to developing the Eastern Coachella Valley (ECV) Community Emission Reduction Plan (CERP). Key features of the outreach efforts include establishing a Community Steering Committee (CSC), monthly CSC meetings, CSC member and South Coast AQMD staff presentations, providing materials (in English and Spanish) via email and a webpage, live-streaming all CSC meetings (with English and Spanish interpretation), and establishing a Technical Advisory Group (TAG). Additionally, upon request of the CSC, Spanish video recordings were made available beginning in October 2020. Also, numerous interactions between CSC members and South Coast AQMD staff occurred in one-on-one or small group meetings, allowing for in-depth discussions on joint development and creating the CERP.

Chapter 2 Highlights

- The Community Steering Committee (CSC) and Technical Advisory Group worked with South Coast AQMD staff to develop the CERP
- Despite the COVID-19 Stay-At-Home Order, regularly scheduled CSC meetings resumed using a virtual platform to engage with the CSC and public
- The Community Liaison served as the point of contact
- A series of Charter Working Group Meetings were held to develop a CSC Charter
- Additional one-on-one, small group, and community meetings also played an important part in community engagement
- A Community Webpage was created as an information portal

Community Liaisons

A Community Liaison from the South Coast AQMD served as the point of contact to communicate with members of the CSC and members of the public to address concerns regarding logistics and development of the CERP and Community Air Monitoring Plan (CAMP) (Figure 2-1). The Community Liaison ensured communication throughout the CERP development process and worked with community members to identify the best ways to make information accessible and user-friendly. The South Coast AQMD Community Liaison for the Eastern Coachella Valley (ECV) is Arlene Farol (afarol@aqmd.gov). In addition, Pedro Piqueras (ppiqueras@aqmd.gov) serves as the South Coast AQMD point of contact for CERP-related discussions.

Figure 2-1: South Coast AQMD staff assisting CSC members and the public at a meeting in the city of Coachella



Community Steering Committee (CSC)

A steering committee was formed in late January 2020 for the ECV community, and monthly in-person meetings were organized, starting February 19, 2020 (Figure 2-2). However, due to the COVID-19 pandemic and the resulting executive orders from the Governor¹, the remaining CSC meetings were transitioned to a video conferencing format. The March and April CSC meetings were cancelled and resumed in May using the Zoom platform. The main role of the CSC is to provide input and guidance as well as to propose actions for the community plans (i.e., CERP and CAMP). The CSC is comprised of stakeholders with community knowledge to help drive community action and develop the CERP and CAMP. The CSC creates a way to incorporate community expertise and direction in developing and implementing clean air programs in each community. Staff will continue to seek recommendations and feedback from the CSC during CERP implementation and adjust the outreach approaches to be more effective.

The ECV CSC has 50 primary members and 12 alternate members representing active residents, community organizations, and businesses. While 20 primary members are on the roster representing active residents, an additional 10 primary members also reside within the community (resident percentage on the CSC = 60%). Additionally, there are 10 primary members and 8 alternate members representing agencies, schools/universities, or offices of elected officials who serve this community.² The roster as of November 12, 2020 is available at: <http://www.aqmd.gov/nav/about/initiatives/community-efforts/environmental-justice/ab617-134/eastern-coachella-valley>. The CSC Meetings consistently lacked a quorum preventing a CSC vote; thus, CSC members requested a roster update. CSC members who had not attended five months of CSC meetings were contacted to determine if they would like to continue to be a member of the CSC.

¹ Governor Newsom issued Executive Order N-25-20 on March 12, 2020 and Executive Order N-29-20 on March 17, 2020.

² Per discussion with CARB staff, members representing agencies, schools, universities, hospitals, and offices of elected officials are not included in the calculation of resident percentage on the CSC.

Figure 2-2: Community Steering Committee meeting in Coachella



CSC Charter Working Group

The South Coast AQMD's original draft charter was presented at the February 20th CSC meeting. CSC member Rebecca Zaragoza of Leadership Counsel for Justice and Accountability (LCJA), in coordination with residents and other community organizations (i.e., Alianza, Pueblos Unidos CDC), drafted a proposed charter based on the community's input. In the March 2020 meeting, Ms. Zaragoza provided an update on the revised charter. The CSC recommended forming a Charter Working Group to draft the charter to include all CSC input. At the May 20th CSC meeting, all CSC members were invited to participate in the Charter Working Group/CSC meetings, and updates were provided to the full membership during CSC meetings. The first Charter Working Group meeting was held on June 23, 2020 followed by subsequent weekly meetings (a total of 4 meetings of this Working Group).

During the Charter Working Group meetings, CSC members discussed ideas for the committee meeting process, including a request to incorporate elements of the Brown Act into the charter and to form subcommittees to discuss specific topics. Additionally, Committee members requested stipends, transit, childcare, availability of alternative community locations with internet access for future meetings, outreach via mass mailing of materials, air quality training and workshops, printed meeting materials to be delivered to organizations and residents, and that materials be provided far in advance of meetings.

A Google document was created for CSC members to provide recommendations and direct edits to the draft charter. At each Charter Working Group meeting, CSC members discussed the edits and suggestions provided in the draft charter. CSC members edited the Google document until July 29th when a draft was presented to members at the Charter Working Group meeting. CSC members provided comments and the feedback received was included in the revised charter. A vote was taken by CSC members recommending not to bring the Brown Act item to the next CSC meeting for a vote, and instead continue developing the language in the charter, removing the sentence that mentions the Brown Act. Additionally, the CSC also recommended presenting a clean version of the charter for consideration the next CSC meeting.

At the August 26th CSC meeting, CSC member Anetha Lue presented a thorough summary of the discussions during the various Charter Working Group meetings. In her summary, she stated the general agreement that the charter should ensure inclusion and fairness, achieving results and a leadership role for the community (Figure 2-3). Following her summary, the CSC requested to postpone a vote to approve the charter until Spanish translation was provided.

Figure 2-3: CSC Member Anetha Lue presented an update at the August 26th CSC meeting



The final charter, provided in English and Spanish, was approved by the CSC on September 24th and is available at the links below.

CSC Final Charter - September 24, 2020 version:

- English: <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/final-charter.pdf?sfvrsn=8>
Spanish: <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/final-charter-span.pdf?sfvrsn=8>

Committee Presenters

A critical aspect of the CERP is development and implementation through collaboration with committee members and the agencies, organizations, businesses, or other entities that they represent. Committee members were invited to share their work that is complementary to the actions being developed in the CERP, such as programs carried out by their organization that help address air quality issues in the community.

On July 31st, an informational workshop on Salton Sea and Pesticides was held to identify the roles of various public agencies dealing with the Salton Sea and pesticides. The workshop included presentations from CARB, Department of Pesticide Regulation, Imperial Irrigation District, Riverside County Agricultural Commissioner's Office and UC Riverside.

Committee members Dr. Ann Cheney, Adriana Chavez and Conchita Pozar provided information about ongoing studies related to the Salton Sea. Daniel Delgado represented committee member Ruben Arroyo from the Riverside County Department of Agriculture and Measurement (Agricultural Commissioner) Standards and described the role of the Agricultural Commissioner in implementing pesticide regulations.

Community Testimonials

In February 2019, at the North Shore Community Center, Leadership Counsel for Justice and Accountability (LCJA), in coordination with South Coast AQMD and the California Air Resources Board

Figure 2-4: Community members are invited to share their personal air pollution concerns



(CARB), invited residents from the ECV community to learn about the AB 617 program. Community members were invited to share personal stories, outline their concerns with air pollution and describe how it has negatively impacted their lives and community. A video documentary, “Estamos Aquí” was presented by local filmmakers, some of whom became ECV CSC Members, Bryan Mendez (filmmaker), Olivia Rodriguez (writer), and Daniel Morando (editor). These types of conversations from the

community during CSC meetings have helped provide perspective and context to frame the discussions during the CSC meetings (Figure 2-4).

Community Meetings

CARB designated the ECV community for the AB 617 program in December 2019. South Coast AQMD staff has hosted community meetings on a regular basis in the community or through virtual meetings. This included one kick-off meeting, a series of CSC meetings, community workshops, Q&A sessions, and Charter Working Group meetings.

Community Kick-Off Meeting

The Community Kick-Off Meeting in the ECV community was held on Wednesday, January 22, 2020 at the Coachella Library Conference Center (Figure 2-5). During this meeting, staff presented information about the AB 617 program and explained the critical role of the CSC in the development and implementation of the CERP and CAMP. During the kick-off meeting, community members were invited to fill out an interest form to express their interest in becoming a CSC member, and were then notified by mail or phone if they were selected to be a member or an alternate.

Figure 2-5: Community kick-off meeting at the Coachella Library



CSC Meeting Schedule

The CSC meetings were held on an approximately monthly basis, and all meetings were intended to be held in various locations throughout the community. However, due to the COVID-19 pandemic and the resulting executive orders from the Governor³, only one in-person meeting was held in February, and the remaining CSC meetings were transitioned to a video conferencing format. Because of the additional work needed to manage this transition to virtual formats, two meetings (March and April) were postponed, but CSC meetings resumed in May using the Zoom videoconferencing platform (Figure 2-6). Each meeting was open to the public, and Spanish interpretation was available at the kick-off meeting and at every CSC meeting. A full list of the meetings and details are provided in Table 2-1 of Appendix 2.

In response to the CSC members' requests for additional meetings to discuss the charter and to develop the CERP and CAMP, staff added several CSC meetings over the course of the year, for a total of 15 meetings for the ECV community.

Figure 2-6: Community Steering Committee meeting via Zoom



Meeting Facilitator

CSC meetings were facilitated by Jeanette Flores and Valerie Martinez of VMA Communications (www.vmapr.com).

Social Media

Staff received a suggestion from one committee member to live-stream meetings on social media in order to engage youth who use this technology and who may not be able to attend the meetings in person. All

³ Governor Newsom issued Executive Order N-25-20 on March 12, 2020 and Executive Order N-29-20 on March 17, 2020.

CSC meetings were subsequently live-streamed using Facebook Live (Figure 2-7). The links to the live-stream recording were also posted on the South Coast AQMD community webpage, so that members who could not attend or view the meeting live could view the recorded video of the meeting. All CSC meetings are publicized on Instagram (Figure 2-8), Twitter, and Facebook events, and are available in English and Spanish. Each video received more than 100 views.

Figure 2-7: Screen shot of Facebook Live recording of ECV CSC

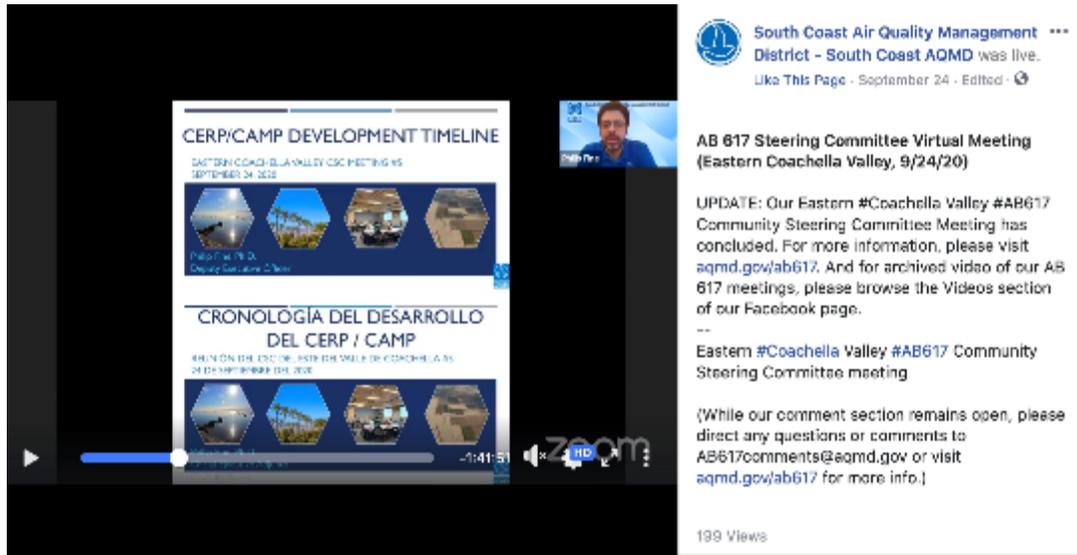


Figure 2-8. Screen shot of Instagram post of ECV CSC



Community Webpage

A community webpage (Figure 2-9) was created for the ECV community. The webpage includes information about upcoming meetings, meeting materials (flyers, agendas, presentations, handouts, live stream links, and meeting summaries). Additionally, the ECV community page includes interactive maps, the CSC roster, and the CAMP and CERP documents. All flyers, agendas, social media posts, presentations, and handouts to the CSC were made available in English and Spanish. Webpage: <http://www.aqmd.gov/nav/about/initiatives/community-efforts/environmental-justice/ab617-134/eastern-coachella-valley>

Figure 2-9: Community webpage for the Eastern Coachella Valley community

The screenshot shows the AQMD website interface. At the top, there is a navigation menu with links for AIR QUALITY, INCENTIVES & PROGRAMS, RULES & COMPLIANCE, PERMITS, NEWLY REDESIGNED & CALIFORNIA, TECHNOLOGY ADVANCEMENT, RESOURCES, and MEETING AGENDAS & MATERIALS. Below the navigation is a search bar and social media icons. The main content area is titled "AB 617 - 2019-Designated Communities" and "Eastern Coachella Valley (ECV)".

Recent & Upcoming Activity

Next Scheduled meeting:

4:00 p.m. – 6:00 p.m., Thursday, October 22, 2020 - Community Steering Committee Remote Meeting
 Zoom Link: <https://us.zoom.us/j/98534653376>
 Zoom Webinar ID (English): 985 3465 3376
 Teleconference Dial In: +1 669 900 6833
 Spanish Meeting ID: 937 9466 3910, Passcode: 214680 *
Please note that a passcode is now required for the dial-in Spanish line only.

Newsletters

- May 2020 - English (PDF) | Español (PDF)

Interactive Maps

- [Story Map - ECV Community Boundary and Regulatory Air Quality Monitoring - English | Español](#)

Informational Handouts

- [Air Quality Priorities - English \(PDF\) | Español \(PDF\)](#)
- [Open Burning \(agriculture and non-agriculture\) - English \(PDF\) | Español \(PDF\)](#)
- [Fugitive Road Dust - English \(PDF\) | Español \(PDF\)](#)

Prior Meetings & Activity

October 15, 2020 - AB 617 Incentive Strategies - Virtual Public Consultation Meeting

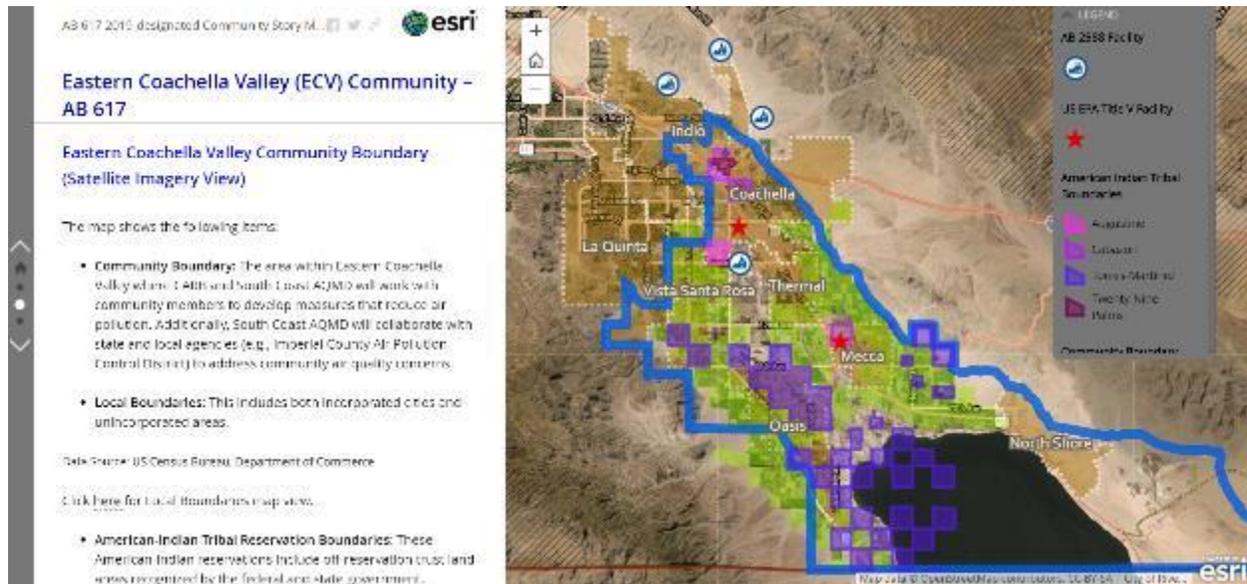
- [Meeting Agenda: English \(PDF\) | Español \(PDF\)](#)
- [Meeting Presentations: English/Español \(PDF\)](#)

October 14, 2020 - Community Steering Committee Remote Meeting

- [Meeting Agenda: English/Español \(PDF\)](#)
- [Meeting Presentations: English \(PDF\) | Español \(PDF\)](#)

The interactive maps on the webpage presented data about the community. Figure 2-10 is an example of an interactive map that was created for the ECV community. These interactive maps provide data on land use, locations of facilities, schools, hospitals, and daycare centers, and the air quality concerns identified by the CSC and members of the public. This information was provided to help inform air quality priorities for the CERP.

Figure 2-10: Interactive map showing land use in the ECV community



Community Bus Tour

A critical part of the CERP development and implementation is collaboration with committee members and the agencies, organizations, businesses, or other entities that they represent. In early 2020, a Community Bus Tour was being organized by some committee members in collaboration with South Coast AQMD staff. However, due to the Governor's executive orders related to the COVID-19 pandemic, the community bus tour remains on hold until it is deemed safe to hold such an event.

Technical Advisory Group

In February 2019, the AB 617 Technical Advisory Group (TAG) was established to provide a forum to discuss technical details related to the development and implementation of the CAMPs and CERPs.⁴

In 2020, the TAG met twice to discuss technical details related to the CERP and CAMP development for the two 2019-designated communities (SELA and Eastern Santa Coachella Valley). Topics discussed included monitoring equipment and laboratory capabilities, methodology and data sources for developing an air toxics emissions inventory at a community scale, methodology for forecasting emissions in future years, and methodology for modeling air toxics levels across geographical areas. All meetings were open to the public, webcast on the www.aqmd.gov webpage, and included an email option to send questions to be answered during the meeting.

Many of these technical considerations apply to all five AB 617 designated communities, thus the TAG includes up to 3 members from each CSC, and additional technical experts from academia, research institutes, and governmental agencies. The ECV CSC members who served as TAG members in 2020 are

⁴ The webpage for the TAG: <http://www.aqmd.gov/nav/about/initiatives/environmental-justice/ab617-134/technical-advisory-group>

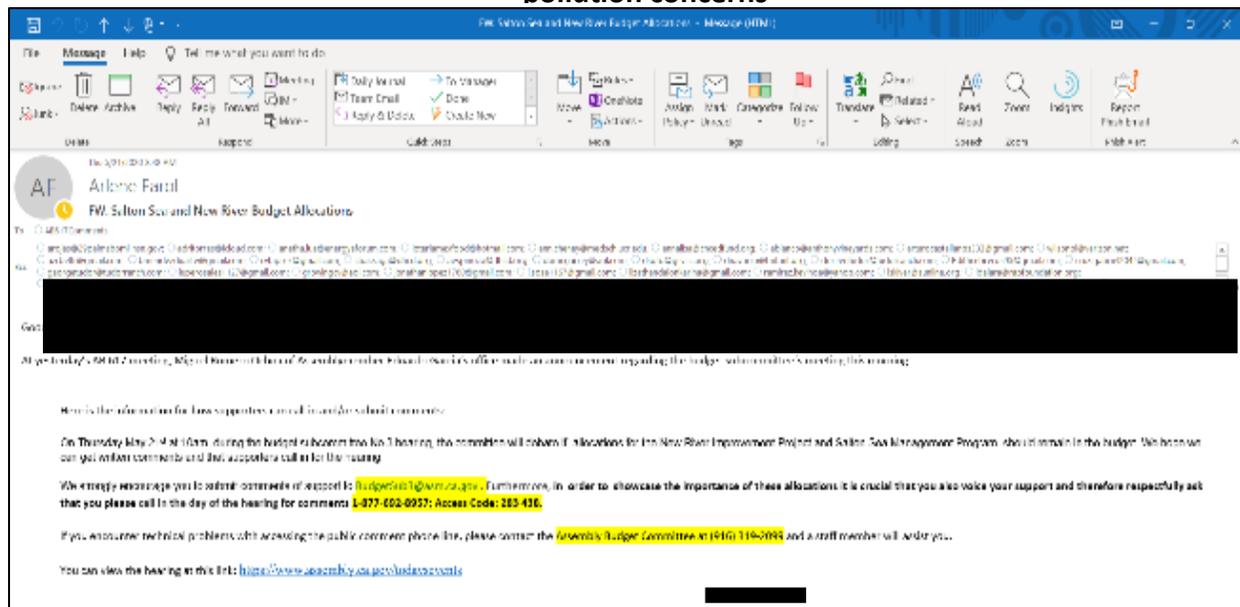
Lilian Garcia and Ryan Sinclair. Additional information about the TAG and the 2020 TAG meeting schedule are provided in the Chapter 2 Appendix.

Additional Community Engagement

In addition to establishing the CSC and convening monthly meetings, South Coast AQMD staff participated in one-on-one or small group meetings with members, and attended meetings led by various community organizations. These meetings gave committee members an opportunity to communicate directly with staff. Additionally, these meetings give staff an opportunity to answer questions and clarify information requested from CSC members. Staff was able to gain a better understanding of the unique issues faced by each community by attending and participating in meetings led by community organizations.

Broader public engagement is also important to the AB 617 program. Every CSC meeting agenda includes an opportunity for committee members to suggest agenda items to co-create future agendas for upcoming meetings. Staff reviews comments after each CSC meeting, and responds as needed. (Figure 2-11).

Figure 2-11: Community members are invited to share community information on air pollution concerns



Throughout the development of the CERP, community liaisons and other staff met with community members, environmental justice organizations, industry, and other stakeholders to provide assistance and prompt response to concerns raised about the CSC process. Community liaisons also attended meetings from local organizations, environmental justice groups, city and county government to promote participation in the development and implementation of the CERP. Staff attended meetings hosted by other entities in this community to give presentations on AB 617 CERP development and had more than 35 in-person, phone, and meetings with committee members to discuss the CSC process and seek input on CERP actions. South Coast AQMD staff will continue to work with the CSC to implement the CERP actions and provide periodic community updates on implementing the plan. Community engagement is essential to the success of the CERP and the AB 617 program as a whole, and all parties

are committed to building and improving upon existing outreach efforts. An Outreach Plan will be developed to support the strategies and actions of the CERP. Staff hopes to find creative, mutually beneficial ways to partner with the CSC, community organizations and local community members. As part of the Outreach Plan, staff will work with the CSC to determine how CERP actions will help increase awareness, gain community recognition, and encourage action among the ECV community.

Figure 2-12: Small group air quality priority exercises with CSC members and South Coast AQMD staff



CHAPTER 3A:

COMMUNITY PROFILE

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Chapter 3a: Community Profile

Native Lands

The Eastern Coachella Valley (ECV) is home to many native and indigenous communities, with their natural and cultural resources enriching the community in which we do this work. There are four federally-recognized tribes within the ECV: the Twenty-Nine Palms Band of Mission Indians Tribe, the Cabazon Band of Mission Indians Tribe, the Torres-Martinez Desert Cahuilla Indians Tribe, and the Augustine Band of Cahuilla Indians Tribe. South Coast AQMD recognizes the sovereignty of these tribes, and is committed to work in collaboration with these tribes on actions within the CERP that affect tribal land.

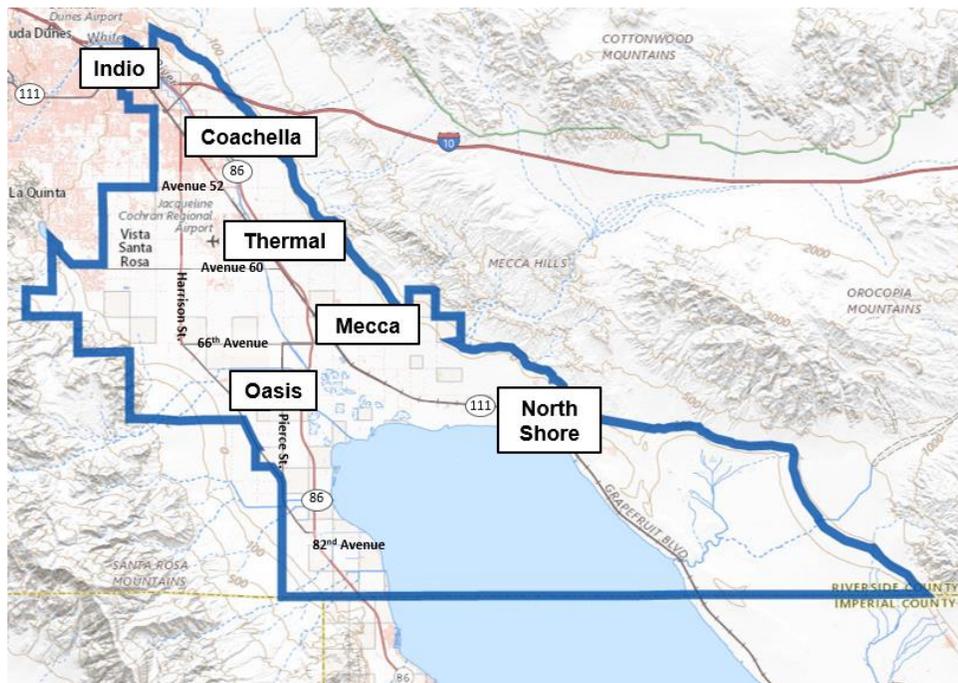
Introduction

The community profile describes the characteristics of ECV and the types of air pollution sources that impact the community. Understanding the characteristics of ECV and the air pollution sources affecting the community is crucial to addressing the air quality priorities outlined in Chapter 5. Additional community details (e.g., types of stationary sources and socioeconomic information) are available in Appendix 3a – Community Profile.

Community Boundary and Air Quality Priorities

The AB 617 community of ECV stretches from the City of Indio south to the Riverside County portion of the Salton Sea; it includes the City of Indio, the City of Coachella, a small portion of the City of La Quinta (southern part of the city), and the unincorporated areas of Thermal, Mecca, Oasis and North Shore (Figure 3a-1). This community is located within Riverside County and within the Salton Sea Air Basin and shares its southern border with the Imperial County Air Pollution Control District.

Figure 3a-1: ECV Community Boundary



During the development of the Discussion Draft CERP, the ECV CSC discussed the geographic areas and neighborhoods to include in the ECV community boundary under the AB 617 program. The CSC members focused on the most populated areas that are most burdened by environmental impacts.

The ECV CSC established one distinct geographic boundary to represent this community for the purpose of the CERP (Figure 3a-1). The “community boundary” focuses on places in the community where residents live, work, attend school, and spend most of their time, and also includes nearby air pollution sources (e.g., facilities and major truck routes), normally included in the “emissions study area.”

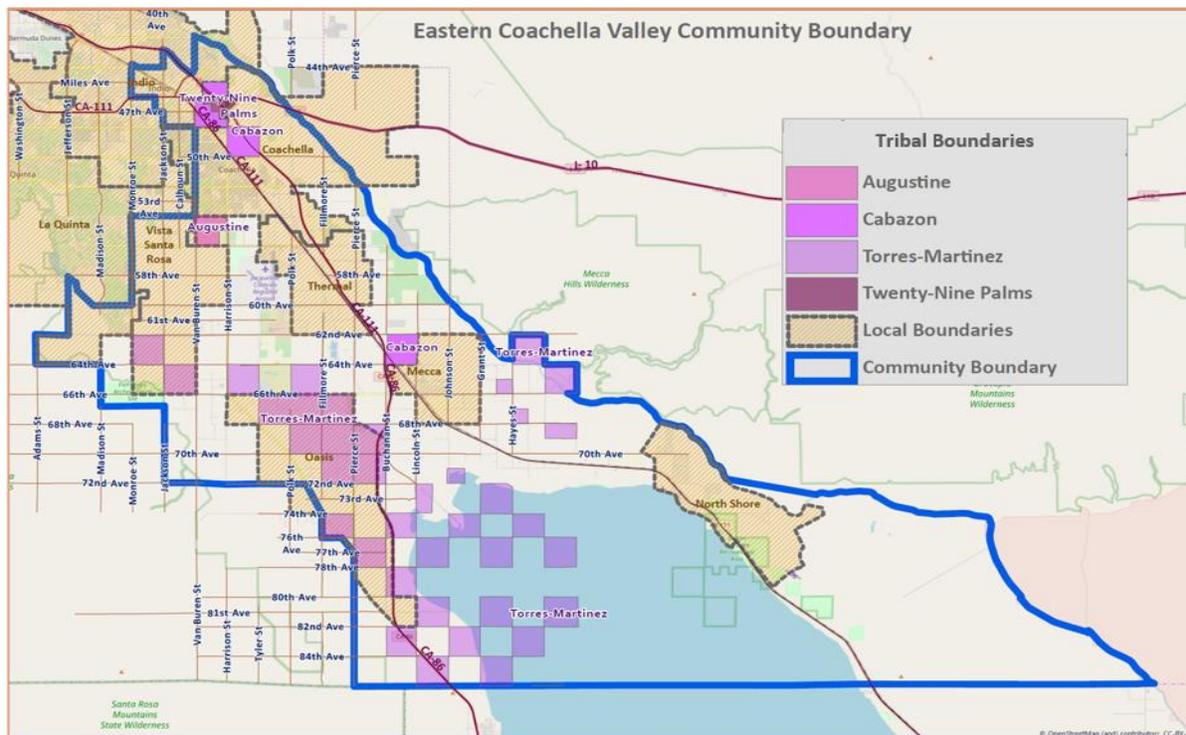
A member of Comité Civico del Valle described the community in the following way during the self-nomination process for AB 617 consideration in 2019:

“The Eastern Coachella Valley is subject to extreme heat, gusty winds, sandstorms, and reduced precipitations patterns that regularly occur in the region, increasing exposures to harmful dusts from fields, roads, and the receding shores of the Salton Sea. Its highly transited transport corridor connecting Los Angeles, Phoenix and Northern Mexico truck routes are among the largest contributors of regional air pollutions. Furthermore, ECV a heavily undeserved (sic: underserved) agricultural community lacks the most basic infrastructure and subjective to high levels of pollution burdens. Monitoring the air quality and developing emissions reductions program will give the community the opportunity to a better quality of life in the process transforming the entire regions characteristic.”

During the community selection process, it was widely recognized that the ECV has many unique air pollution issues (e.g., the Salton Sea, agricultural pollution, and particulate matter (PM10) in windblown dust) that are very different from those for the South Coast Air Basin. Local sources of air pollution in the ECV include fugitive dust from construction activities, vehicles on roadways (including unpaved roads), agricultural burning, and the increased exposure of the Salton Sea playa. Strong and sustained wind conditions transport particulates and contribute to high PM10 levels.

This is an area that includes several cities and rural communities within Riverside County. There are multiple sources of pollution in the region that are associated with agricultural activities, goods movement, industrial facilities and hazardous waste facilities. ECV is home to four Tribal Reservations (Figure 3a-2). These include the Twenty-Nine Palms Band of Mission Indians Tribe, the Cabazon Band of Mission Indians Tribe, the Torres-Martinez Desert Cahuilla Indians Tribe, and the Augustine Band of Cahuilla Indians Tribe. These Tribal reservations include off-reservation trust land areas recognized by the federal and state government. Another characteristic that makes this community unique is that it is highly impacted by the declining Salton Sea levels.

Figure 3a-2: Eastern Coachella Valley Community Boundary with Local Boundaries and Tribal Reservation Boundaries



Indio

The City of Indio is located in the northern most portion of the community boundary, northwest of Coachella and approximately 23 miles east of Palm Springs, CA.

Coachella

The City of Coachella is located southeast of Indio, and approximately 40 miles east of Palm Springs, California - east of Jackson Street, between Avenues 44 and Airport Boulevard with two main highways that intersect: Highway 111 and CA-86.

Thermal

Thermal is an unincorporated community located south of the City of Coachella. Its rough boundaries are Harrison Street and CA-86; Airport Boulevard and Avenue 66, about halfway between the City of Coachella and the Salton Sea. Some residents in this community are not connected to a public water or sewer system and rely on groundwater from wells for their water.

Oasis

Oasis is an unincorporated community located south of Thermal from Avenues 66 to 82 and between Harrison Street and CA-86. It also edges up to the northwestern part of the Salton Sea.

Mecca

Mecca is an unincorporated community located east of Thermal. Its boundaries are CA-86 and Johnson Street, and Avenues 64 and 66, about halfway between Thermal and the Salton Sea. Mecca is the most developed and clustered community out of the four unincorporated communities in the ECV. Mecca is surrounded by agricultural fields and is located right next to Grapefruit Boulevard (Highway 111) and about one mile from CA-86. This community also houses an industrial facility adjacent to housing projects named Greenleaf Desert View Power Plant. In addition, tribal lands near the Mecca community have been hotspots for illegal dumping from outside sources and produce odors to neighboring residents and passersby.

North Shore

North Shore is an unincorporated community located east of Oasis and southeast of Mecca edging up to the northeastern part of the Salton Sea. This community is about 20 miles from the City of Coachella and comprised of three different clusters of homes.

Community Characteristics

In the ECV, residents work primarily in agriculture, contributing to one of the most vital agricultural regions in both the state and country. Coachella Valley's agricultural industry is the second largest contributor to the local economy. ECV residents are also the backbone of the hospitality and tourism industries in the western Coachella Valley.

The ECV is an area where the population is increasing relatively quickly. Its location is of great importance due to the proximity to the California/Mexico Border, in which most immigrants tend to settle in search of year-round or seasonal work. Those communities within the ECV community boundary are home to underserved, low-income, immigrant communities of color, Tribes, and other indigenous populations, reflecting rich, vibrant and resilient cultures that have allowed cross-cultural interaction between community members. Parts of the east side of the community lack access to the most basic and fundamental services such as potable drinking water, sewer systems, reliable transportation, and other amenities that residents need daily.

After finalizing the community boundary, the CSC discussed their air quality concerns and identified a set of air quality priorities (the full list can be found here: <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/aq-priority-list.pdf?sfvrsn=8>) through an air quality prioritization activity. The results of the air quality prioritization activity (ranked list can be found here: <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/priorities-june25-2020.pdf?sfvrsn=8>) was used to determine the top air quality priorities and the actions necessary to address them. The top air quality priorities for the ECV community are:

- Salton Sea
- Pesticides
- Open Burning and Illegal Dumping
- Fugitive Road Dust and Off-Roading
- Diesel Mobile Sources
- Greenleaf Desert View Power Plant

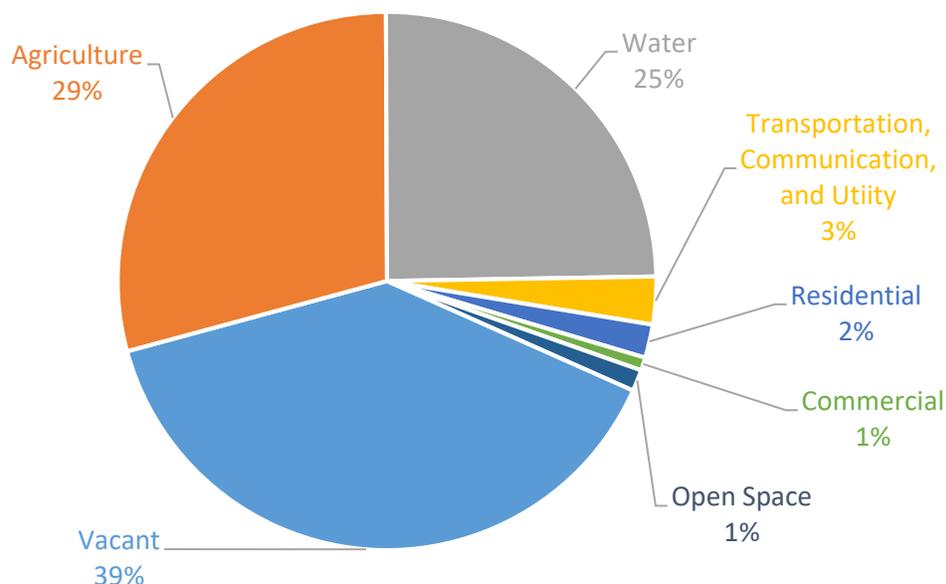
The actions to address each air quality priority are described in Chapter 5.

Community Land Use Profile and Related Data

The ECV community is shown in Figure 3a-1. The community boundary includes a land area of approximately 288 square miles. About 2% of this land area is used for residential living, 1% is zoned for commercial uses, 1% is zoned for industrial uses, 3% is used for freeways, roadways, and utilities and communications services, 29% is used for agriculture which is land that is used primarily for the production of food, fiber, and livestock, 39% is used for vacant land which is land that had not been built-up with man-made structures, and 25% is water which includes open water bodies which are greater than 2.5 acres in size. (Figure 3a-3).ⁱ

ⁱ Land use refers to how certain areas of land are classified for development and use. Land use data is often used for city or county planning, such as the placement of housing developments and transportation hubs. Land use data is derived from the 2016 Southern California Association of Governments (SCAG) Regional Transportation Plan/ Sustainable Communities Strategy, which is based on 2012 data.

Figure 3a-3: Land use profile in ECV



Appendix 3a presents data based on previous cumulative impact studiesⁱⁱ to describe the impacts of toxic air pollutants in this community, as well as other environmental pollution, public health factors, and social and economic factors that make people more sensitive or vulnerable to the health effects of pollution.¹ The Multiple Air Toxics Exposure Study IV (MATES IV) and CalEnviroScreen 3.0 are two tools used to evaluate the characteristics that describe this community. The South Coast AQMD conducts the MATES study, which used air toxics monitoring, emissions inventories, modeling, and health risk assessment techniques to calculate the cancer risk due to toxic air pollutants (“air toxics cancer risk”). CalEnviroScreen3.0 is a screening tool developed by the California Office of Environmental Health Hazard Assessment (OEHHA) that is used to identify communities that are most affected by various sources of pollution, and where people are especially vulnerable to the effects of pollution.

References

1. Office of Environmental Health Hazard Assessment. CalEnviroScreen 3.0. <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30>, Accessed September 10, 2020.

ⁱⁱ More information regarding MATES IV and the final report can be found on South Coast AQMD’s website at: <http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/matesiv>.

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CHAPTER 3B:

FUGITIVE EMISSIONS AND SOURCE ATTRIBUTION

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Chapter 3b: Fugitive Emissions and Source Attribution

The Community Emissions Reduction Plan (CERP) identifies air quality priorities based on community input and from evaluating technical data on emission sources in the community. The CERP defines actions and strategies to reduce the emissions and exposure burden from sources of criteria air pollutants (CAPs) and toxic air contaminants (TACs). To accurately determine emission reductions from these actions and strategies, a baseline emissions profile needs to be established. Baseline emissions can be determined through an emissions inventory that includes accounting of sources and their emissions. Source attribution analysis is the accounting of sources, their emissions and their contribution to the cumulative exposure burden and is required to meet AB 617 statutory requirements. The baseline reference year is 2018. Emissions information for facilities within the ECV community that reported emissions in 2019 to South Coast AQMD through the Annual Emissions Reporting (AER) program can be found here:

<http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/aer-data-2019.pdf?sfvrsn=8>

There are many possible approaches to a source attribution analysis. Based on the data that were available for this community, this source attribution analysis emphasizes identifying sources within the community (emissions inventory) and an air quality modeling analysis to identify how much these different sources contribute to air pollution levels in the community. More information on source attribution methods is included in the Source Attribution Methodology report¹. The most recent air quality modeling analysis was conducted as part of the Multiple Air Toxics Exposure Study (MATES IV) conducted in 2012 and 2013. MATES V is currently underway and will update cancer risk estimation for the Eastern Coachella Valley (ECV) as well as other parts of the South Coast AQMD jurisdiction. Previous special monitoring campaigns also identified sources of odors and hydrogen sulfide and analyzed the contribution of dust from the Salton Sea playa. More information on earlier analyses can be found in the community identification profiles². The detailed methodology used to develop the emissions inventory is provided in

Chapter 3B Highlights

- Information about the sources of air pollution in this community is presented in a “source attribution” analysis
- Diesel particulate matter (DPM) is currently the main air toxic pollutant in this community, and it comes mostly from on-road and off-road mobile sources
- Other key air toxic pollutants in this community are cadmium and arsenic from construction and demolition, and 1,3-butadiene (from mobile sources and industry)
- In future years, diesel emissions will decrease substantially due to ongoing and newly proposed regulations, but these emissions continue to be the main driver of toxicity in this community

¹ Methodology for Source Attribution Analyses for the first year AB 617 Communities in the South Coast Air Basin (Technical Report), 2019. <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/technical-advisory-group/source-attribution-methodology.pdf?sfvrsn=8>

² Submittal to CARB – AB617 2019 Designated Communities: <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/year-2/community-identification-prioritization/final-submittal-year-2.pdf>

the Source Attribution Methodology report³. A community-specific emissions inventory was developed for CAPs, including Nitrogen Oxides (NOx), volatile organic compounds (VOC), and fine particulate matter (PM 2.5), and TACs based on the most recent available data.

The primary sources of air pollution emissions in the ECV community are on-road vehicles, farming equipment, trains, off-road equipment, and certain industrial activities. This community is also highly impacted by the declining Salton Sea levels, resulting in increasing dust emissions from the Salton Sea playa. Figure 3b-1 shows the primary source categories contributing to CAPs in the ECV community in 2018.

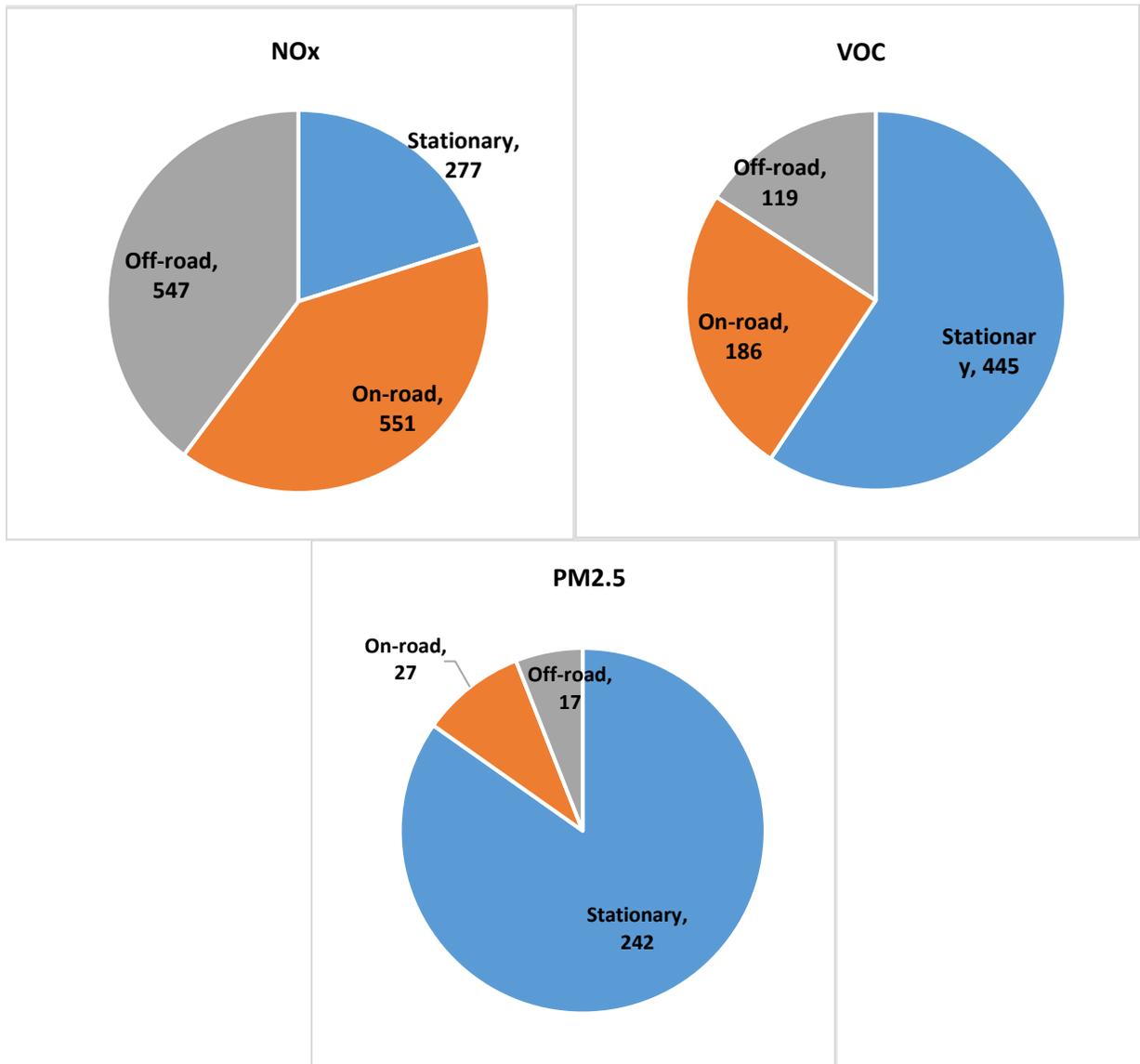
Below is a summary of the CAP emissions in 2018:

- NOx emissions in this community are dominated by mobile sources – both on-road and off-road – which account for more than 80% of the total emissions. Heavy-duty truck traffic, trains, and off-road equipment are the largest sources for NOx. Stationary sources contribute less than 10% of NOx emissions in this community, mostly from fuel combustion in the industrial sectors.
- VOC emissions are dominated by stationary sources, with consumer products being the largest source. Passenger vehicles and off-road equipment, such as lawn mowers and small gasoline engines, are the largest contributors to VOC from on-road and off-road mobile sources, respectively.
- PM2.5 emissions are largely from stationary source emissions, with construction and demolition being the most important source. Other sources include paved and unpaved road dust and farming operations. While paved road dust is also related to vehicles traveling on roads, it is considered as a stationary source rather than a mobile source.

It is important to note that the inventory does not account for some sources of particulate matter such as unpermitted or illegal burning of waste, wildfire emissions, windblown dust from dust storms, or dust blown from the Salton Sea playa. These sources may affect air quality in specific events, but are challenging to quantify due to their inherent uncertainty. Although these emissions are not able to be quantified using available scientific methods, they are important sources of emissions that are being addressed in this CERP.

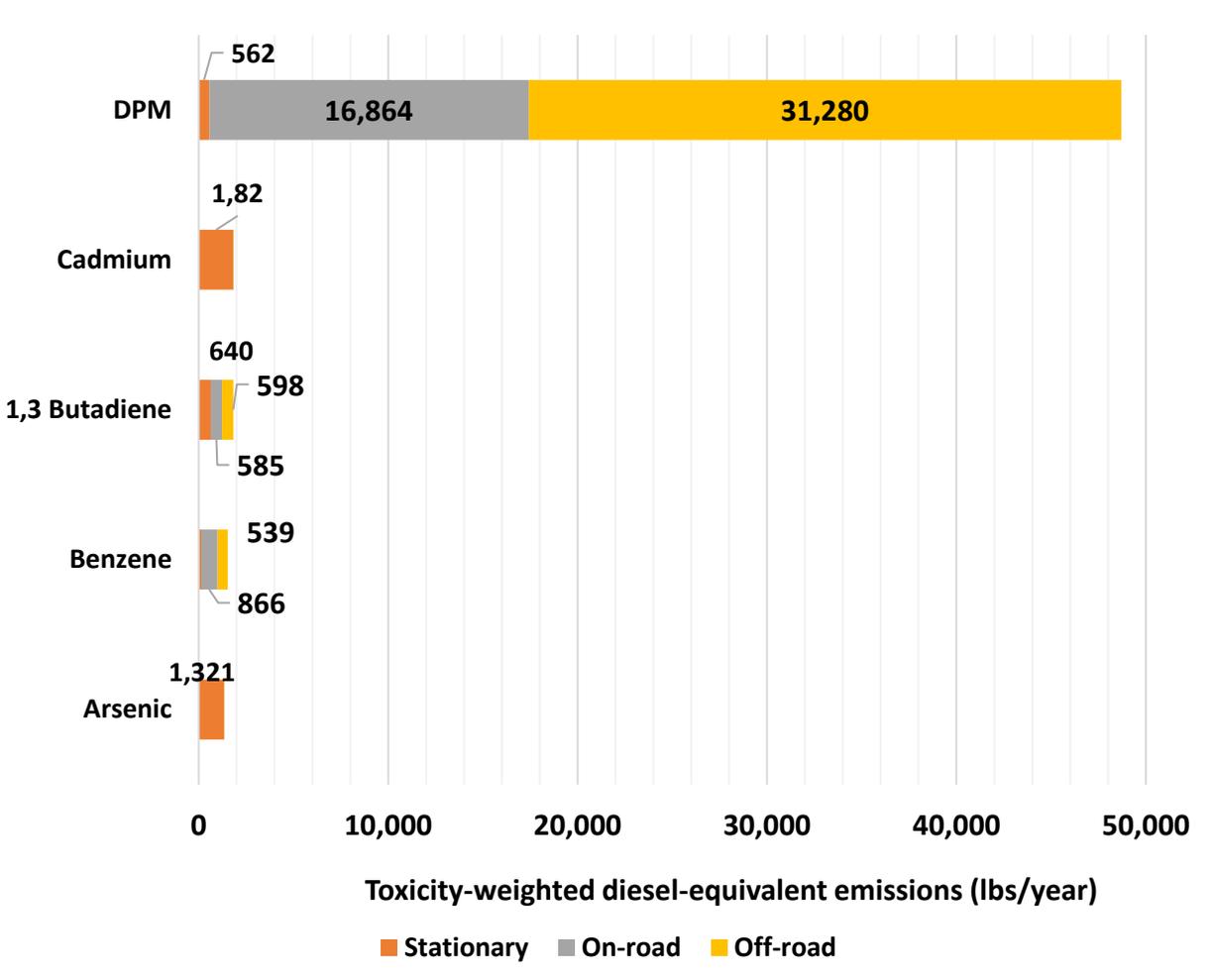
³ Methodology for Source Attribution Analyses for the first year AB 617 Communities in the South Coast Air Basin (Technical Report), 2019. <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/technical-advisory-group/source-attribution-methodology.pdf?sfvrsn=8>

Figure 3b-1: Primary source categories of NO_x, VOC, and PM_{2.5} emissions in the ECV community in 2018 (tons/year)



For TACs in the baseline year 2018, DPM is the main air toxic pollutant in this community, with on-road and off-road mobile sources as the predominant sources. The primary contributors of DPM are heavy-duty trucks, trains, farm equipment, and industrial off-road diesel equipment. Stationary sources contribute to the emissions of cadmium and arsenic from the construction and demolition sector, and to emissions of 1,3-butadiene from the chemical industry. Other significant TACs include benzene and formaldehyde from on-road mobile sources. Figure 3b-2 shows TACs in ECV by toxicity-weighted diesel-equivalent emissions in 2018. The emissions are weighted based on the cancer potency of each TAC relative to DPM. For example, cancer potency of arsenic is approximately 11 times higher than that of DPM per unit of mass. Thus, arsenic emissions are multiplied by 11 to estimate the toxicity-weighted emissions of arsenic. This weighting approach shows a comparison of the contribution of each TAC to overall toxicity using a consistent scale.

Figure 3b-2: TAC emissions in the ECV community in 2018 (toxicity-weighted diesel-equivalent, lbs/year)



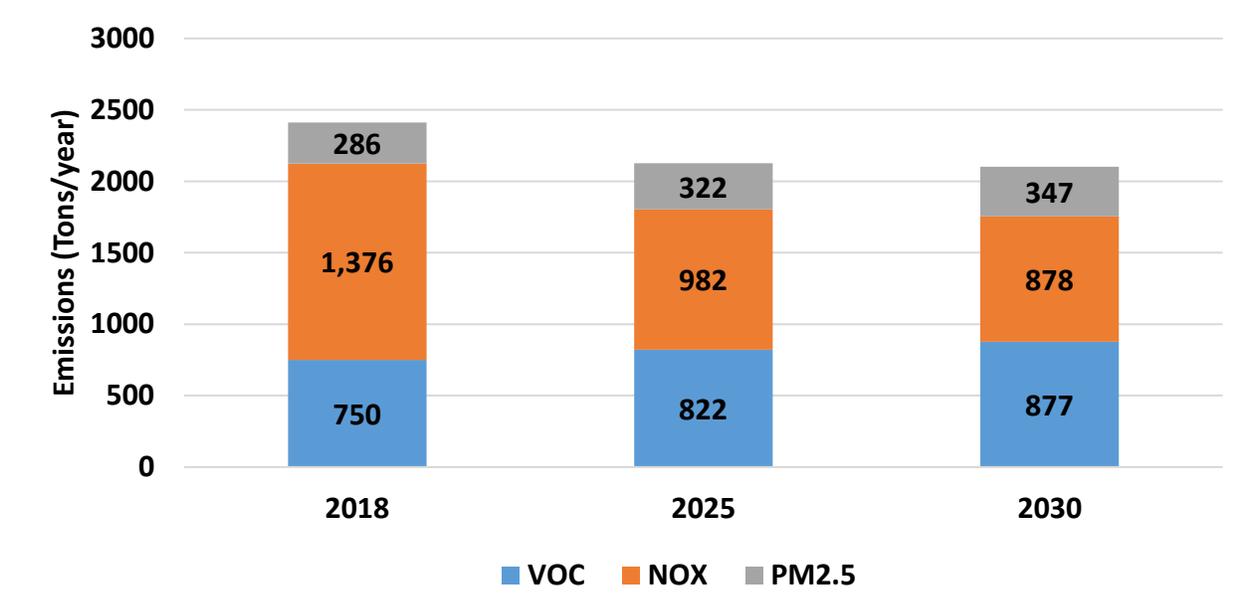
As part of the source attribution analysis, emission trends are determined for two future milestone years. The future milestone years are 2025 and 2030. Future emission trends of CAPs and TACs in the ECV community are projected using the best available information on population growth, economic growth and emission adjustments reflecting the ongoing implementation of existing regulations that reduce specific air pollutants. Regulations reflected in these projections include South Coast AQMD and CARB regulations.

Figure 3b-3 shows the projected CAP emissions (NO_x, VOC and PM_{2.5}) in the ECV community in the two future milestone years 2025 and 2030, along with the baseline year 2018. Below is a summary of the CAP emissions between 2018 to 2030:

- NO_x emissions in the community are expected to decrease substantially between the year 2018 through 2030, due to the existing regulations on mobile sources, despite the expected increase in industrial and mobile source activities.
- VOC emissions are expected to increase between 2018 and 2030, mostly due to increased consumer product use and industrial activities, including industries in degreasing, coatings, adhesives, and waste disposal.

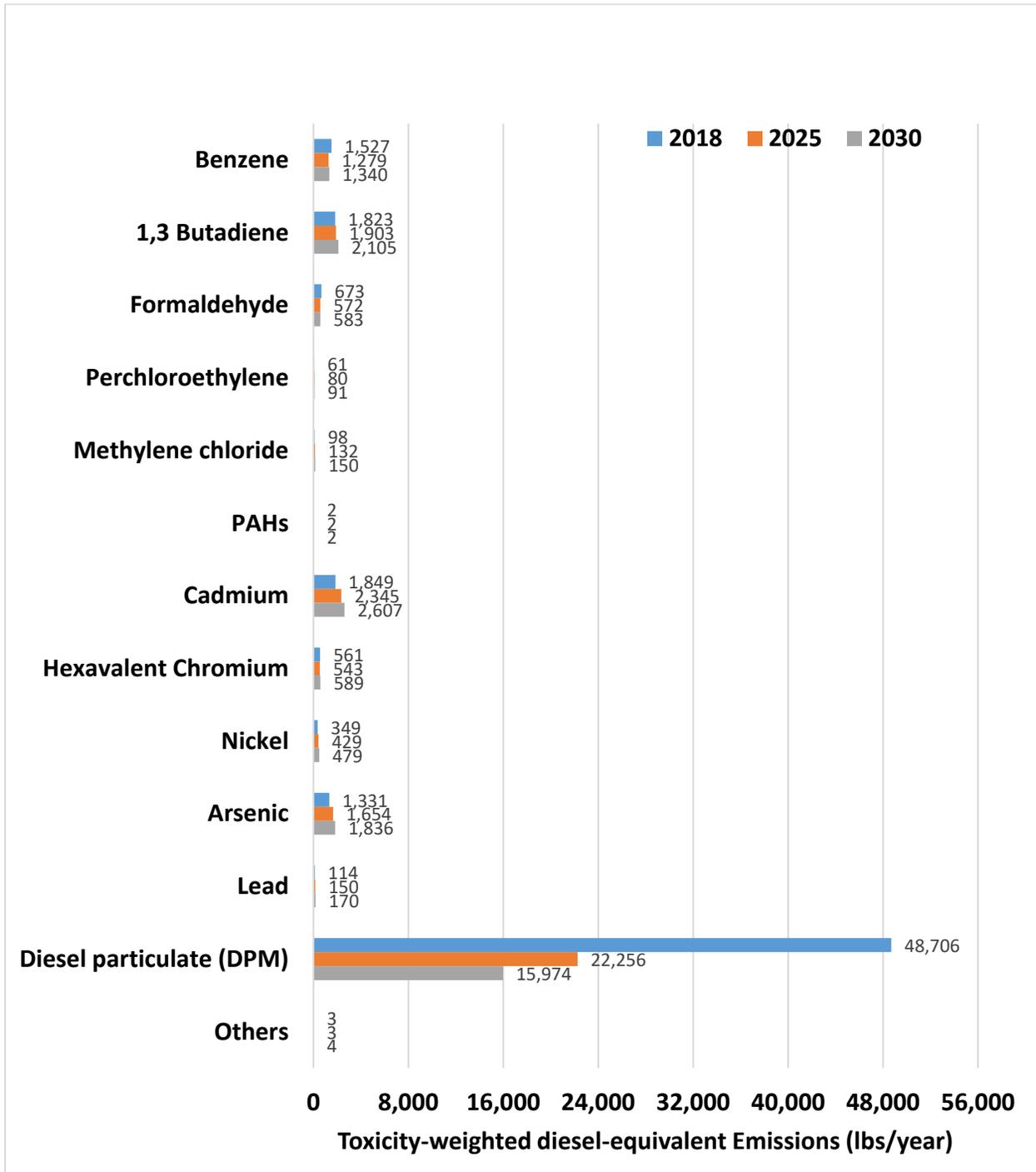
- PM2.5 emissions are also projected to increase between 2018 and 2030, due to increases in construction and demolition activities.

Figure 3b-3: Emission trends in ECV for NOx, VOC, and PM2.5 (tons/year) for the years 2018, 2025 and 2030



Trends for TAC emissions are shown in Figure 3b-4. DPM continues to dominate the TAC emissions inventory in future years, despite a significant reduction in DPM from heavy-duty trucks and off-road equipment. DPM emissions are projected to decrease by 67% between 2018 and 2030. Emissions of cadmium, arsenic, nickel and lead are projected to increase due to the increase in construction and demolition activities as well as paved road dust. Emissions of 1,3-butadiene are expected to increase due to an increase in industrial activity in the chemical sector and in off-road equipment emissions. Benzene and formaldehyde emissions are projected to decrease from 2018 to 2025 due to decreases in the emissions from vehicles, but they are expected to increase slightly through 2030 due to increasing emissions from industry and off-road equipment. Additional details on the source attribution for ECV can be found in Appendix 3b.

Figure 3b-4: Emission trends in ECV for TACs (toxicity-weighted diesel-equivalent, lbs/year) for the years 2018, 2025 and 2030



CHAPTER 4:

ENFORCEMENT PLAN

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Chapter 4: Enforcement Plan

Introduction

This chapter describes the history and overall approach to enforcement by South Coast AQMD and the California Air Resources Board (CARB). In addition, the Community Emissions Reduction Plan (CERP) includes focused enforcement actions, which are described in Chapter 5 (e.g., open burn inspections).

Enforcement Programs - Purpose and Jurisdiction

The primary goal of enforcement activities is for regulated entities to comply with air quality rules and regulations, and to protect public health. Part of this process involves consistently identifying and resolving violations, thereby ensuring a level playing field for all regulated entities and preventing unfair advantages for companies that do not comply with rules and permit conditions.

Both CARB and South Coast AQMD enforce air pollution regulations, conduct inspections of air pollution sources, and have the authority to issue Notices of Violations that can lead to the recovery of penalties.ⁱ

An air pollution source can be a specific piece of equipment, a business, a government agency, or any other entity that creates air pollution. CARB is primarily responsible for enforcing rules that apply to mobile sources, while South Coast AQMD is primarily responsible for stationary sources (e.g., facilities).

Table 4--1: Overview of regulatory authority for South Coast AQMD and CARB

Air Pollution Source Category	Examples	Main Regulatory Agency
Mobile sourcesⁱⁱ	Trucks, buses, ships, boats, cargo handling equipment	CARB
Stationary sources	Refineries, power plants, oil/gas facilities, manufacturing plants	South Coast AQMD
Area-wide sources	Paint used on buildings, prescribed burning, open burning	South Coast AQMD
Sources of greenhouse gases	Methane and certain other mobile source emissions, refrigerants, and other sources	CARB and South Coast AQMD

ⁱ More information about penalties is provided in Appendix 4.

ⁱⁱ Railroad operations are regulated at the federal level primarily by the Federal Railroad Administration and the Surface Transportation Board, and locomotive emissions are regulated by the U.S. EPA. These agencies' regulatory authority may preempt certain federal, state, and local regulatory authorities and actions.

Chapter 4 Highlights

- From 2017 through 2019, CARB conducted over 1,500 inspections and South Coast AQMD responded to approximately 370 complaints and conducted over 300 inspections within the Eastern Coachella Valley community.
- Both CARB and South Coast AQMD will continue to coordinate their enforcement programs to address air pollution sources effectively within their respective jurisdictions.
- An enforcement approach that utilizes specialized program structures, outreach efforts in the community, use of technology, and interagency partnerships can lead to further emission reductions.

Enforcement History

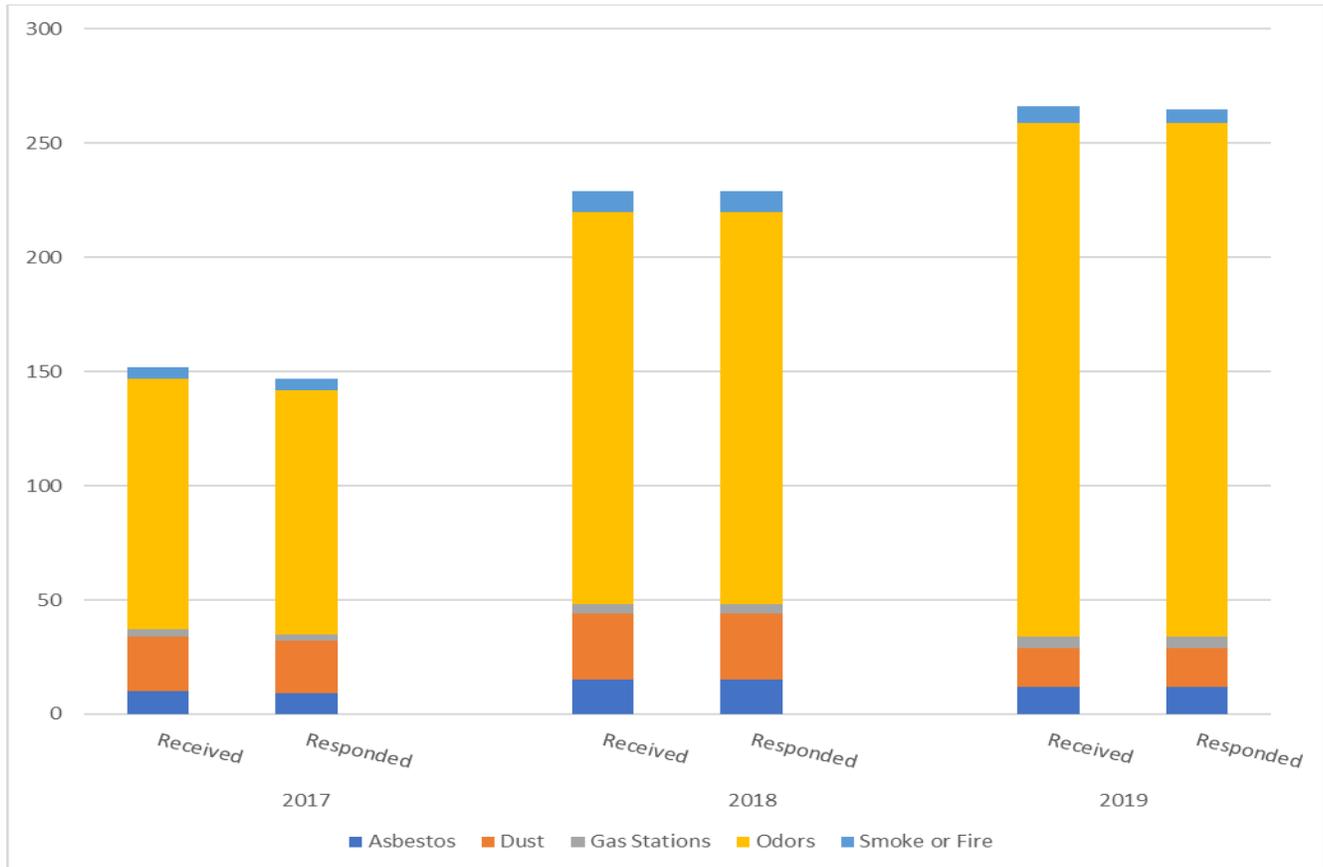
Both CARB and South Coast AQMD enforcement staff have had a significant presence in the community of Eastern Coachella Valley for many years. This section provides the most recent three-year enforcement history for each agency in this community.

South Coast AQMD Enforcement History in the ECV Community

South Coast AQMD's enforcement presence is comprised of many different compliance-related activities including, but not limited to, investigating complaints, responding to breakdowns and performing facility inspections.

Responding to complaints is a crucial part of South Coast AQMD's enforcement program. By taking complaints directly from members of the public, inspectors can focus their efforts to identify and address air pollution problems that matter to the community. South Coast AQMD's enforcement team gives priority to complaints and attempts to respond to every air quality complaint received. Figure 4-1 shows the number and types of complaints received and responded to by South Coast AQMD staff.

Figure 4-1: Number of complaints (by type) in the Eastern Coachella Valley community



South Coast AQMD enforcement staff perform inspections at facilities and other air pollution sources. These can include onsite inspections for permitted and non-permitted equipment, fugitive emissions, and compliance with rules and permit conditions, as well as surveillance activities in the community, such as efforts to trace the source of an odor. Additionally, South Coast AQMD enforcement staff perform inspections of open burn piles to ensure compliance with rules governing open burning. As of September 2020, there are approximately 233 facilities

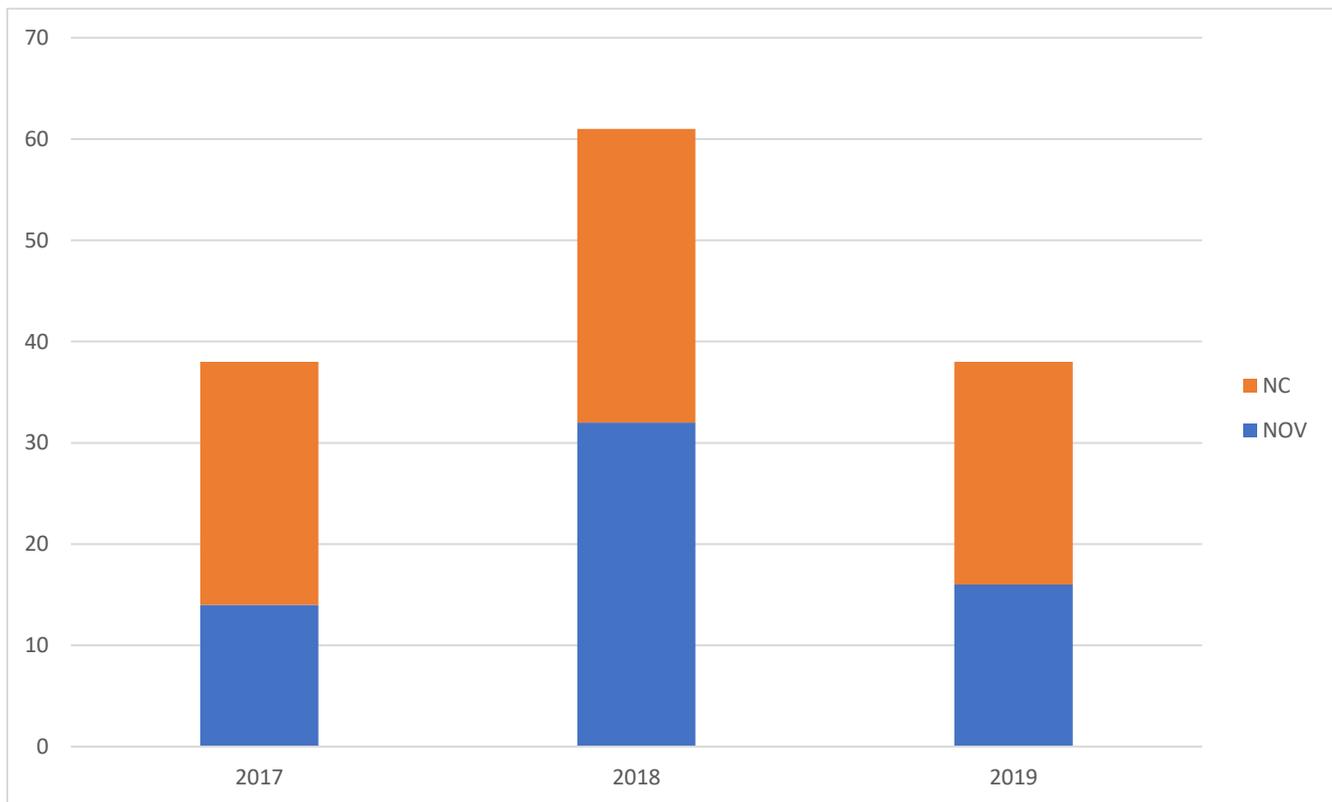
permitted by the South Coast AQMD in this community. A list of these facilities is available in Appendix 4. From 2017 through 2019, South Coast AQMD staff conducted 63 facility inspections within the ECV Community Boundary, and 250 open burn inspections.

Enforcement actions may involve issuing two types of notices:

- *Notice to Comply* (NC) – requiring a facility to correct a minor violation or to provide specified records; or
- *Notice of Violation* (NOV) – formally identifying violations of particular rules or regulations, which may result in civil penalties or, in some cases, referral for criminal prosecution.

From 2017 through 2019, South Coast AQMD issued 75 NCs and 62 NOVs in the ECV community. Figure 4-2 shows the number of NCs and NOVs in this community during this period. A list of these enforcement actions is available in Appendix 4.

Figure 4-2: Number of Notices to Comply (NCs) and Notices of Violation (NOVs) issued in the Eastern Coachella Valley community



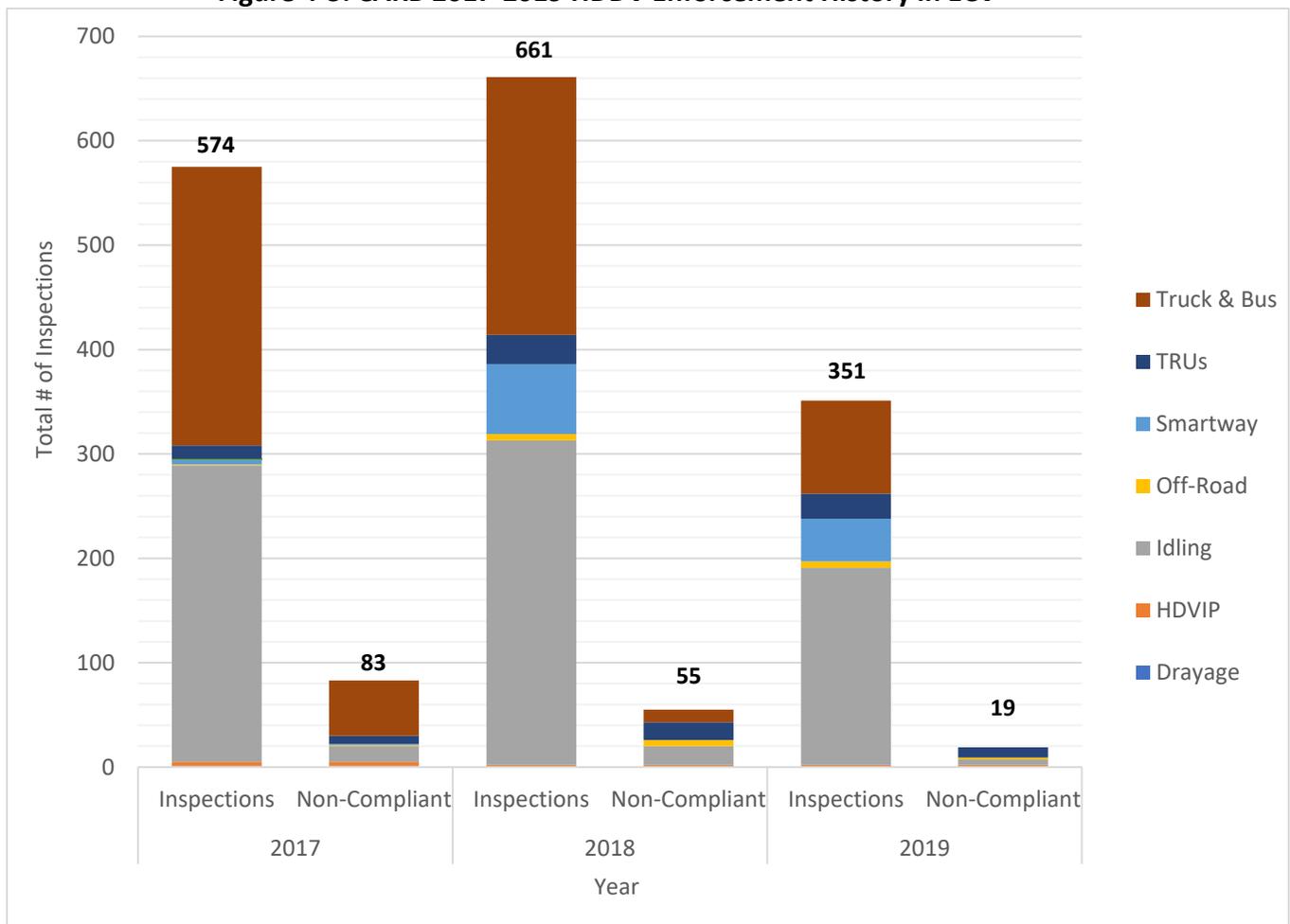
CARB Enforcement History in this Community

CARB's enforcement approach is two-pronged: ensuring compliance through robust, regular inspections and deterring violations through the penalty assessment process. From the compliance side, it includes conducting both field inspections and fleet-wide audits. For field inspections, the focus has been on enforcing heavy-duty diesel vehicle (HDDV) regulations, such as the Truck and Bus Regulation, the airborne toxic control measure (ATCM) to limit idling, and the Heavy-Duty Vehicle Inspection Program (HDVIP). At refineries and fueling stations, CARB enforces fuel formulation regulations. For railyards, CARB enforces regulations related to drayage trucks, transportation refrigeration units (TRUs), and cargo handling equipment (CHE) (see Figure 4-4: **CARB**

Enforcement Programs Relevant to the ECV Community below for a more detailed description of the enforcement program). From the deterrence-side, CARB Enforcement encourages violators to support CARB’s community-based projects by setting aside a portion of penalties paid from enforcement action settlements for Supplemental Environmental Projects (SEPs).

As shown in Figure 4-3 below, CARB conducted over 1,500 HDDV inspections in the ECV community from 2017 to 2019 (see Appendix 4, Table 1 for a summary of HDDV enforcement activities in ECV, and Appendix 4, Table 3 to review individual HDDV inspection data). The overall compliance with CARB regulations was 90 percent but varies annually. This may depend on a few factors, including the number of vehicles inspected and the method of selecting vehicles for inspection (e.g., targeting vehicles that might fail inspection). Over the three-year period, CARB issued 157 citations in the ECV community, 122 of which were for emissions-related violations (i.e., violations that directly contribute to air pollution) and 35 for non-emissions related violations (e.g., violations that could contribute indirectly to air pollution, such as a truck not complying with labeling requirements).

Figure 4-3: CARB 2017-2019 HDDV Enforcement History in ECV



Of the 784 heavy-duty trucks and buses and off-road equipment CARB has observed idling in the ECV community over the past three years, 38 were not in compliance with CARB’s commercial vehicle, off-road equipment, or school bus idling rules (95 percent compliance overall). Reasons for a heavy-duty diesel truck to be compliant with the idling regulation can include idling for less than five minutes or idling greater than 100 feet from restricted areas such as schools and senior care facilities with a certified clean idle sticker. Compliance with CARB’s idling

rules does not mean a vehicle complies with other CARB rules. CARB field enforcement has begun to focus on ensuring that these idling vehicles are also in compliance with all other pertinent CARB rules by conducting heavy-duty diesel compliance inspections along with idling inspections. Two important areas with lower compliance rates were off-road vehicles, like construction equipment, and TRUs— small transportation refrigeration units used to cool truck cargo areas—with compliance rates of 31 percent and 46 percent, respectively. Inspections under the Drayage Truck Regulation and the HDVIP were low and may not accurately reflect the rate of compliance under each program in the ECV community.

CARB field enforcement can only inspect a limited number of trucks. Therefore, vehicles more likely to be out of compliance, such as older or smoking vehicles tend to be pulled over more frequently than other vehicles. Additionally, compliance with the Truck and Bus Regulation is now supported by the California Department of Motor Vehicles (DMV) registration holds, moving that compliance rate even closer to 100 percent.

Beginning in 2018, CARB added the Streamlined Truck Enforcement Program (STEP) to enhance its ability to enforce the Truck and Bus Regulation through fleet-wide audits. From January 2018 to October 2019, CARB audited 377 fleets with a total of 1,155 vehicles in the ECV community and found 881 vehicles were compliant. CARB sent 244 fleets warning letters, and 308 Notice to Comply or Notice of Violation letters to vehicle owners during this time period. From this process, CARB brought 30 vehicles into compliance through meeting CARB's Truck and Bus Regulation requirements and an additional 191 vehicles into compliance by requesting registration holds from the California DMV. Other vehicles are either in compliance through declaration of non-operational or low mileage usage status, sold out of state, or still in the process of being brought into compliance. While this process is faster than in-person fleet inspections, CARB staff believes that compliance with the Truck and Bus Regulation will continue to improve as California DMV vehicle registration is tied to compliance with the regulation through the end of 2023.

In addition to heavy-duty diesel vehicle inspections, CARB inspected 24 other, less common vehicle types and smaller engines, such as off-highway recreational vehicles and small off-road engines, from 2017 through 2019 in the ECV community, and found one violation under the Dealer and Fleet Tampering Programⁱⁱⁱ.

In summary, from 2017 through 2019, both CARB and South Coast AQMD have conducted a range of compliance activities in the community. This includes more than 1,500 inspections from CARB enforcement staff related to heavy-duty diesel vehicles. Of those inspections, the majority (90 percent) were in compliance. South Coast AQMD enforcement staff conducted approximately 63 facility inspections, 250 open burn inspections, responded to approximately 370 complaints, and conducted numerous other investigatory activities in ECV. South Coast AQMD issued 62 Notices of Violation. A compliance rate may not be an effective predictor of overall compliance within the area, since a portion of compliance actions are against the same facilities. Due to the CSC's air pollution concerns in this community, an enforcement approach by both agencies that fully utilizes their specialized program structures, outreach efforts in the community, use of technology, and interagency partnerships can lead to further reductions in noncompliance and emissions. Both CARB and South Coast AQMD will continue to work closely with the CSC to identify and investigate air quality issues within the community.

Enforcement Approach

CARB and South Coast AQMD have each designed their programs to effectively address compliance with air pollution sources under their respective jurisdictions.

ⁱⁱⁱ See Appendix 4 for Vehicles and Engines Enforcement History in ECV for more information

South Coast AQMD's Office of Compliance & Enforcement (OCE)

The structure of this group is based on inspection teams that focus on source type, with most inspectors assigned by geographic region. The organizational structure based on source type enables inspectors to become technical specialists on the air pollution regulations that apply to the types of industries or facilities assigned to that team. In addition, assigning inspectors by geographic area improves the agency's ability to respond in a timely manner to complaints or compliance issues in their assigned areas.

A list of OCE teams is provided in Figure 4-5 below. Examples of those teams include the Industrial team which has broad knowledge and inspects a wide variety of source types and equipment, the Toxics & Waste Management team which has the training and personal protective equipment to conduct inspections at facilities with toxic air contaminants, and the Service Station team which specializes in inspecting gas stations. Certain facilities may be inspected by staff members from multiple teams. This ensures that the approach is focused enough to address a variety of sources, yet flexible enough to handle complex facilities.

For most teams, the inspectors conduct regular inspections at their assigned facilities or within their assigned geographic regions. The frequency of regular inspections depends on the type of facility. For example, a chrome plating facility is inspected more frequently than an auto body shop. It is important to consider that there are approximately 110 chrome plating facilities in the South Coast Air Basin, compared to over 1,500 auto body facilities in the region. When considering limited resources, priority for inspections is typically given to higher risk pollution sources – that is, those facilities that emit the more toxic air pollutants and/or are close to schools, hospitals, and residential areas.

Figure 4-5: South Coast AQMD Enforcement Program



The **Area Sources team** focuses on small emissions sources that are relatively common and widely distributed; although each individual source is small, together these sources have a substantial total impact on air pollution. Examples include paints, consumer products (e.g. hairspray, home cleaning products), residential water heaters, and agricultural burning.



The **Industrial team** focuses on the widest variety of sources, ranging from dry cleaners to large manufacturing facilities to idling trucks. Inspectors in this team are assigned a geographic region and normally spend much of their time in the field. From this team, inspectors regularly conduct compliance activities in ECV.



The **Major Sources team** focuses on sources that are in the RECLAIM* program. Examples of these sources include power plants, oil production sites, and large manufacturing facilities. Inspectors in this team are assigned by facility, with each inspector assigned a set of facilities, some of which are in ECV.



The **Service Station team** focuses on gasoline service stations that serve the public, which can emit volatile organic compounds (VOCs). Inspectors in this team are assigned a geographic region. From this team, inspectors regularly conduct compliance activities in ECV.

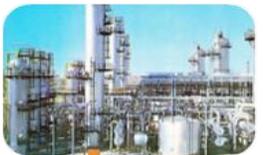


The **Toxics team** focuses on facilities that emit Toxic Air Contaminants, including hexavalent chromium, lead, and other toxic metals. Examples include landfills, waste treatment facilities, and chromium plating shops. Inspectors in this team are assigned a geographic region, and regularly conduct compliance activities in ECV.

The following teams are part of OCE, but do not regularly conduct activities in ECV:



The **Energy team** focuses on crude oil production, energy storage sites, and bulk petroleum terminals. Inspectors in this team are assigned by facility, with each inspector assigned a set of facilities.



The **Refinery team** focuses on all the refineries, auxiliary hydrogen plants, and marine terminals in the South Coast Air Basin. Inspectors in this team are assigned by facility, with each inspector dedicated to a refinery and auxiliary plants. This team is based full-time in the Long Beach Field Office to ensure close proximity to the refinery sources that it regulates.

*Regional Clean Air Incentives Market requires participating facilities to manage their total nitrogen oxides (NO_x) and/or sulfur oxides (SO_x) emissions by adding pollution controls, changing their equipment or processes, or buying credits from other RECLAIM facilities that have lower emissions than their cap. The allowable amount of such emissions is reduced over time. The program is being transitioned to a command-and-control regulatory program.

CARB Enforcement's Program Structure

CARB enforcement's structure is based on over 50 enforcement programs that focus on specific source types. One of CARB's most comprehensive inspection programs has been around for decades—the Heavy-Duty Vehicle Inspection Program that ensures that vehicles are well-maintained in order to help keep air pollution low and meet the engine and smoke opacity standards. Last year, CARB's smoke opacity standard was tightened so that almost any smoke coming out of a HDDV is in violation of the standard (smoke opacity must be less than five percent for diesel particulate filter-equipped vehicles). This program helps ensure vehicles engines and emissions controls are properly maintained.

While this was the only truck rule CARB had related to reducing particulate matter emissions from trucks before the year 2000, the classification of diesel particulate matter as a toxic air contaminant in 1998 in California increased CARB's ability to regulate emissions from diesel vehicles. CARB regulations now reduce emissions from all types of fleets, like trash trucks, trucks and buses owned by public agencies, drayage trucks that carry cargo containers to and from ports and railyards, and most other trucks and buses over 14,000 pounds. Most of these trucks and buses are now required to have 2010 or newer model year engines by the end of 2023 to legally operate in California. In January 2020, the California DMV began requiring compliance with CARB's Truck and Bus Regulation for some of the older trucks in order to get the vehicle registered.

CARB has other rules that may be pertinent to the ECV community. TRUs, the small engines that keep goods in trucks cooled, are significant sources of diesel particulate matter for areas with cold storage warehouses. Under the Consumer Products Regulation, CARB ensures the VOCs that contribute to smog-formation are minimized in cleaners and other household goods through extensive statewide inspections. CARB also inspects motor vehicle fuels such as gasoline and diesel fuel to make sure they meet fuel standards that help achieve the maximum degree of emissions reduction possible from vehicular and other mobile sources. Finally, CARB ensures commercial trucks and buses, school buses, and off-road vehicles idle in compliance with the three corresponding regulations^{iv}. Please see Figure 4-4: **CARB Enforcement Programs Relevant to the ECV Community** below and Appendix 4 for more HDDV enforcement program descriptions.

^{iv} Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Vehicle Idling: <https://ww3.arb.ca.gov/regact/idling/idling.htm>; School Bus Idling Airborne Toxic Control Measure: <https://ww3.arb.ca.gov/toxics/sbidling/sbidling.htm>; Off-road Diesel Regulation: <https://ww3.arb.ca.gov/msprog/offroadzone/landing/offroad.htm>

Figure 4-4: CARB Enforcement Programs Relevant to the ECV Community



CARB ensures regulatory truck and bus **idling** limits are not exceeded. Trucks and buses with certified Clean Idle stickers are allowed to idle for longer than the five-minute limit. However, all trucks and buses - including those with certified Clean Idle stickers - are not allowed to idle within 100 feet of the property line of restricted areas such as schools, hospitals, and senior care facilities.



Drayage vehicles move goods by certified heavy-duty diesel vehicles (HDDV). HDDVs that enter the port or intermodal rail facility are required to be certified to meet 2007 Engine Model Year emission standards.



For the **Heavy-Duty Vehicle Inspection Program**, CARB regularly conducts inspections for:

- Diesel Emission Fluid (DEF): a liquid used as a reductant in heavy duty diesel engines to reduce NOx emissions.
- Emission Control Label (ECL): Engine certification labeling requirements
- Smoke/Tampering: Requires heavy duty trucks/buses to be inspected



Statewide Truck and Bus program requires all vehicles with 2009 or older engines weighing over 14,000 pounds to reduce exhaust emissions by upgrading to 2010 or newer engines by 2023. Non-compliant vehicles are denied DMV registrations.



Transportation Refrigeration Units (TRUs) are refrigeration systems powered by diesel internal combustion engines designed to refrigerate or heat perishable products transported in various containers. CARB staff inspect TRUs to ensure that the units are meeting labeling and in-use performance standards.



The **Off-Road Regulation** requires off-road fleets (i.e., of construction equipment such as bulldozers, graders, and backhoes) to meet fleet average emission standards and be equipped with best available control technology (BACT).

Through targeted enforcement and public complaints, CARB identifies potential violations. CARB staff then contacts the responsible party to explain the enforcement process and to obtain additional information. Enforcement staff evaluates the information collected and works with CARB's Legal Office to determine violations of statutory and/or regulatory requirements. When violations are substantiated, CARB staff can take enforcement action, at which point the responsible party is provided an opportunity to discuss the violation.

Enforcement actions within the scope of CARB’s enforcement authority may include issuing cease and desist orders, Notices of Violation, mitigation, or pollution prevention actions. Cases can be resolved via civil and criminal litigation as well as administrative penalties. In lieu of litigation, cases are typically resolved via mutual settlement. Penalties are sought that provide adequate deterrence to future non-compliance or public nuisance, and to take away any economic benefit of non-compliance.

For example, in 2017, CARB settled cases with Union Pacific Railroad Company (UP) and BNSF Railway regarding inaccurate and incomplete reporting of non-compliant drayage trucks entering their intermodal facilities. Under CARB’s Drayage Truck Regulation, California ports and Class I rail terminals must report to CARB any non-compliant heavy-duty diesel trucks entering their facilities. For years, BNSF and UP failed to accurately report to CARB information on non-compliant trucks entering their facilities, which hampered CARB staff’s ability to enforce the regulatory requirements. The settlements resulted in UP turning away non-compliant trucks from their facilities and BNSF accurately reporting truck data to CARB for enforcement, resulting in reduced diesel emissions from heavy-duty diesel trucks around both UP and BNSF facilities.^ν

During the settlement process, violators have the opportunity to allocate up to 50 percent of their penalties to a Supplemental Environmental Project (SEP). SEPs are community-proposed and community-based projects that aim to improve public health, reduce pollution, increase environmental compliance or bring public awareness to air pollution issues. If community members are interested in submitting a SEP proposal, please contact the Community Outreach and Enforcement Section at COES@arb.ca.gov (See Appendix 4 for additional information on SEPs).

How the Public Helps Reduce Air Pollution

Members of the public play an important role in communicating air quality concerns to both CARB and South Coast AQMD. The complaint process helps both agencies identify issues that are directly affecting the ECV community. The most effective way to contact the agencies is through the complaint hotlines. In addition to South Coast AQMD’s mobile application, both agencies can be contacted by phone and online:

<p style="text-align: center;">CARB - Mobile Sources</p> <p style="text-align: center;">Automobiles, Trucks, Off-road Equipment, or other Vehicles</p> <p style="text-align: center;">Phone: 1-800-END-SMOG</p> <p style="text-align: center;">Online: calepa.ca.gov/enforcement/complaints</p>	<p style="text-align: center;">South Coast AQMD - Stationary Sources</p> <p style="text-align: center;">Odors, Smoke, Dust, or other Air Contaminants</p> <p style="text-align: center;">Phone: 1-800-CUT-SMOG (1-800-288-7664)</p> <p style="text-align: center;">Online: https://www.aqmd.gov/home/air-quality/complaints</p>
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Both CARB and South Coast AQMD value input from those who live and work every day in the community. Communicating air quality issues directly to the agencies with the information below is the best way to address an air pollution concern. Reporting an issue when it is occurring rather than after the fact helps the investigating agency’s ability to find the source of the problem.

An effective complaint should contain information with specific details. It is very helpful to let CARB or South Coast AQMD know of a problem when it is occurring. This information helps inspectors conduct a thorough investigation and take appropriate enforcement action. The information below is valuable to complaint investigations:

^ν Other examples of enforcement settlement cases can be found in CARB’s Annual Enforcement Reports (<https://www.arb.ca.gov/enf/reports/reports.htm>).

- Type of air quality concern (odor, smoke, dust, etc.)
 - o Odors: description of odor
 - o Smoke: color of smoke; does the smoke disappear or hang in the air?
 - o Dust: type of dust (e.g., construction activities)
- Location of air pollution concern
- Name or address of potential source
- Time of day that the air quality issue began, and is the concern still occurring?
- Has the concern occurred before, and do other people in your community experience it as well?
- Contact information for the person reporting the complaint^{vi}

Enforcement Considerations

An effective enforcement program must be flexible and adaptable to address the needs of the communities that are being served. Part of being adaptable is the ability to identify and address gaps in the enforcement process, such as previously unknown facilities or new pollutants of concern. As revealed over the course of the public process for CERP development, one such gap has been a lack of communication with members of the community, who have firsthand experience with local emissions sources and whose input is valuable to enforcement efforts. South Coast AQMD staff has therefore prioritized outreach and added staff to interact directly with the AB 617 communities. Because South Coast AQMD organizes its enforcement division both by source type for technical specialization and by geographic region, there is not a single dedicated enforcement team for AB 617; rather, the effort is spread across multiple existing teams so that a larger number of complaints and potential violations of air quality rules can be identified and addressed.

In addition, both CARB and South Coast AQMD currently maintain extensive records of compliance-related activities using databases and other digital resources. South Coast AQMD uses these resources to track metrics such as complaints, inspections, and enforcement actions. The data provided in this chapter and Appendix 4 are obtained from those databases. The statistics being tracked are also routinely reevaluated. For example, South Coast AQMD recently added an Agency Technical Assistance metric for instances where South Coast AQMD was asked by another agency to assist in that agency's efforts. CARB and South Coast AQMD will both continue to evaluate new metrics that may help to track and analyze inspectors' efforts in the AB 617 communities in order to attempt to identify more effective allocations of resources and/or potential solutions to air quality issues.

Finally, enforcement mechanisms exist to promote, and if necessary, compel, compliance by regulated sources. As discussed above, after South Coast AQMD inspectors investigate complaints and/or conduct facility inspections, they can issue NCs or NOVs. While both NCs and NOVs will generally require further action by a source, NOVs are referred to the Office of the General Counsel, where civil penalties are negotiated. If no settlement is reached, a civil lawsuit may be filed in superior court. Ongoing noncompliance, however, may lead to a petition before the South Coast AQMD Hearing Board. CARB and South Coast AQMD have each had a presence in this community that has led to various enforcement actions against local facilities.^{vii}

In summary, the compliance process seeks to ensure that all rules and regulations are followed through a fair and robust enforcement program, resulting in reduced air pollution emissions. Adaptability is crucial, whether in the programs overall, or in day-to-day operations, to ensure that community concerns are addressed, and that enforcement action is taken when violations are identified. Both CARB and South Coast AQMD enforcement teams will continue to search for innovative strategies, take swift action to address noncompliance, and update the CSC on enforcement actions in the community.

^{vi} Although anonymous complaints are accepted, staff have found that having contact information helps with confirming locations and other information necessary for a successful investigation, as well as reporting back to the complainant.

^{vii} Additional details on South Coast AQMD and CARB enforcement actions can be found in Appendix 4.

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CHAPTER 5A:

INTRODUCTION

Chapter 5a: Introduction

Introduction

The Community Emissions Reduction Plan (CERP) and the Community Air Monitoring Plan (CAMP) provide an overall path to reducing air pollution in the ECV community. Through the development of the CERP and CAMP, the Community Steering Committee (CSC) identified air quality priorities based on sources of air pollution that are of concern to the community (e.g., Salton Sea, potentially toxic dust, open burning). To reduce air pollution from these sources, the CSC identified a set of actions for inclusion in the CERP to be implemented by government agencies, organizations, businesses and other entities.

The CSC identified the Salton Sea, pesticides, open burning and illegal dumping, fugitive road dust, diesel sources, and the Greenleaf Desert View Power Plant (formerly Colmac Energy, Inc.) as air quality priorities to address in the CERP and CAMP. These air pollution sources are often near homes, schools, and other community areas where the public can be exposed to harmful pollutants. Therefore, additional air monitoring in the community to inform emissions and exposure reduction measures is also important to the CSC.

Ongoing Efforts

The South Coast AQMD, the California Air Resources Board (CARB), United States Environmental Protection Agency (USEPA), and Tribal EPA has air quality regulations to reduce air pollution from sources such as trucks, diesel farm equipment, open burning, fugitive road dust and electricity-generating facilities such as the Greenleaf Desert View Power Plant. As part of ongoing efforts, staff continues to explore and identify additional funding opportunities to reduce emissions in AB 617 communities. The relevant agencies also enforce these regulations. More information on enforcement efforts is available in Chapter 4.

Opportunities for Action

In addition to the ongoing efforts described above, the CSC, in collaboration with South Coast AQMD staff, identified 15 goals to reduce air pollution in the ECV community. The CERP defines how progress toward each goal is assessed by including specified metrics and timelines for each action. Additionally, the CERP identifies the entities responsible for implementing the actions. Responsible entities include collaborating agencies that have jurisdictional authority and/or supporting entities to implement the actions. The actions define a path to reduce emissions and exposures in the ECV community. In some instances, the actions reaffirm ongoing rule development efforts and provide new commitments for localized reductions, sharing emissions data, new or accelerated timelines, and other related information.

Emission Reduction Targets

The actions in the CERP prioritize emissions reductions in the ECV community. The CERP includes emission reduction targets, where quantifiable, for oxides of nitrogen (NO_x), diesel particulate matter (DPM), and particulate matter 2.5 microns or smaller (PM_{2.5}). Table 1 below, provides a list of the overall emission reduction targets for the CERP. Additionally, the CERP is expected to reduce 2.4 tpy of particulate matter 10 microns or smaller (PM₁₀) by 2030. Baseline emissions refer to expected future emissions without any new action or regulation beyond those already adopted. The CERP is expected to result in additional emission reductions that have yet to be quantified (e.g., actions focused on enforcement and outreach).

Table 1 – CERP Emission Reduction Targets		
Emissions	NOx	DPM
2018 Emissions in tons per year (tpy))	1,376	24
Projected 2025 Baseline Emissions (tpy)	982	11
Emission Reductions from CERP, by 2025 (tpy)	54	1
Overall Emission Reductions from 2025 (%)	33	58
Projected 2030 Baseline Emissions ¹ (tpy)	878	8
Emission Reductions from CERP, by 2030 (tpy)*	115	2
Overall Emission Reductions from 2030 (%)	45	77

*Estimated emission reduction targets from CERP, by 2030 include 15.6 tpy NOx, 1.4 tpy DPM from projected incentive projects.

Table 2 – Emission Reduction Targets for Statewide Measures*						
Statewide Measure	Action Date	Implementing Entity	Emission Reductions Targets 2025/2030 (tpy)			
			NOx	VOC	DPM	PM2.5
Advanced Clean Car 2	2020-2021	CARB	-/1.0	-/0.5	-/<0.1	-/<0.1
Heavy-Duty Inspection and Maintenance	2020	CARB	38.4/47.8	-/-	0.7/0.7	0.6/0.7
Low NOx Engine Standard	2019	CARB	2.7/22.3	-/-	-/-	-/-
Small Off-Road Engine Amendment	2020	CARB	13.2/28.0	12.3/56.5	0.1/0.4	0.2/1.4

*Emission reduction targets based on estimates from CARB. Emission reductions are subject to future assessment and regulatory analysis that may result in emission reduction adjustments.

Land Use

Land use planning is the process of regulating or managing the use of land to consider factors (e.g., social, economic) to guide the development of a community and preserve its resources and quality of life. These decisions are generally made by city or county planning agencies. Zoning is used to help governments

regulate the physical development of land and type of uses on these lands (e.g., residential, commercial, industrial). State law expressly prohibits South Coast AQMD from land use decisions. Although South Coast AQMD does not have land use jurisdiction, staff works with land use agencies through California Environmental Quality Act (CEQA). CEQA requires state and local agencies to identify and reduce the environmental impacts of land-use decisions. Through the CEQA process, staff has the opportunity to provide technical expertise and recommendations to mitigate air quality impacts. South Coast AQMD has a robust Intergovernmental Review (IGR) program, in which staff reviews and comments on hundreds of CEQA documents per year, focusing on adequacy of air quality analyses. South Coast AQMD CEQA comments are meant as guidance for lead agencies, including local land use agencies or entities, to ensure a reasonable air quality analysis is conducted to estimate air quality impacts, and significant air quality impacts are mitigated to the extent feasible. Local land use agencies often consult with South Coast AQMD staff during preparation of an environmental analysis and staff provides mitigation measures to ensure they are incorporated into projects early in the development process. Existing projects that are already developed, such as the Thermal Racing Club and Thermal Airport, are difficult to change. However, South Coast AQMD recognizes it can take actions to reduce emissions for future development projects (e.g., race tracks, airports, warehouses) in the ECV through the CEQA process and provide the CSC updates on these types of projects. Recognizing the cumulative impacts that the ECV community faces, additional actions were written into the CERP specific to certain air quality priorities such as providing additional air quality expertise for new development projects near the Salton Sea and pursuing collaboration with Riverside County, the City of Indio and the City of Coachella to identify, secure and implement greenspace projects near sensitive receptors near the Salton Sea (see Chapter 5b), identifying opportunities to collaborate with local land use and transportation agencies to restrict heavy-duty trucks from transiting near sensitive land uses (e.g., residences) and pursuing collaboration with land use agencies to implement vegetative barriers around the railroad that passes through the ECV community (Chapter 5f).

Table 1 below provides a goal, action, responsible entity, applicable metrics and an implementation timeline to develop strategies to address land use.

Table 1 –Goal: Develop strategies with land use agencies to lessen cumulative impacts and reduce emissions and exposure					
	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
A	Present an overview of the South Coast AQMD CEQA – IGR program to the CSC and present recommended mitigation measures staff generally provides for new and redevelopment projects and provide the CSC with updates on CEQA IGR projects South Coast	South Coast AQMD	<ul style="list-style-type: none"> • Presentation on overview provided • Updates provided to CSC 	First two quarters, 2021	1 st quarter, 2026

	AQMD has provided comments on				
B	Review the community plans (e.g., Coachella Valley Extreme Ozone State Implementation Plan) and identify appropriate areas for coordination and collaboration with the lead agencies to help reduce emissions and/or exposures to the air pollution within the air quality priorities addressed in the CERP	South Coast AQMD	<ul style="list-style-type: none"> • Number of plans reviewed • Areas identified for coordination 	First two quarters, 2021	1 st quarter, 2026

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CHAPTER 5B:

SALTON SEA

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Chapter 5b: Salton Sea

Background

The Salton Sea is California's largest lake at approximately 25 miles long and up to 15 miles wide. The largest portion of the Salton Sea is in Imperial County while the northern portion is in the Eastern Coachella Valley (ECV) in Riverside County. In recent geologic history, lakes were formed on numerous occasions due to flooding of the Colorado River that filled this natural trough or sink, which is below sea level. The modern-day Salton Sea was formed in 1905 when the Colorado River breached an irrigation inlet and flowed unchecked into the area for 18 months. In the years after the breach, the



Salton Sea has been fed largely by small rivers, creeks and drains that include agricultural runoff. The relatively shallow lake has no outlet and inflow does not keep pace with evaporation, causing the Salton Sea to gradually shrink. Salts are left behind when the water evaporates, leading to increasing salinity. The Salton Sea is currently over 50 percent saltier than the Pacific Ocean.

In 2003, multiple parties, including the State and three water districts in the region, entered into a series of agreements to address longstanding issues regarding usage of Colorado River water. These agreements are known collectively as the Quantification Settlement Agreement (QSA). The QSA includes an agreement to transfer water that was historically used to irrigate farm fields near the Sea to other Southern California water districts for residential use. To accommodate the QSA transfer, the Imperial Irrigation District (IID) has reduced its water use by increasing efficiencies and fallowing some fields. By reducing the amount of water available for agricultural uses in the Imperial Valley, these transfers have the effect of decreasing the amount of fresh water that runs off fields into the Sea. The State had required some mitigation inflow water to continue to be provided to the Salton Sea, but that requirement expired in December 2017. This has expedited the rate at which the Sea shrinks and becomes more saline. The Salton Sea is one of the most important links on the Pacific Flyway, supporting over 400 species of birds and a myriad of invertebrates, although deteriorating conditions may be detrimental to this habitat. As the Salton Sea continues to recede, an average of 4,800 acres of shoreline playa is estimated to be newly exposed each year. The increasing area of exposed playa is expected to increase windblown particulate matter and related health impacts.

Created in 1993, the Salton Sea Authority is a Joint Powers Authority (JPA) responsible for working in consultation and cooperation with the State of California to oversee the comprehensive restoration of the Salton Sea. Although the Salton Sea Authority and its partner agencies recognize the state and federal roles and responsibilities at the Salton Sea, the Salton Sea Authority is directed by board-adopted policy

to assert a leadership role to ensure local priorities are recognized. The State has committed to mitigating the effects of the water transfers through a cooperative effort between State and federal agencies and IID to implement habitat and dust suppression projects. The California Natural Resources Agency (CNRA) Salton Sea Management Program (SSMP) was created to address the urgent public and ecological health issues resulting from the drying and shrinking of the Salton Sea. While the SSMP is a long-range program, its immediate focus is on the development and implementation of the 2018 SSMP Phase I: 10-Year Plan¹, by providing planning, engineering, and environmental expertise for design and implementation of dust-suppression and habitat projects. The Phase I Plan includes projects that will be completed as early as the end of 2022.

Community Concerns

CSC members expressed that dust emissions resulting from the receding Salton Sea is a major concern in the ECV community. As the Salton Sea evaporates, its receding shoreline exposes sediments deposited at the bottom of the Sea, also referred to as “playa.” The loose soil is blown off by strong gusty winds, contributing to PM10 (inhalable particulate matter) emissions that could impact air quality. Projections suggest that windblown PM10 exposure from the playa is expected to increase over time in an area already impacted by high PM10 events from strong winds through the San Geronio Pass that blow along the Coachella Valley or from summertime thunderstorm outflows that transport dust from the desert areas to the south and east into the Coachella Valley. While the composition of the playa is variable, current data suggests that the soils are high in salt content and may contain constituents that could be toxic. CSC members expressed concerns that the playa may also contain components from agricultural runoff, possibly including remnants of fertilizers and pesticides. Previous studies have detected selenium, cadmium and nickel, which could pose a risk to human health, in sufficient amounts. CSC members have mentioned that they would like IID and the State of California to move more quickly to develop and implement dust suppression projects for the exposed Salton Sea playa, as well as increase air monitoring around the Salton Sea, particularly in the northern region.

Elevated levels of hydrogen sulfide (H₂S) occur from natural processes in the Salton Sea. While H₂S, a gas that smells like rotten eggs, does not have a federal standard, there is a California State standard (30 parts-per-billion) that is exceeded numerous times each year near the shores of the Salton Sea. A few times each year, H₂S odors are transported toward the northwest to inland areas of the Coachella Valley farther from the Salton Sea and, more rarely, through the San Geronio Pass into metropolitan Riverside and San Bernardino Counties. H₂S odor events occur most frequently in the hot summer months but can occur whenever local breezes bring H₂S from the Salton Sea into ECV communities. At levels above the State standard, most individuals can smell the odor and some may experience temporary symptoms such as headaches and nausea. Some individuals can smell H₂S at very low concentrations, down to a few parts-per-billion. The long-term levels of H₂S are unlikely to be above chronic Reference Exposure Levels, and therefore below thresholds where toxic impacts would be a concern. However, because odors can cause temporary health effects, and since H₂S odors occur frequently in some areas of the ECV, this can lead to negative quality of life impacts. However, the symptoms associated with this level of exposure are temporary and are not expected to cause any long-term health effects. CSC members have expressed that

¹ <https://resources.ca.gov/CNRALegacyFiles/wp-content/uploads/2018/10/SSMP-Phase-1-10-Year-Plan.pdf>

they experience acute health effects (e.g., headaches and nosebleeds) during both windblown dust and Salton Sea H₂S odor events. Because there continue to be concerns around the unknown or unquantified health impacts of the Salton Sea emissions, this is an ongoing topic of research at several academic research institutions, including UC Riverside, Loma Linda University and others. The community members requested additional monitoring and improvements to notification systems to better understand emissions from the Salton Sea and reduce exposure in the community. Please see Appendix 5b for more details.

Actions to Address the Salton Sea

To address community concerns and reduce exposure from the Salton Sea in ECV, South Coast AQMD staff developed actions for the Community Emissions Reduction Plan (CERP). Tables 1, 2 and 3 below provide goals, actions, responsible entities, metrics, and a timeline to achieve the exposure reductions from the Salton Sea.

Table 1 - Goal: Expand monitoring networks and improve notification systems

	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
A	<p>Expand the existing South Coast AQMD’s hydrogen sulfide (H2S) monitoring network in ECV to:</p> <ul style="list-style-type: none"> • Provide near real-time H2S data and inform community members about potential odors, including a notification system for when ambient levels exceed the State standard; continue H2S odor advisories for multi-day odor events when H2S levels are forecasted to exceed the state standard • Use the monitoring data to help assess the odor’s origin, community impact and extent to which the odors may transport in the community and beyond 	<p>South Coast AQMD</p>	<ul style="list-style-type: none"> • Monitors installed • Data collected through air monitoring • Updates provided to the CSC 	<p>2nd quarter, 2021</p>	<p>4th quarter, 2025</p>
B	<p>Identify opportunities to expand the South Coast AQMD’s PM10 monitoring network in the ECV to:</p> <ul style="list-style-type: none"> • Provide real-time PM10 and wind data and inform community members of PM10 levels in ECV, and if they exceed federal and/or State standards • Gain a better understanding of dust emissions and assess methods to distinguish between windblown dust from desert areas and playa dust emissions from the Salton Sea • Track the concentration trends of PM10 over time to help determine the effectiveness of emissions reduction measures as highlighted in the CERP 	<p>South Coast AQMD</p>	<ul style="list-style-type: none"> • Monitors installed • Data collected through air monitoring • Updates provided to the CSC 	<p>4th quarter, 2021</p>	<p>4th quarter, 2025</p>

<p>C</p>	<p>Establish baseline air monitoring to:</p> <ul style="list-style-type: none"> • Characterize the chemical composition of fugitive dust emissions from different sources to help distinguish between windblown dust from desert areas and playa dust emissions from the Salton Sea • Analyze existing chemical speciation data and work with the CSC and CARB to determine which chemical species should be sampled. For example, this may include certain metals (such as selenium) and sea spray indicators • Track the concentration trends of key indicator pollutants of Salton Sea emissions 	<p>South Coast AQMD</p>	<ul style="list-style-type: none"> • Data collected through air monitoring • Updates provided to the CSC 	<p>1st quarter, 2021</p>	<p>4th quarter, 2025</p>
<p>D</p>	<p>Seek new opportunities to work with the CSC to create an air quality sensor network in the ECV community to:</p> <ul style="list-style-type: none"> • Provide real-time PM10 data • Supplement the PM10 monitoring network in the ECV and cover a larger area in the community • Co-locate air quality sensors with a reference PM10 monitor at one of South Coast AQMD’s air monitoring station to verify the sensors performance prior to deployment and implement a data calibration and correction protocol to enhance sensor PM10 data quality after deployment 	<p>South Coast AQMD</p>	<ul style="list-style-type: none"> • Air quality sensors deployed • Data collected through air monitoring • Updates provided to the CSC 	<p>4th quarter, 2021</p>	<p>4th quarter, 2025</p>
<p>E</p>	<p>Pursue a collaborative partnership with UCR School of Medicine, provide support to the ongoing study on soil chemical and microbiome composition of the Salton Sea playa dust samples, and work with the project team to expand this study to include adult populations in the ECV.</p>	<p>South Coast AQMD, UCR School of Medicine</p>	<ul style="list-style-type: none"> • Updates provided to the CSC • Develop strategies list, if appropriate 	<p>1st quarter, 2021</p>	<p>4th quarter, 2025</p>

Table 2 - Goal: Reduce emissions from the Salton Sea

	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
A	<p>Provide additional air quality expertise to:</p> <ul style="list-style-type: none"> The State for the implementation of the Salton Sea Management Program Land use agencies for new development projects near the Salton Sea 	South Coast AQMD	<ul style="list-style-type: none"> Updates provided to the CSC 	1 st quarter, 2021	1 st quarter, 2026
B	<p>Work with other agencies (e.g., IID and the State of California) to collect emissivity and dust emissions data to improve South Coast AQMD's emissions inventory</p>	South Coast AQMD, IID, the State of California	<ul style="list-style-type: none"> Data collected and incorporated in South Coast AQMD's emissions inventory Updates provided to the CSC 	4 th quarter, 2021	4 th quarter, 2026
C	<p>Pursue a collaborative partnership and support IID, the Salton Sea Authority, Riverside County, Torres Martinez Desert Cahuilla Indians and the State of California with implementing dust suppression projects (e.g., Dust Suppression Action Plan (DSAP) and Salton Sea Management Plan) around the Salton Sea by:</p> <ul style="list-style-type: none"> Helping to identify locations in partnership with residents for future dust suppression projects (includes vegetation to reduce emissivity through the DSAP) in the ECV community; and Providing letters of support for additional funding to help expedite dust suppression projects near population centers (e.g., North Shore) in the Riverside County portion of the Salton Sea 	South Coast AQMD, IID, the State of California	<ul style="list-style-type: none"> Number of projects worked on or supported Updates provided to the CSC 	1 st quarter, 2021	1 st quarter, 2026

	<ul style="list-style-type: none"> Provide updates to the CSC on ongoing Salton Sea efforts (e.g., Coachella Valley Environmental Justice Task Force Meetings) in coordination with AB 617 implementation 				
D	Pursue a collaborative partnership with IID, Regional Water Quality Control Board (RWQCB) Region 7 and State Water Regional Control Board (SWRCB) to identify opportunities to mitigate pesticide runoff into the Sea (e.g., developing alternative disposal options of agricultural runoff or water treatment facilities and filtration systems at all Salton Sea tributary entryways)	South Coast AQMD, IID	<ul style="list-style-type: none"> Number of projects worked on or supported Updates provided to the CSC 	1 st quarter, 2021	1 st quarter, 2026
E	Pursue a collaborative partnership with Imperial County Air Pollution Control District (ICAPCD) to address cross-jurisdictional air pollution emissions from the Sea and dust suppression projects around the Salton Sea and gather air monitoring network data	South Coast AQMD, ICAPCD	<ul style="list-style-type: none"> Number of projects worked on or supported Updates provided to the CSC 	1 st quarter, 2022	1 st quarter, 2026
F	Conduct outreach to facility operators/workers/owners on South Coast AQMD Rules 403 – Fugitive Dust and 403.1 – Supplemental Fugitive Dust Control Requirements for Coachella Valley Sources and best practices to reduce dust during the implementation of projects	South Coast AQMD	<ul style="list-style-type: none"> Development of materials for distribution Number of outreach events staff participates in the ECV Number of entities the information is shared with (i.e., newsletter distribution list) 	4 th quarter, 2021	4 th quarter, 2022

G	<p>Pursue a collaborative partnership with community organizations to conduct outreach in the community (e.g., door hangers, handouts) to inform community members on how to file dust complaints</p> <ul style="list-style-type: none"> Develop a list of potential responses and solutions that South Coast AQMD staff can pursue in response to dust complaints 	South Coast AQMD, community organizations	<ul style="list-style-type: none"> Development of materials for distribution Number of outreach events staff participates in the ECV Number of entities the information is shared with (i.e., newsletter distribution list) 	4 th quarter, 2021	4 th quarter, 2022
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Table 3 - Goal: Reduce exposure from the Salton Sea

	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
A	Identify, secure and utilize funding to install and maintain air filtration systems at schools and homes located near the Salton Sea to reduce exposure to dust emissions; assess the benefits and feasibility of filtered “clean rooms” in public buildings accessible to the community for relief from dust events	South Coast AQMD	<ul style="list-style-type: none"> Number of air filtration systems installed 	3 rd quarter, 2021	3 rd quarter, 2023
B	Identify, secure and utilize funding and pursue collaboration with appropriate entities (e.g., United States Green Building Council, Southern California Gas Company) to implement home weatherization projects near the Salton Sea	South Coast AQMD	<ul style="list-style-type: none"> Number of weatherization projects implemented 	4 th quarter, 2021	4 th quarter, 2024

C	Pursue a collaborative partnership with community organizations to conduct outreach in the community (e.g., door hangers, handouts, and community events) to inform community members, schools and other youth groups (e.g., Sierra Club Youth Group), on how to access real-time air quality data, subscribe to air quality alerts, report dust complaints, and use the South Coast AQMD app to obtain air quality information	South Coast AQMD, community organizations	<ul style="list-style-type: none"> • Development of materials for distribution • Number of outreach events staff participates in the ECV • Number of entities the information is shared with (i.e., newsletter distribution list) 	4th quarter, 2021	4th quarter, 2022
D	Pursue a collaborative partnership with community organizations to conduct outreach in the community, including schools and other youth groups (e.g., Sierra Club Youth Group), to inform community members what to do when H2S levels are above the California Ambient Air Quality Standard (0.03 ppm)	South Coast AQMD	<ul style="list-style-type: none"> • Development of materials for distribution • Number of outreach events staff participates in the ECV • Number of entities the information is shared with (i.e., newsletter distribution list) 	1st quarter, 2022	4th quarter, 2022
E	Work with local health care providers to provide requested air quality data (if available)	South Coast AQMD	<ul style="list-style-type: none"> • Data shared with healthcare providers 	3 rd quarter, 2021	1 st quarter, 2026
F	Pursue a collaborative partnership with Riverside County, the City of Indio and the City of Coachella to identify, secure and implement urban greening projects near sensitive receptors near the Salton Sea	South Coast AQMD,	<ul style="list-style-type: none"> • Number of implemented urban greening projects 	4 th quarter, 2021	1 st quarter, 2026

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CHAPTER 5C:

PESTICIDES

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Chapter 5c: Pesticides

Community Concerns



The ECV community is home to a large amount of agricultural activities, including the production of dates, grapes, citrus, and other crops. The CSC expressed concerns about the use and application of pesticides and the resulting agricultural run-off that may collect in the Salton Sea sediment. Concerns raised by the CSC include the unknown adverse health effects of pesticides, odors and potential toxicity resulting from possible exposure. CSC members expressed concerns regarding regulatory enforcement. They reported that pesticides are being applied during restricted hours and drift into homes

and schools near application sites, despite current regulations that are in place. The CSC also raised concerns about farmworker exposure to pesticides, often in excessive amounts and without proper personal protective equipment and training. CSC members expressed a need for a pesticide application notification system that informs the community before pesticides are applied, allowing residents to make informed decisions about avoiding outdoor activities that could increase their exposure (e.g., outdoor exercise). Please see Appendix 5c for more details.

Actions to Address Pesticides

South Coast AQMD staff developed actions for the Community Emissions Reduction Plan (CERP) to address community concerns about pesticide emissions and exposures. Additionally, the Department of Pesticide Regulation (DPR) is initiating efforts to develop a statewide pesticide application notification system. Tables 1 and 2 below provide a goal, action, responsible entity, applicable metrics, and an implementation timeline to achieve the emission and exposure reductions due to pesticide use and applications.

Table 1 - Goal: Air Monitoring for Pesticides

	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
A	<p>Pursue a collaborative partnership with CARB and consult with California Department of Pesticide Regulation (DPR) and Riverside County Agricultural Commissioner to consider developing an air monitoring strategy to study the use of pesticides in ECV, and work with scientists at public health agencies with expertise in pesticide toxicity to identify key pesticides of concern for air monitoring:</p> <ul style="list-style-type: none"> • Conduct a screening evaluation of the pesticides used in this community, and work with the CSC to identify the key pesticides of concern for monitoring efforts • Work with DPR to define the purpose of air monitoring, and develop a plan that identifies the sampling locations, extent of sampling, and equipment that will be used • Determine if specific pesticides are present and at what levels to help determine community impact • Assess the monitoring data and if monitoring results show unacceptable pesticide levels in ambient air, work with DPR and Riverside County Agricultural Commissioner to take steps towards identifying potential exposure reduction measures (e.g., development of new use restrictions by the Riverside County Agricultural Commissioner, or pesticide regulations by DPR, if needed) 	South Coast AQMD, CARB, DPR	<ul style="list-style-type: none"> • Type of equipment to be deployed and extent of the deployment • Updates provided to the CSC 	3 rd quarter, 2021	1 st quarter, 2026

Table 2 – Goal: Reduce Pesticide Emissions and Exposures

	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
A	<p>Pursue a collaborative partnership with CARB and Growing Coachella Valley Local Farmers and Growers and consult with the California DPR and the Riverside County Agricultural Commissioner to:</p> <ul style="list-style-type: none"> • Gather data about the use of pesticides in the community (e.g., the frequency, volume, composition, potential for community exposures and toxicity of pesticides applied to agricultural crops) • Based on data on pesticide use, evaluate potential community impacts from agricultural pesticide use in ECV • Based on the evaluation of community impacts, identify and evaluate opportunities to reduce pesticide emissions and exposures, such as <ul style="list-style-type: none"> ○ Identify funding to install and maintain air filtration systems at schools, community centers and homes to reduce exposure to pesticides, ○ Identify funding to implement weatherization projects in homes near agricultural fields ○ Based on opportunities identified, evaluate emission reduction targets, where quantifiable 	South Coast AQMD, CARB	<ul style="list-style-type: none"> • Number of opportunities identified and pursued to reduce pesticide emissions and exposure • Number of weatherization and air filtration projects implemented • If quantifiable, amount of emissions and/or exposure reductions achieved • Updates (e.g., pesticide data, community impacts, monitoring results) provided to the CSC 	1 st quarter, 2021	1 st quarter 2026
B	<p>Consult with DPR and the Riverside County Agricultural Commissioner and collaborate with Growing Coachella Valley Local Farmers and Growers to:</p> <ul style="list-style-type: none"> • Provide the CSC an annual update on statewide efforts to develop a pesticide application notification system based on the Shafter Pilot Project • Provide community members with information on the types of pesticides applied in ECV, how to report pesticide drift and ways to reduce pesticide exposure 	South Coast AQMD, DPR	<ul style="list-style-type: none"> • Development of a notification system • Number of informational handouts or educational materials provided • Updates provided to the CSC 	1 st quarter, 2022	TBD

C	Consult with the Riverside County Agricultural Commissioner and scientists at public health agencies with expertise in pesticide toxicity to make pesticide data for the ECV community more easily accessible (e.g., publicly available) for community members, including farm workers	South Coast AQMD	<ul style="list-style-type: none"> • Updates provided to the CSC 	3 rd quarter, 2022	TBD
D	Consult with DPR and USEPA Region 9 to provide outreach materials, training, information on personal protective equipment and ways to reduce worker exposure during pesticide application	South Coast AQMD	<ul style="list-style-type: none"> • Number of trainings or information provided (e.g., handouts) 	2 nd quarter, 2022	TBD

CHAPTER 5D:

FUGITIVE ROAD DUST AND OFF-ROADING

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Chapter 5d: Fugitive Road Dust and Off-Roading

Community Concerns

The ECV CSC expressed concerns regarding health effects from inhalable particulate matter (PM10) emitted from unpaved and paved roadways and from dust resuspended by off-road vehicles. Thus, they requested additional PM monitoring in the community. CSC members also mentioned that roadway paving projects implemented in the past have improved PM10 levels for residents in the immediate area, although dust impacts from the surrounding desert areas may continue to have an impact on their overall PM10 exposures.



Actions to Address Fugitive Road Dust and Off-Roading

To address community concerns about emissions from fugitive road dust in ECV, South Coast AQMD staff developed actions for the Community Emissions Reduction Plan (CERP). Tables 1, 2, and 3 below provide goals, actions, metrics and a timeline to achieve the emission or exposure reductions for fugitive road dust.

Table 1 - Goal: Expand monitoring networks

	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
A	<p>Identify opportunities to expand the current South Coast AQMD PM10 monitoring network in the ECV community to:</p> <ul style="list-style-type: none"> • Provide near real-time PM10 and wind data and inform community members of PM10 levels in the ECV, and assess how levels compare to Federal and/or State ambient air quality standards • Track the concentration trends of PM10 levels over time to help determine the effectiveness of emission reduction strategies 	South Coast AQMD	<ul style="list-style-type: none"> • Monitors installed • Data collected through air monitoring • Updates provided to the CSC 	3 rd quarter, 2021	4 th quarter, 2025
B	<p>Seek new opportunities and work with the CSC to create an air quality sensor network to:</p> <ul style="list-style-type: none"> • Provide real-time PM10 data • Supplement the PM10 monitoring network in the ECV and cover a larger area in the community, prioritizing locations identified by the CSC, areas where the public spends a significant amount of time (e.g., schools and residential areas) and areas close to sources of fugitive dust • Co-locate air quality sensors with reference PM10 monitor at one of South Coast AQMD air monitoring stations to verify sensors performance prior to deployment and implement a data calibration and correction protocol to enhance sensor PM10 data quality after deployment 	South Coast AQMD	<ul style="list-style-type: none"> • Air quality sensors deployed • Data collected through air monitoring • Updates provided to the CSC 	3 rd quarter, 2021	4 th quarter, 2025

Table 2 - Goal: Reduce emissions from fugitive road dust and off-roading

	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
A	<p>Pursue a collaborative partnership with appropriate entities (e.g., homeowners’ associations, mobile home park owners) and the County of Riverside to implement paving projects (e.g., unpaved roads and mobile home parks such as Polanco Parks) by:</p> <ul style="list-style-type: none"> • Working with the CSC to specify a plan, including locations and timelines, for paving projects to reduce fugitive dust • Evaluating the addition a landscaping component to paving projects, where feasible 	South Coast AQMD, homeowners’ associations, County of Riverside	<ul style="list-style-type: none"> • Square miles of paved roads and parks • Updates provided to the CSC 	1 st quarter, 2021	4 th quarter, 2025

	<ul style="list-style-type: none"> Identifying funding opportunities to implement paving projects 				
B	<p>Pursue a collaborative partnership with the cities within ECV, tribes, and the County of Riverside to identify opportunities and funding to reduce emissions, such as:</p> <ul style="list-style-type: none"> Restrict unnecessary public access to unpaved roads or areas where off-roading takes place (e.g., installing signs and physical barriers) Reduce speed limits on unpaved roads Identify funding to plant natural vegetation on unpaved surfaces no longer being used as roadways; Stabilize loose road surfaces with grading and gravel on unpaved roads and maintain treated roads (based on Vehicle Miles Traveled (VMT)); and Identify funding to expand street sweeping services beyond existing service levels 	<p>South Coast AQMD, City of Coachella, City of Indio, City of La Quinta, County of Riverside, the Twenty-Nine Palms Band of Mission Indians Tribe, the Cabazon Band of Mission Indians Tribe, the Torres-Martinez Desert Cahuilla Indians Tribe, and the Augustine Band of Cahuilla Indians Tribe</p>	<ul style="list-style-type: none"> Number of projects completed or supported (e.g., reduced speed limits) Number of restricted roads Number of treated unpaved roads or square miles of unpaved roads treated with chemical stabilizers Number of miles swept Amount of funding identified Updates provided to the CSC 	1 st quarter, 2021	1 st quarter, 2026
C	<p>Pursue a collaborative partnership with Comité Civico del Valle (CCV) to obtain complaint data from their IVAN community-based reporting system to address road dust- related air quality concerns within the ECV community. For example, this data may help identify potential high priority areas for surface stabilizing projects (e.g., road paving)</p>	<p>South Coast AQMD, CCV</p>	<ul style="list-style-type: none"> Data collected from CCV Updates provided to the CSC 	1 st quarter, 2021	4 th quarter, 2025
D	<p>Work with the CSC to identify the specific fugitive dust concerns, and evaluate whether Rules 403 and/or 403.1 amendments, and/or enhanced enforcement of existing provisions are necessary and conduct outreach to off-road equipment operators on Rules 403 and 403.1, including practices to reduce fugitive dust from roads</p>	<p>South Coast AQMD</p>	<ul style="list-style-type: none"> Number of outreach events staff participates in the ECV Number of entities the information is shared with (i.e., newsletter distribution list) 	1 st quarter, 2021	4 th quarter, 2022

			<ul style="list-style-type: none"> • Updates provided to the CSC 		
E	Conduct outreach to the general public, including schools and other youth groups (e.g., Sierra Club Youth Group), on how to file dust complaints	South Coast AQMD	<ul style="list-style-type: none"> • Number of outreach events staff participates in the ECV • Number of entities the information is shared with (i.e., newsletter distribution list) 	3 rd quarter, 2021	4 th quarter, 2022

Table 3 – Goal: Reduce exposure from fugitive road dust and off-roading

	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
A	Conduct community outreach, including to schools and other youth groups (e.g., Sierra Club Youth Group), on subscribing to air quality alerts using the South Coast AQMD app to check air quality information (e.g., high wind advisories, air quality index and air quality forecasts)	South Coast AQMD	<ul style="list-style-type: none"> • Number of outreach events staff participates in the ECV • Number of entities the information is shared with (i.e., e-newsletter distribution list) 	3 rd quarter, 2021	1 st quarter, 2026
B	Identify funding to install and maintain air filtration systems at schools, community centers and homes to reduce exposure to dust emissions	South Coast AQMD	<ul style="list-style-type: none"> • Number of air filters installed in ECV 	4 th quarter, 2021	4 th quarter, 2025

<p>C</p>	<p>Identify funding and pursue collaboration with appropriate entities (e.g., Southern California Gas Company) to implement home weatherization projects</p>	<p>South Coast AQMD</p>	<ul style="list-style-type: none"> • Number of weatherization projects implemented in ECV 	<p>1st quarter, 2021</p>	<p>4th quarter, 2025</p>
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CHAPTER 5E:

OPEN BURNING AND ILLEGAL DUMPING

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Chapter 5e: Open Burning and Illegal Dumping

Community Concerns



The Eastern Coachella Valley (ECV) community has a significant amount of agricultural activity that produces grapes, dates, citrus and other crops. The burning of agricultural waste is a common method of disposal in the agricultural industry. Burning material is also a method to prevent crops from freezing. In many cases, open burning is done in a way that minimizes emissions, exposure and visible smoke. The Community Steering Community (CSC) expressed concern about the adverse health effects of air pollution from open burning including, smoke, particulate matter (PM) and potential pesticides burned. The CSC also identified concerns about air quality impacts from open burning near schools, childcare centers and homes and dangers to farmworkers. Additionally, the CSC expressed

concerns about open burning that is not permitted and uncontrolled (e.g., the 50-acre mulch fire in 2019 at a recycling center in Thermal that was near three local schools). The CSC also cited concerns about open burning on tribal lands, which falls outside of South Coast AQMD's jurisdiction (i.e., not subject to South Coast AQMD regulations).

The CSC also identified illegal dumping of waste materials as an air quality concern since the materials can subsequently catch fire and produce emissions. Among the open burning types, illegal dumping and burning activities are the most difficult to track and monitor trends.¹

Potential Alternatives to Burning

Health and Safety Code Sections 41801 and 41850 reaffirm that open burning for necessary purposes is allowed. However, the CSC has expressed an interest in exploring alternatives to burning. Potential alternatives may include composting or using heavy-duty equipment (e.g., chipper or grinder) to break material down into smaller pieces that can be disposed of through composting or recycling. There are also alternative methods for frost prevention that do not involve open burning. Composting is when organic waste decomposes naturally under oxygen-rich conditions. One of the actions to address open burning will be to explore the feasibility of other alternatives.

Actions to Address Open Burning and Illegal Dumping

South Coast AQMD staff developed actions for the Community Emissions Reduction Plan (CERP) to address community concerns about open burning and illegal dumping emissions and exposures. Tables 1, 2, 3, and 4 below provide a goal, action, responsible entity, applicable metrics, and an implementation timeline to achieve the emission and exposure reductions due to open burning and illegal dumping.

¹ Illegal dumping does not have air quality impacts and therefore, South Coast AQMD does not have jurisdiction over illegal dumping. Air quality impacts occur when illegally dumped trash is burned; however, these impacts are difficult to monitor and track because they are not permitted.

Table 1 – Goal: Improve Monitoring Network

	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
A	<p>Work with the CSC to establish an air quality sensor network to:</p> <ul style="list-style-type: none"> Gain a better understanding of the PM2.5 levels in various community areas that may be impacted by legal and illegal burning occurring in the community Identify areas within ECV where burning (legal and/or illegal) occurs repeatedly to characterize the potential impact on nearby communities and gather useful information to better address this air quality concern Improve public information on PM2.5 levels in the community (e.g., better characterize the spatial and temporal variability of PM2.5 in the community) Gather information to help identify illegal burning emissions and conduct follow-up investigations, as needed Provide information to the community on how a sensor-network can help identify pollution hotspots and emissions from illegal burning. Specific locations for sensor deployment will be selected after gathering input from CSC and community members and accounting for long-term availability of potential sites. Input from the CSC and community members regarding specific and/or illegal burning events in ECV will also be taken into account in the development of the sensor network and the selection of specific monitoring sites 	South Coast AQMD	<ul style="list-style-type: none"> Air quality sensors deployed Updates provided to the CSC Follow-up investigations, as needed 	3 rd quarter, 2021	1 st quarter, 2026

Table 2 – Goal: Reduce Emissions from Open Burning

	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
A	<p>Pursue emission reductions from open burning by:</p> <ul style="list-style-type: none"> • Developing a list of available technologies, best practices and alternatives to be distributed to farm owners and operators, including reaching out to San Joaquin Valley Air Pollution Control District (APCD) to seek additional information • Assessing the feasibility of new requirements for open burning (e.g., identify alternatives to open burning of agricultural waste by identifying opportunities used in other air districts) based on the developed list • Enhancing enforcement efforts by conducting additional inspections beyond pre-burn inspections (e.g., unannounced inspections on burn days) • Conducting follow-up investigations of potential illegal burning emissions in response to public complaints and/or monitoring data collected • Provide referrals to appropriate agencies if an inspector sees a problem regarding other AQ Priorities (e.g., illegal pesticide applications) that is outside of South Coast AQMD's jurisdiction 	South Coast AQMD	<ul style="list-style-type: none"> • List of available technologies and feasibility assessment of new requirements provided to CSC and distributed to farm owners and operators 	1st quarter, 2022	4 th quarter, 2023
B	<p>Continue existing and pursue additional collaborative partnerships with and participate in:</p> <ul style="list-style-type: none"> • Local tribes to identify opportunities to reduce open burning through outreach, enforcement, and/or open burning regulations (e.g., technical guidance, burn and no-burn days, permitting system) • Riverside County Fire Department to conduct focused enforcement at illegal burn sites on non-Tribal lands and Tribal lands, when permitted • Congressman’s Office and Desert Healthcare District (DHCD) efforts to develop the emergency response plan to respond to fires on tribal lands 	South Coast AQMD, local tribes, Riverside County Fire Department	<ul style="list-style-type: none"> • Updates provided to CSC on opportunities with tribes, enforcement efforts, complaints and investigations 	1st quarter, 2022	1 st quarter, 2026

C	<p>Pursue funding opportunities for equipment or services to be used as alternatives to:</p> <ul style="list-style-type: none"> • Agricultural burning (e.g., chippers, grinders, digesters, air curtain destructors, etc.) • Emergency burning for freeze prevention (e.g., fan systems) 	South Coast AQMD	<ul style="list-style-type: none"> • Number of projects implemented • Amount of funding and when available, emission reductions 	3 rd quarter, 2022	1 st quarter, 2026
D	<p>Conduct outreach to farm owners, operators and workers to encourage best burn practices and methods to reduce emissions (e.g., conservation burning, cleaner piles, no rolling, cleaner ignition device)</p>	South Coast AQMD	<ul style="list-style-type: none"> • Number of outreach events staff participates in the ECV • Number of entities the information is shared with (i.e., newsletter distribution list) 	1st quarter, 2022	2 nd Quarter, 2022
E	<p>Provide community members and farm owners, operators and workers information (e.g., workshops/presentations, public outreach campaign) relating to rules and regulations on open burning and ways to report suspected illegal burning</p>	South Coast AQMD	<ul style="list-style-type: none"> • Material provided • Number of workshops and presentations 	1st quarter, 2022	2 nd Quarter, 2022

Table 3 – Goal: Reduce Exposure to Open Burning

	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
A	<p>Pursue collaborative partnerships with:</p> <ul style="list-style-type: none"> • Riverside County Fire Department and/or appropriate public health agencies to develop informational materials relating to open burning, fire safety, and air pollution (e.g., potential harms and consequences of illegal dumping and burning) • Community organizations (e.g., Growing Coachella Valley, Alianza, Leadership Counsel, Communities for a New California) to distribute informational materials relating to open burning, fire safety and air pollution in the community 	South Coast AQMD, Riverside County Fire Department, community organizations	<ul style="list-style-type: none"> • Fire safety informational materials provided 	3 rd Quarter, 2021	4 th Quarter, 2022

	<ul style="list-style-type: none"> Desert Health Care District (DHCD) to obtain information and provide an update to the community on their response and prevention plan 				
B	Pursue opportunities to develop an online system (e.g., notification system, database) that informs the community when South Coast AQMD permitted burning is expected to occur	South Coast AQMD	<ul style="list-style-type: none"> Number of successful notifications 	3 rd quarter, 2021	1 st quarter, 2026
C	Identify funding to implement weatherization projects and to install and maintain air filtration systems at schools and homes located near frequent burn sites	South Coast AQMD	<ul style="list-style-type: none"> Number of air filtration systems installed Number of weatherization projects implemented 	3 rd quarter, 2021	4 th quarter, 2025

Table 4 – Goal: Reduce Illegal Dumping

	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
A	<p>Pursue collaborative partnerships with:</p> <ul style="list-style-type: none"> • Riverside County Code Enforcement to conduct focused enforcement of illegal dumping laws and to improve the system to report potential dumping violations • Riverside County Fire Department to provide guidance and educational materials to the community about potential fire hazards related to illegal dumping and how to report such fires • Community-based organizations to establish a complaint-report tracking system to better track illegal dumping activities • Waste Management, Riverside County Department of Waste Resources, and Community Councils to identify ways to reduce illegal dumping and/or conduct clean-up services (e.g., monthly free waste collection day and related outreach) • Local farm owners, landowners, and landscapers to identify ways (e.g., fencing, composting) to reduce illegal dumping on empty lands • Combustible Material Task Force to support green waste complaint reporting and follow-up investigations • Coachella Valley Association of Governments (CVAG) to encourage future allocations of funds to address illegal dumping • Torres Martinez Desert Cahuilla Indians (TMDCI) to pursue opportunities (e.g., fencing, berm construction, camera/drone technology) to address illegal dumping on tribal lands • Comité Civico Del Valle (CCV), Coachella Valley Environmental Justice Task Force (CVEJTF) to implement an outreach campaign for the IVAN reporting system for illegal dumping 	<p>South Coast AQMD, Riverside County Code Enforcement, Riverside County Fire Department, community-based organizations, Waste Management and Riverside County Department of Waste Resources, local farm owners, and landscapers, Combustible Material Task Force, CVAG, CCV, TMDCI</p>	<ul style="list-style-type: none"> • Number of focused enforcement efforts and follow-up investigations • Complaint tracking system • Number of illegal dumping incidences tracked • Number of outreach events staff participates in the ECV • Number of entities the information is shared with (I.e., newsletter distribution) • Updates to the CSC on efforts 	<p>3rd Quarter, 2021</p>	<p>1st quarter, 2026</p>

B	Conduct outreach (e.g., Public Service Announcements (PSAs) to community members, including schools and other youth groups (e.g., Sierra Club Youth Group), and farm workers on how to report illegal dumping activities	South Coast AQMD	<ul style="list-style-type: none"> • Number of outreach events staff participates in the ECV • Number of entities the information (e.g. PSAs) is shared with (i.e., newsletter distribution list) 	1st quarter, 2022	4 th quarter, 2022
C	Pursue funding opportunities for: <ul style="list-style-type: none"> • Waste collection services (agricultural and non-agricultural waste that has been dumped illegally) • Non-agricultural waste disposal (e.g., tire disposal) • Fencing or berm construction or drone/camera technology to discourage illegal dumping 	South Coast AQMD	<ul style="list-style-type: none"> • Amount of funding awarded • Amount of waste collected 	3 rd quarter, 2022	1 st quarter, 2026

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CHAPTER 5F:

DIESEL MOBILE SOURCES

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Chapter 5f: Diesel Mobile Sources

Community Concerns



The Eastern Coachella Valley (ECV) CSC expressed concerns about diesel emissions from mobile sources in the ECV community. CSC members raised concerns about heavy-duty trucks traveling along the State highways 111 and 86, school buses, freight trains that transit the community and heavy-duty agricultural equipment (e.g., tractors and harvesting equipment). CSC members mentioned that trucks and school buses often transit in residential areas and near sensitive receptors. CSC members also cited concerns about trucks idling around the Mecca area within ECV.

Actions to Address Diesel Mobile Sources

To address community concerns and reduce emissions from diesel mobile sources, South Coast AQMD developed actions for the Community Emissions Reduction Plan (CERP). Table 1 below provides goals, actions, responsible entities, metrics, and a timeline to achieve emission reductions from diesel mobile sources.

Table 1 - Goal: Reduce Emissions and Exposure from Diesel Mobile Sources

	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
A	<p>Work with the CSC to:</p> <ul style="list-style-type: none"> • Identify air quality concerns related to diesel mobile sources (e.g., trucks, trains), quantify emissions (e.g., baseline, projected) from diesel mobile sources, and provide an informational workshop (e.g., summary of regulations and compliance information) on diesel mobile sources • Prioritize actions to address the community’s main concerns around diesel mobile source pollution. For example, actions may include: <ul style="list-style-type: none"> ○ Create an air quality sensor network for measurements of PM2.5 and NO2 supported by black carbon measurements (where possible and for limited duration) to better understand the impact of diesel emissions in the community ○ Collaborating with CARB to identify opportunities for focused enforcement and additional regulatory measures (e.g., Air Toxic Control Measure, Freight Handbook), if needed ○ Identifying opportunities to collaborate with local land use and transportation agencies to restrict heavy-duty trucks from transiting near sensitive land uses (e.g., schools and residences) ○ Collaborating with CARB to conduct outreach on how to report idling trucks ○ Pursue collaboration with land use agencies (e.g., City of Indio, City of Coachella, and Riverside County) to implement vegetative barriers around the railroad that passes through the ECV community ○ Identify funding to implement weatherization projects and to install and maintain air filtration systems at 	South Coast AQMD, CARB	TBD	2 nd Quarter 2021	1 st Quarter 2026

	schools, community centers and homes to reduce exposure to diesel mobile sources				
B	Identify opportunities to incentivize the replacement of older, higher polluting on-road (e.g., trucks) and off-road (e.g., tractors, freight trains, agricultural equipment) equipment with cleaner technology	South Coast AQMD, CARB	TBD (e.g., number of projects incentivized)	1 st Quarter 2021	1 st Quarter 2026
C	Identify funding opportunities to replace older diesel school buses with zero or near-zero emission school buses in ECV in all school districts within ECV	South Coast AQMD, CARB	TBD (e.g., number of projects incentivized)	1 st Quarter 2021	1 st Quarter 2026

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CHAPTER 5G:

GREENLEAF DESERT VIEW POWER PLANT

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Chapter 5g: Greenleaf Desert View Power Plant

Community Concerns

Greenleaf Desert View Power Plant is a biomass electrical generation facility located on the Cabazon Band of Mission Indians Reservation at 62300 Gene Welmas Dr, Mecca, CA 92254. It has been in operation since 1992, first as Colmac Energy, Inc. and then in 2011, the power plant was purchased by Greenleaf Power. Biomass (e.g., urban wood waste, orchard removal trees) is used at this facility as a fuel to help generate electricity. This facility operates as a steam-electric power plant¹. Typically, these power plants operate by burning fuel in a furnace to generate heat that is used in a boiler to produce steam. The steam flows into the turbine and spins the blades inside a turbine, which is connected to a generator to create electricity.



Since this facility is located on tribal land, it is regulated by Region 9 of the United States Environmental Protection Agency (USEPA).² The ECV CSC expressed concern about visible emissions and smoke from the facility and the limited information about the facility that is available to the community.

Actions to Address the Greenleaf Desert View Power Plant

To address community concerns and reduce emissions from the Greenleaf Desert View Power Plant, South Coast AQMD developed actions for the Community Emissions Reduction Plan (CERP). Table 1 below provides goals, actions, responsible entities, metrics, and a timeline to achieve emission reductions from the Greenleaf Desert View Power Plant.

¹ Greenleaf Power, LLC, Desert View, <http://www.greenleaf-power.com/facilities/desert-view-power.html>, Accessed October 25, 2020.

² USEPA, Title V Permit to Operate, <https://www.regulations.gov/contentStreamer?documentId=EPA-R09-OAR-2020-0266-0001&contentType=pdf>, Accessed October 25, 2020.

Table 1 – Goal: Reduce Emissions from Greenleaf Desert Power View Plant

	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
A	<p>Work with the CSC, tribal government and USEPA to:</p> <ul style="list-style-type: none"> Identify air quality concerns related to Greenleaf Desert View Power Plant (e.g., CSC survey) Compile air quality information about the facility (e.g., emissions, compliance history, applicable air quality regulations, existing air pollution control technologies) Conduct PM monitoring near the facility, identify strategic locations for air quality sensor deployment to capture potential PM2.5 emissions from the facility, and assess the potential impact on the community Develop strategies to reduce emissions and exposure (e.g. planting shrubs, trees and native plants around the perimeter of the facility) from the facility Identify funding to implement weatherization projects and to install and maintain air filtration systems at schools, community centers and homes to reduce exposure to industrial, commercial and other sources. 	South Coast AQMD	TBD	1 st quarter, 2022	3 rd quarter, 2022
B	Pursue a collaborative partnership with the Coachella Valley Association of Governments (CVAG) to consider requiring all future allocations of funds from the Greenleaf Desert View Power Plant in the ECV community to reduce air pollution emissions or exposures	South Coast AQMD, CVAG	TBD	4 th quarter 2022	TBD

CHAPTER 6:

COMMUNITY AIR MONITORING PLAN (CAMP) SUMMARY

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Chapter 6: Community Air Monitoring Plan (CAMP) Summary

The Community Air Monitoring Plan (CAMP) for the Eastern Coachella Valley (ECV) community has been developed through close collaboration between the Community Steering Committee (CSC) and South Coast AQMD staff. It outlines the objectives and strategies for monitoring air pollution in ECV based on the air quality priorities identified by the CSC. Air monitoring will play an important role in improving our understanding of air pollution in ECV, will help support the emissions and exposure reduction strategies developed in the Community Emissions Reduction Plan (CERP), and will track the progress of the CERP actions in this community. Specific air monitoring strategies are included in the actions described in Chapter 5 of the CERP: Chapters 5b Salton Sea, 5c Pesticides, 5d Fugitive Road Dust, 5e Open Burning and Illegal Dumping, 5f Diesel Mobile Sources, and 5g Greenleaf Desert View Power Plant. Overall, while the CERP and CAMP are separate documents, they work together to help achieve and track emissions and exposure reductions designed to improve local air quality in ECV.

Air monitoring provides information that can help address specific questions about pollutant concentrations in the community. To achieve the community-specific air monitoring objectives described in the CERP and CAMP, it is critical to develop a sound air monitoring approach and use appropriate monitoring methods and equipment specific for each purpose. The general monitoring approach in ECV consists of expanding the existing air monitoring network and deploying additional air monitoring equipment, including regulatory monitors and air quality sensors, to enhance the overall geographical coverage of measurements. Most of the air quality priorities in ECV, such as dust emissions from the Salton Sea and surrounding deserts and fugitive road dust, and smoke from open burning, are intermittent in nature and impact relatively large areas. Therefore, air monitoring at fixed locations provides an opportunity to capture both long-term and short-term trends, identify periods when these sources impact the community, and help pinpoint the most critical locations of concern.

A detailed description of air pollutants to be measured and types of monitoring methods and technologies to be deployed in ECV is provided below and in the CAMP. Overall, community air monitoring will implement the recommendations provided in CARB's "Community Air Protection Blueprint"ⁱ, support the implementation of the CERP, and track the progress towards improved air quality in the ECV community.

ⁱ CARB (2018) *Community Air Protection Blueprint*. Available at: <https://ww2.arb.ca.gov/our-work/programs/community-air-protection-program/community-air-protection-blueprint>.

Air Quality Priorities in the Eastern Coachella Valley Community

Each community has unique air quality challenges, and local community members have first-hand knowledge of important information, including emission sources and sensitive receptor locations. In order to ensure a collaborative process in developing and implementing a successful CERP and CAMP, it is critical to understand the specific air quality concerns in ECV. The CSC meetings provided a forum for identifying community-specific air quality priorities and potential contributing sources of air pollution to develop consensus and a shared understanding of specific air pollution challenges. In addition to actively collaborating with the CSC, the South Coast AQMD engages in a robust public process to provide additional opportunities for broad engagement both during CAMP development and throughout its implementation. This is achieved through periodic community meetings, workshops, South Coast AQMD Committee meetings and Governing Board meetings. Input and feedback provided by the CSC and the public will continue to be incorporated to improve and update the monitoring strategies throughout the implementation of this CAMP.

South Coast AQMD staff gathered information on the main CSC air quality concerns through a series of community meetings. As a result, the following categories have been selected as the highest air quality priorities: Salton Sea, Pesticides, Open Burning and Illegal Dumping, Fugitive Road Dust, Diesel Mobile Sources, and Greenleaf Desert View Power Plant (formerly Colmac Energy, Inc.). A detailed description on each of these categories is provided in the following sections.

Salton Sea

The Salton Sea is the largest lake in California and, as its shorelines continue to recede and expose the sediments deposited at the bottom of the Sea (also referred to as the “playa”), emissions from the Salton Sea contribute to poor air quality for ECV residents. The CSC has expressed their concerns about the Salton Sea, mainly with respect to odors caused by emissions of hydrogen sulfide (H₂S) and inhalable dust / particulate matter (PM₁₀; particles with diameters of 10 microns or smaller). Elevated levels of H₂S result from natural processes in the Salton Sea; these can lead to strong foul odors that negatively affects the quality of life of local residents and at high levels can cause acute health effects (e.g., headaches and nosebleeds). Dust emissions from the Salton Sea occur when the playa sediments get blown off by strong gusty winds and contribute to PM₁₀ emissions in the area, further deteriorating air quality. The CSC is also concerned that the soil from the playa may contain residuals of pesticides and other pollutants from agricultural runoff (toxic elements and metals, such as selenium (Se), cadmium (Cd), and nickel (Ni)), which can pose a risk to human health. Moreover, the CSC has conveyed that additional monitoring and improvements to notification systems are needed to better understand emissions from the Salton Sea.

The main monitoring strategy to address CSC concerns regarding H₂S emissions from the Salton Sea includes enhancement of the existing H₂S monitoring network in ECV to expand its geographical coverage, provide real-time H₂S data at more locations, and inform the community members about the odors they smell and where they come from, including a notification system for when ambient levels exceed the State standard. Currently, H₂S monitoring is being conducted at two fixed-site monitoring stations within the ECV community boundary; at the Mecca and Salton Sea Near-Shore air monitoring stations. A notification system for H₂S exceedances at these sites is available through “The Salton Sea Hydrogen Sulfide Monitoring” websiteⁱⁱ. As part of this monitoring strategy, South Coast AQMD staff will work with the CSC

ⁱⁱ <https://saltonseaodor.org/>

to identify opportunities to expand its air monitoring network. Continuous wind speed and wind direction data will also be collected to help better identify the location(s) of the odors. The expansion of the H₂S monitoring network will lead to covering a larger part of the ECV community and will help assess community impact and the extent to which the odors may be transported in the community and beyond.

Currently, PM₁₀ monitoring is being conducted at six fixed monitoring stations within the ECV community boundary. Two of these sites (Mecca and Indio) are operated by the South Coast AQMD. One of these stations, 29 Palms, has been established by a partnership between Twenty-Nine Palms Band of Mission Indians and the Cabazon Band of Mission Indians in the ECV community through an AB 617 Community Air Grant awarded by CARB to the tribes.ⁱⁱⁱ One monitoring station has been established by Torres-Martinez Desert Cahuilla Indians. The Salton Sea Park and Salton Sea Near-Shore monitoring stations are operated by the Imperial Irrigation District. The location of these stations is shown in figure 6-1 and the pollutants monitored at each site are presented in Table 6-1.

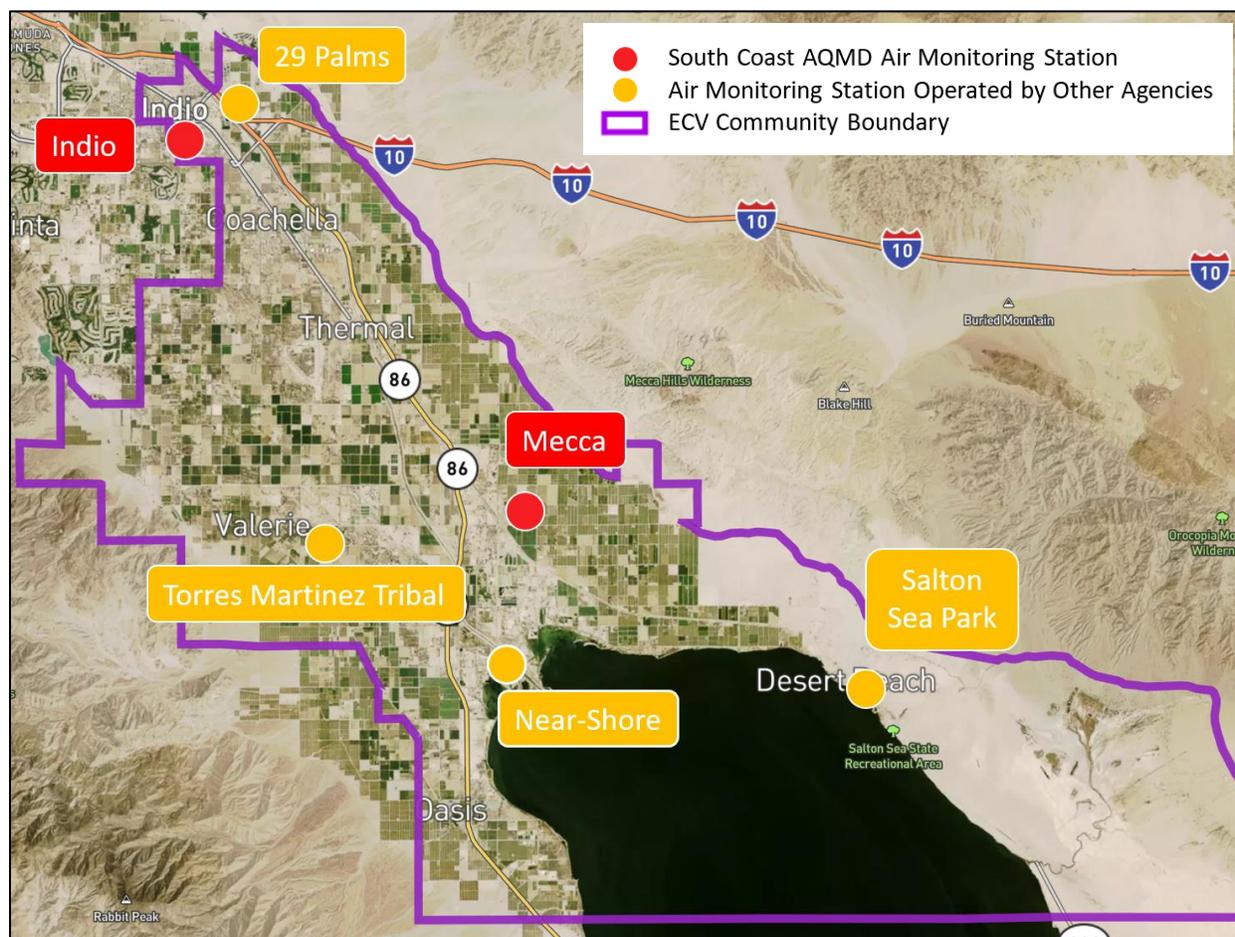


Figure 6-1. Current air monitoring stations in the ECV community

ⁱⁱⁱ Twenty-Nine Palms Tribal EPA, Air Quality: <https://www.29palmstribes.org/epa-air-quality>

Table 6-1- Pollutants monitored at each station in the ECV community

Station Name	Site Location	Agency	Monitored Pollutants
Indio	46990 Jackson Street Indio, CA 92201	South Coast AQMD	Ozone, PM2.5, PM10
Mecca (Saul-Martinez Elementary School)	65705 Johnson Street Mecca, CA 92254	South Coast AQMD	H ₂ S, PM10
Torres-Martinez Tribal	66-725 Martinez Road, Thermal, CA 92274	Torres-Martinez Cahuilla Indians	PM10
Salton Sea Near Shore	Lincoln Ave. & 73rd Ave., Mecca CA 92254	Imperial Irrigation District	H ₂ S*, PM2.5, PM10
Salton Sea Park	100-225 State Park Rd., North Shore CA 92254	Imperial Irrigation District	PM2.5, PM10
29 Palms	33.719724, -116.189578	Twenty-Nine Palms Band of Mission Indians	PM2.5, PM10

* H₂S monitor is operated by the South Coast AQMD

As part of our efforts to better characterize PM10 emissions from the Salton Sea, South Coast AQMD staff will work with the CSC to identify opportunities to expand the PM10 monitoring network in ECV to provide additional air quality information in residential areas that do not currently have such measurement data. This, together with continuous wind speed and wind direction data, will help gain a better understanding of dust emissions and distinguish between windblown dust from desert areas and playa dust emissions from the Salton Sea. It can also help track the concentration trends of PM10 over the course of the AB 617 program to help assess the effectiveness of dust suppression projects. Data from this monitoring network will be provided in near real-time to inform community members of PM10 levels in ECV, and if emissions Federal and/or State standards.

The above-mentioned monitoring network will be supplemented by a network of PM10 sensors to enhance the spatial coverage of PM10 measurements at more locations of interest. Data from these sensors will provide real-time information and improve our understanding of the variations in PM10 levels across the ECV community. This will help identify the source(s) of PM10 emissions and their origin (e.g., fugitive road dust and wind-blown desert dust). Air quality sensors will be co-located with a reference PM10 monitor at one of the South Coast AQMD air monitoring stations to verify sensor performance prior to deployment. A data calibration and correction protocol has been developed to systematically enhance the data quality of the PM10 sensors after deployment. The sensor deployment process will be carried out in close collaboration with the South Coast AQMD Air Quality Sensor Performance Evaluation Center (AQ-SPEC). AQ-SPEC is the most comprehensive sensor evaluation program in the United States that provides community residents, scientists and other sensor users with unbiased information on sensor performance based on rigorous field and laboratory testing^{iv}.

These measurements will be accompanied by baseline monitoring to better characterize the chemical composition of dust in the ECV community. Chemical composition data will be beneficial in characterizing

^{iv} Air Quality Sensor Performance Evaluation Center (AQ-SPEC): <http://www.aqmd.gov/aq-spec>

the relative contributions of playa dust emissions and dust from other sources (e.g., fugitive road dust and wind-blown desert dust) to the ambient concentrations of PM₁₀ measured in ECV. Baseline measurements will also help track the trends of key indicator pollutants of Salton Sea emissions and address specific CSC concerns about the chemical composition and potential toxicity of playa dust emissions.

Lastly, South Coast AQMD staff will pursue a collaborative partnership with other organizations (e.g., University of California – Riverside) to support the ongoing study of soil chemical and microbiome composition of the Salton Sea playa dust samples.

Pesticides

Pesticides are unique among air toxic substances because they are produced specifically for their toxicity to a target pest and purposely introduced into the environment. Pesticides play a major role in agricultural production all around the world to help protect crops from pests. Farming operations in the ECV commonly use pesticides on agricultural land. Pesticide regulations do not only focus on assessing their toxicity and potentially banning pesticides but also on protecting people by reducing the risk of harmful exposure.

The CSC expressed their concerns about the health impacts of pesticides used in agriculture, including exposure to farm workers, in residential areas (e.g., odor nuisance and pesticide exposure from wind drift or runoff), and in schools that are close to application sites. The CSC also emphasized their apprehension regarding the lack of information on the actual amount of pesticides being used in ECV, and the dates when pesticides are being applied. This information is critical for the public when planning to participate in outdoor activities.

Federal, State, and local regulatory agencies are responsible for ensuring safe use of pesticides in California. At the Federal level, the U.S. Environmental Protection Agency (EPA) approves the use of each pesticide. At the State level, the California Department of Pesticide Regulation (DPR) has legal authority to regulate and enforce rules that address the sale and use of pesticides in California. In addition, DPR monitors the levels of pesticides in the air, water and produce. The information regarding pesticides usage and the measured levels is reported periodically on DPR's public website^v.

South Coast AQMD staff will pursue collaboration with DPR, California Air Resources Board (CARB) and Riverside County Agricultural Commissioner (CAC) to assess currently available pesticide data and develop a monitoring strategy for studying and characterizing this air quality priority.

For the evaluation of pesticide data, South Coast AQMD staff will collaborate with DPR, CARB, and other agencies that currently have information for identifying the potential impact of pesticides on the community. This analysis will be based on currently available data, such as annual pesticide usage, pesticide toxicity and volatility, season and method of application. This screening evaluation will identify the pesticides that are most impactful in this community and will provide information for focusing subsequent air monitoring efforts. South Coast AQMD staff will also reach out to the CSC, members of the public and local growers to gather feedback on the collected data and any other information that may help inform the pesticide monitoring efforts.

^v <https://www.cdpr.ca.gov/docs/pur/purmain.htm>

South Coast AQMD staff will present the results of the data evaluation to the CSC and community members. Following this screening process, staff will work with the CSC to select the most relevant pesticides in the community and identify representative locations and periods for monitoring pesticides levels. South Coast AQMD staff will consult with DPR and CARB to evaluate which sampling and analysis techniques will be used, as appropriate. Air monitoring will be conducted to determine if specific pesticides are present and at what levels. If elevated levels of pesticides are found in ambient air, South Coast AQMD staff will work with DPR, CARB and the Riverside CAC to identify potential exposure reduction measures and/or to develop new use restrictions or regulations to be enforced by the Riverside CAC. The screening analysis and the outcome results from this monitoring plan will lay the foundation for future assessments of the impact of pesticides on the ECV community and the effectiveness of regulations.

Open Burning and Illegal Dumping

The ECV community has a large agricultural industry, including the production of grapes, dates, citrus and other crops. With such a large agricultural industry in the area, the burning of agricultural waste is a common method of disposal. In some cases, burning may occur to prevent crops from freezing. The CSC also identified illegal dumping of various waste materials, which can subsequently catch fire, as an air quality priority. The open burning can cause smoke, impacting schools, childcare centers and homes.

The main strategy to characterize emissions from open burning in this community will center around the deployment of a network of air quality sensors to measure PM_{2.5}. Due to the sporadic nature of open burning, fixed monitors are necessary to capture the spatial and temporal variability of emissions. Fixed monitoring using air quality sensors will provide real-time air quality data to gain a better understanding of the locations, frequency, and magnitude of PM emissions from open burning, help identify the locations impacted by the smoke, and improve overall public information on PM_{2.5} levels in the community.

South Coast AQMD staff will work with the CSC to effectively deploy these sensors at appropriate locations. South Coast AQMD staff will also pursue opportunities to augment one of the existing and/or new monitoring stations with a black carbon monitor to better characterize emissions. Black carbon is a by-product of biomass burning but can also be emitted from diesel mobile sources.

Fugitive Road Dust

The CSC identified emissions from fugitive road dust as an air quality priority in ECV. Fugitive road dust in this community is generated when vehicles travelling on paved and unpaved roads kick up loose solid materials deposited on the surface and make them airborne. The CSC has expressed concerns about dust emitted from unpaved roadways when there are windy conditions or when off-road vehicles drive on these roads. Community residents are also concerned about the potential health effects associated with exposure to high PM₁₀ levels resulting from fugitive road dust emissions.

Currently, six air monitoring stations in the ECV community (Table 6-1) measure PM₁₀. The Indio and Mecca air monitoring stations are operated by the South Coast AQMD, while the rest of the stations are operated by other agencies.

The monitoring strategy for fugitive road dust includes expanding the current South Coast AQMD PM₁₀ monitoring network in ECV, which will provide near real-time PM₁₀ and wind data to inform community members about PM₁₀ levels and if they exceed Federal and/or State standards. These measurements will help track the concentration trends of PM₁₀ levels over time to help determine the effectiveness of emission reduction strategies.

South Coast AQMD staff will seek new opportunities and work with the CSC to create an air quality sensor network to augment the fixed monitoring network for PM₁₀ measurements to cover a larger area in the community, prioritizing areas where the public spends a significant amount of time (e.g. schools and residential areas) and areas close to sources of fugitive dust. Data from these sensors will provide near real-time data and improve our understanding of the spatial and temporal variability in PM₁₀ levels across ECV. This information will help better distinguish where the PM₁₀ emissions are coming from (e.g. dust emissions from the Salton Sea or wind-blown dust from surrounding deserts). Air quality sensors will also provide more opportunities for community engagement in different aspects of the air monitoring process. All sensors will be co-located at one of the air monitoring stations with reference PM₁₀ monitors to check their performance prior to deployment. It should be noted that the sensors for PM₁₀ measurements usually show a good performance at the lower concentration levels while their uncertainty increases significantly during regional dust events with high PM₁₀ levels. A systematic data calibration and correction protocol has been developed and will be implemented to improve data quality for the entire sensor network. During dust events, which have regional impacts, the reference monitors can help determine the community impact.

Diesel Mobile Sources

The CSC has expressed concerns about exposure to diesel emissions from several mobile sources and locations in the ECV community including heavy-duty trucks traveling along the State highways 111 and 86, school buses, and heavy-duty agricultural equipment (e.g., tractors and harvesting equipment). Diesel truck emissions are complex and are comprised of a variety of toxic gases and particles. Pollutants associated with diesel exhaust include PM_{2.5}, and nitrogen dioxide (NO₂). Diesel exhaust also contains the toxic air contaminant diesel particulate matter (DPM), which is a component PM_{2.5}. DPM cannot be monitored directly but is estimated by measuring black carbon (BC or “soot”).

Two existing air monitoring stations (Indio station operated by the South Coast AQMD and 29 Palms monitoring station operated by Twenty-Nine Palms Band of Mission Indians) measure PM_{2.5} within the community (Figure 6-1 and Table 6-1). The proposed monitoring strategy to address this priority consists of creating a sensor network that can measure PM_{2.5} and NO₂. South Coast AQMD staff will work with the CSC to effectively deploy these sensors at appropriate locations. This additional data will help quantify emissions from truck traffic to better understand the impact of diesel emissions in the community and to help track the effectiveness of emission reduction strategies outlined in the CERP. South Coast AQMD will also pursue opportunities to augment one of the existing or new monitoring stations with a stationary BC monitor. If necessary, short-term BC monitoring will be conducted at locations where sensor data indicate relatively high diesel emissions.

Greenleaf Desert View Power Plant

The CSC expressed concerns regarding the Greenleaf Power Desert View Power Plant (formerly Colmac Energy, Inc.), because of visible emissions and smoke from the facility. This facility is a biomass electrical generation facility that has been operating since 1992 and is located on the Cabazon Band of Mission Indians Reservation at 62300 Gene Welmas Dr, Mecca, CA 92254. This plant is subject to U.S. EPA regulations and uses emission control devices and measures to reduce nitrogen oxides (NO_x), sulfur oxides (SO_x) and PM emissions.

To address CSC concerns, South Coast AQMD staff will evaluate currently available combustion-related emissions data to help assess how emissions from the Greenleaf power plant contribute to the overall

pollution burden in ECV. Based on these findings and if additional monitoring is necessary, South Coast AQMD staff will implement an appropriate monitoring strategy that focuses on measuring relevant pollutants near the facility and close to sensitive receptors (e.g., schools).

This power plant is operating all year round and, therefore, a monitoring strategy based on fixed monitoring will be adopted. Fixed monitoring allows for a more comprehensive characterization of air pollution trends over an extended period of time, although it only provides air quality information when the monitoring locations are downwind of the source. Currently, South Coast AQMD operates one fixed monitoring site (Mecca air monitoring station) near the Greenleaf power plant; this site is located within the perimeter of Saul Martinez elementary school and approximately one mile southeast to the power plant. An analysis of the wind direction gathered during the last three years shows that the air monitoring station in Mecca was downwind of the power plant more than 50% of the time and, hence, this is a suitable site for exploring the impact of Greenleaf emissions on the surrounding community.

Since the general monitoring approach for ECV relies on creating an air quality sensor network, South Coast AQMD will work with the CSC to identify strategic locations for deploying these sensors to capture potential PM_{2.5} emissions from this facility, if appropriate, under variety of wind conditions.

APPENDIX 2:

COMMUNITY OUTREACH, COMMUNITY STEERING COMMITTEE AND PUBLIC PROCESS

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APPENDIX to Chapter 2:**Eastern Coachella Valley (ECV)**

The Eastern Coachella Valley (ECV) Community Outreach Summary includes an overview of the public engagement efforts and the Community Steering Committee (CSC) process that has been integral in the development of the CERP. This Appendix contains additional information on committee documents, meeting materials, and additional community engagement. Many of these materials are posted on the community's webpage:

<http://www.aqmd.gov/nav/about/initiatives/community-efforts/environmental-justice/ab617-134/eastern-coachella-valley>

Table 2-1. Community Steering Committee (CSC) Meeting Schedule for ECV

Meeting #	Meeting, Date and Location	Approximate # of Attendees
Kick-off	Kick-off Meeting January 22, 2020 Coachella Library, Coachella	75
1	CSC February 26, 2020 Coachella Library, Coachella	75
2	CSC May 20, 2020 Virtual Zoom Webinar	70
3	CSC & Charter Working Group June 23, 2020 Virtual Zoom Webinar	45
4	June 25, 2020 Virtual Zoom Webinar	45
5	CSC & Charter Working Group July 15, 2020 Virtual Zoom Webinar	40
6	CSC & Charter Working Group July 22, 2020 Virtual Zoom Webinar	30
7	CSC & Charter Working Group July 29, 2020 Virtual Zoom Webinar	30
8	CSC & Workshop (Salton Sea & Pesticides) July 30, 2020 Virtual Zoom Webinar	50
9	CSC & Workshop (Open Burning & Illegal Dumping)	50

	August 26, 2020 Virtual Zoom Webinar	
10	CSC September 24, 2020 Virtual Zoom Webinar	65
11	Q&A Session October 7, 2020 Virtual Zoom Webinar	30
12	CSC October 14, 2020 Virtual Zoom Webinar	55
13	CSC October 22, 2020 Virtual Zoom Webinar	55
14	CSC November 12, 2020 Virtual Zoom Webinar	55
15	CSC November 19, 2020 Virtual Zoom Webinar	TBD

ROSTER:

CSC membership consisted of 50 CSC primary members, along with various organizations designated alternates. Due to the lack of attendance and issues with reaching a quorum at CSC meetings, the CSC requested that staff contact CSC members who have missed 5 or meetings. As of November 19th, the roster was updated to reflect the 38 remaining CSC members.

Table 2-2: CSC Roster for the ECV community

Affiliation	Additional Affiliation	Primary CSC Member	Alternate
Active Residents			
Resident (Coachella)		Karina L. Andalon	
Resident (Coachella)	Youth	Rene Chavez	
Resident (Coachella)		Lillian Garcia	
Resident (Coachella)	Youth	Jonathan Lopez	
Resident (Coachella)		Marco Romero-Villa	
Resident (Indio)		Manuel Arredondo	
Resident (Indio)		Arturo Castellanos Jr	
Resident (Indio)		Anetha Lue	
Resident (Mecca)		Guadalupe Rosales	
Resident (North Shore)		Mario Bautista	
Resident (North Shore)		Maria "Conchita" Pozar	
Resident (North Shore)	Youth	Adriana Torres	
Resident (Oasis)		Rosa Mendez-Camacho	
Resident (Thermal)	Youth	Azucena Beltran	
Resident (Thermal)	Youth	Gabriel Cruz	
Resident (Thermal)	Youth	Nancy Del Castillo	
Resident (Thermal)		Bryan Mendez	
Resident (Thermal)	Youth	Manuela Ramirez	
Resident (Thermal)		Olivia Rodriguez	
Resident		Sandra Ramirez	
Community Organization			
Alianza	Resident	Patricia Leal-Gutierrez	Sahara Huazano
Coachella Valley Parents	Resident	Mariana Roman	
Comite Civico Del Valle (CCV)	Resident	Miguel Hernandez	
Communities for a New CA Education Fund	Resident	Anna Lisa Vargas	Edith Guadalupe Cebreros
Growing Coachella Valley		Janell Percy	
La Union Hace La Fuerza	Resident	Monica Mandujano	
Regional Access Project (RAP) Foundation	Resident	Karen Borja	
Vivir	Resident	Angela Bedolla	
Los Polancos; Lideres Campesinas	Resident	Maria Griselda Garcia	
Leadership Counsel for Justice and Accountability	Resident	Rebecca Zaragoza	
Pueblo Unido CDC		Yaneth Andrade-Magana	

Table 2-2: CSC Roster for the ECV community (continued)

Affiliation	Additional Affiliation	Primary CSC Member	Alternate
Business, Business Organization or Labor Organization			
Anthony Vineyards	Business	Anthony Bianco	
Foster Gardner, Inc	Business	Rob Foster	
Mojave Gold LLC	Business	Veronica Gonzalez	
Richard Bagdasarian Inc	Business	Michael G. Bozick	
Tudor Ranch Inc	Business	George Tudor	
Greater Coachella Valley Chamber of Commerce	Business Organization	Diana Soto	
Agency, School, University, Hospital			
Riverside County Ag Commissioner	Agency/Agriculture	Ruben Arroyo	Jordan Key
SoCalGas	Agency/Energy	Deborah McGarrey	
Desert Healthcare District & Foundation	Agency/Health	Conrado Barzaga	Alejandro Espinoza
Riverside University Health System – Public Health	Agency/Health	Miguel A. Vázquez	Eddy Jara
Loma Linda University School of Public Health	Agency/School	Ryan Sinclair	
College of the Desert School of Trustees	Agency/School	Aurora Wilson	
University of California, Riverside	Agency/School	Ann Cheney	
Coachella Valley Unified School District	Agency/School; Resident	Lisette Edith Santiago Bea Gonzalez	
Sunline Transit	Agency; Transportation	Lauren Skiver	Brittney Sowell Nicholas Robles
Tribal Organization			
Torres Martinez Desert Cahuilla Indians	Agency/Tribe; Resident	Sienna Thomas	Diana Ugarte Navarro
Twenty-Nine Palms Band of Mission Indians	Agency/Tribe; Resident	Aaron Rojas	Shawn Muir; Levi Anderson
Elected Officials			
Office of Assemblymember Eduardo Garcia		Miguel Romero Ochoa	

CHARTER

A Charter was developed by South Coast AQMD and CSC member to cover committee objectives, roles and responsibilities, meeting frequency, meeting dates, times, and locations, etc.

English: <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/final-charter.pdf?sfvrsn=8>

Spanish: <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/final-charter-span.pdf?sfvrsn=8>

SIGN-IN SHEETS

At every CSC meeting, members of the CSC and public were requested to sign in. The initial community kick-off meeting and the first meeting of the ECV CSC were in-person meetings, but the rest of the meetings were held virtually via zoom webinars. Thus, the zoom attendance report is included for each virtual meeting.

(attached)

AGENDAS

Prior to every CSC meeting, the meeting agenda was emailed to CSC members and interested parties as well as posted online in English and Spanish.

<http://www.aqmd.gov/nav/about/initiatives/community-efforts/environmental-justice/ab617-134/eastern-coachella-valley> (attached)

MEETING DATES, TIMES, LOCATION

Recent and upcoming activities regarding the ECV community, including interactive maps, the discussion draft of the CERP and CAMP, all meeting invitations, presentations, materials and summary notes can be found on South Coast AQMD's website:

<http://www.aqmd.gov/nav/about/initiatives/community-efforts/environmental-justice/ab617-134/eastern-coachella-valley>

Specific links for meeting flyers, presentations, and agenda are listed below:

Table 2-3: CSC Meeting Dates and Meeting Information

Meeting Type / CSC Meeting #	Date and Location	Approximate # of Attendees	Meeting Flyer Invitation	Presentation Links	Meeting Agendas
Kick-off	Kick-off Meeting January 22, 2020 Coachella Library, Coachella	75	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/flyer-jan22-2020.pdf?sfvrsn=8	English: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/presentation-jan22-2020.pdf?sfvrsn=14 Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/presentation-january22-2020-span.pdf?sfvrsn=14	English: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/agenda-jan22-2020.pdf?sfvrsn=8 Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/agenda-jan22-2020-span.pdf?sfvrsn=8
1	CSC February 20, 2020 Coachella Library, Coachella	75	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/meeting-flyer-feb20-2020.pdf?sfvrsn=14	English: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/presentation-feb20-2020.pdf?sfvrsn=8 Spanish:	English: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/agenda-feb20-2020.pdf?sfvrsn=14 Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/presentation-feb20-2020-span.pdf?sfvrsn=14
2	CSC May 20, 2020 Virtual Zoom Webinar	70	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/flyer-may-20-2020.pdf?sfvrsn=8	English/Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/presentation-may-20-2020.pdf?sfvrsn=8	English/Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/agenda-may-20-2020.pdf?sfvrsn=8
3	CSC & Charter Working Group June 23, 2020 Virtual Zoom Webinar	45	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/agenda-june23-2020.pdf?sfvrsn=8	No presentation / Google doc	English/Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/agenda-june23-2020.pdf?sfvrsn=8
4	June 25, 2020 Virtual Zoom Webinar	45	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/flyer-june25-2020.pdf?sfvrsn=8	English/Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/presentation-june25-2020.pdf?sfvrsn=8	English/Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/agenda-june25-2020.pdf?sfvrsn=8
5	CSC & Charter Working Group July 15, 2020	40	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/flyer-july15-2020.pdf?sfvrsn=8	No presentation / Google doc	English/Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/agenda-july15-2020.pdf?sfvrsn=8

	Virtual Zoom Webinar		coachella-valley/flyer-july2020.pdf?sfvrsn=8		valley/agenda-july15-2020.pdf?sfvrsn=8
6	CSC & Charter Working Group July 22, 2020 Virtual Zoom Webinar	30	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/flyer-july2020.pdf?sfvrsn=8	No presentation / Google doc	English/Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/flyer-july2020.pdf?sfvrsn=8
7	CSC & Charter Working Group July 29, 2020 Virtual Zoom Webinar	30	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/flyer-july2020.pdf?sfvrsn=8	No presentation / Google doc	English/Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/meeting-agenda-july-29-2020.pdf?sfvrsn=8
8	CSC & Workshop (Salton Sea & Pesticides) July 30, 2020 Virtual Zoom Webinar	50	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/meeting-flyer-july-30-2020.pdf?sfvrsn=14	English/Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/introduction-presentation-july-30-2020.pdf?sfvrsn=8 Full presentations can be found here: http://www.aqmd.gov/nav/about/initiatives/community-efforts/environmental-justice/ab617-134/eastern-coachella-valley	English/Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/meeting-agenda-july-30-2020.pdf?sfvrsn=14
9	CSC & Workshop (Open Burning & Illegal Dumping) August 26, 2020 Virtual Zoom Webinar	50	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/meeting-flyer-august-26-2020.pdf?sfvrsn=8	<i>Coachella Valley Ozone Standard Update:</i> English: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/cv-ozone-plan-update-presentation.pdf?sfvrsn=14 Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/cv-ozone-plan-update-presentation-spanish.pdf?sfvrsn=8 <i>Agricultural Burning / Illegal Dumping:</i> English: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/burn-program-presentation.pdf?sfvrsn=8 Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/burn-program-presentation-spanish.pdf?sfvrsn=8	English/Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/agenda-aug26-2020.pdf?sfvrsn=20

10	CSC September 24, 2020 Virtual Zoom Webinar	65	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/flyer-sept24-2020.pdf?sfvrsn=14	English: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/meeting-presentation---sept-24-2020---english.pdf?sfvrsn=6 Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/meeting-presentation-sept-24-2020-spanish.pdf?sfvrsn=6	English/Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/meeting-agenda-sept-24-2020.pdf?sfvrsn=8
11	Q&A Session October 7, 2020 Virtual Zoom Webinar	30	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/flyer-oct7-2020.pdf?sfvrsn=14	<i>Salton Sea:</i> English: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/salton-sea-handout.pdf?sfvrsn=8 Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/salton-sea-handout-span.pdf?sfvrsn=8 <i>Pesticides:</i> English: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/pesticides-handout.pdf?sfvrsn=8 Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/pesticides-handout-spani.pdf?sfvrsn=8 <i>Open Burning</i> English: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/open-burning-handout.pdf?sfvrsn=8 Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/open-burning-handout-span.pdf?sfvrsn=8 <i>Fugitive Dust</i> English: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/fugitive-road-dust.pdf?sfvrsn=8 Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/fugitive-road-dust-span.pdf?sfvrsn=8	English/Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/flyer-oct7-2020.pdf?sfvrsn=14

12	CSC October 14, 2020 Virtual Zoom Webinar	55	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/agenda-oct14-2020.pdf?sfvrsn=8	English: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/presentation-oct14-2020.pdf?sfvrsn=8 Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/presentation-oct14-2020-span.pdf?sfvrsn=8	English/Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/agenda-oct14-2020.pdf?sfvrsn=8
13	CSC October 22, 2020 Virtual Zoom Webinar	55	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/agenda-oct22-2020.pdf?sfvrsn=8	English: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/presentation-oct22-2020.pdf?sfvrsn=14 Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/presentation-oct22-2020-span.pdf?sfvrsn=14	English/Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/agenda-oct22-2020.pdf?sfvrsn=8
14	CSC November 12, 2020 Virtual Zoom Webinar	50	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/flyer-nov12-2020.pdf?sfvrsn=8	English: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/presentation-nov12-2020.pdf?sfvrsn=8 Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/presentation-nov12-2020-spani.pdf?sfvrsn=8	English/Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/agenda-nov12-2020.pdf?sfvrsn=14
15	CSC November 19, 2020 Virtual Zoom Webinar	50	http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/flyer-nov19-2020.pdf?sfvrsn=8	English: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/presentation-nov19-2020.pdf?sfvrsn=8 Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/presentation-nov19-2020-span.pdf?sfvrsn=8	English/Spanish: http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/agenda-nov19-2020.pdf?sfvrsn=14

MEETING INTERPRETATION

Spanish interpretation was available at each kick-off meeting and CSC meeting. The following interpreters were contracted through California Certified Interpreters and provided their interpretation services at the various ECV CSC meetings:

Table 2-4. Meeting Interpreters

Alejandro Franco	Monica Desiderio	Madeline Rios
Patricia Hyatt	Estela Moll	Edna L. Santizo

MEETING FACILITATION

All ECV CSC meetings were facilitated by VMA Communications (www.vmapr.com) by either Jeanette Flores and Valerie Martinez.

Figure 2-1. – Facebook Live Screen Shot of an ECV CSC Meeting



Figure 2-2. – Screen shot of community AB 617 webpage created for ECV

Home / About / Initiatives / Community Efforts / Environmental Justice / AB 617 / Eastern Coachella Valley

Share: [f](#) [t](#)

AB 617 - 2019-Designated Communities

Eastern Coachella Valley (ECV)

Recent & Upcoming Activity

Next Scheduled meeting:

4:00 p.m. – 6:00 p.m., Thursday, October 22, 2020 - Community Steering Committee Remote Meeting
 Zoom Link: <https://scaqmd.zoom.us/j/98534653376>
 Zoom Webinar ID (English): 985 3465 3376
 Teleconference Dial In: +1 669 900 6833
 Spanish Meeting ID: 932 0955 9643

- Meeting Agenda: [English/Español \(PDF\)](#)
- Meeting Presentation: [English \(PDF\)](#) [Español \(PDF\)](#)

Newsletters

- May 2020 - [English \(PDF\)](#) [Español \(PDF\)](#)

Interactive Maps

- [Story Map - ECV Community Boundary and Regulatory Air Quality Monitoring - English](#) [Español](#)

Informational Handouts

- Air Quality Priorities: [English \(PDF\)](#) [Español \(PDF\)](#)
- Open Burning (agriculture and non-agriculture): [English \(PDF\)](#) [Español \(PDF\)](#)
- Fugitive Road Dust: [English \(PDF\)](#) [Español \(PDF\)](#)

Prior Meetings & Activity

October 15, 2020 - AB 617 Incentive Strategies - Virtual Public Consultation Meeting

- Meeting Agenda: [English \(PDF\)](#) [Español \(PDF\)](#)
- Meeting Presentation: [English/Español \(PDF\)](#)

Table 2-5. Technical Advisory Group Meetings in 2019-2020

Meeting #	Date	Approximate Attendees
1	February 27, 2019	45
2	May 29, 2019	45
3	July 18, 2019	40
4	July 31, 2020	40
5	October 23, 2020	40

Table 2-6. AB 617 Technical Advisory Group (TAG) Roster As of October 23, 2020

Name	Affiliation	Community
Jesse Marquez	Coalition for a Safe Environment	Wilmington, Carson, West Long Beach
Erica Blyther	City of Los Angeles	Wilmington, Carson, West Long Beach
Jill Johnston	University of Southern California	Wilmington, Carson, West Long Beach
Tim DeMoss (Alternate for Erica Blyther)	Port of Los Angeles	Wilmington, Carson, West Long Beach
Ryan Sinclair	Loma Linda University	San Bernardino, Muscoy

Name	Affiliation	Community
Andreas Beyersdorf	California State University, San Bernardino	San Bernardino, Muscoy
Tammy Yamasaki	Southern California Edison	San Bernardino, Muscoy
Hector Garcia	Our Lady of Victory	East LA, Boyle Heights, West Commerce
Rafael Yanez	Active Resident	East LA, Boyle Heights, West Commerce
Aaron Rojas	Tribal Air Technician, Twenty-Nine Palms Band of Mission Indians	Eastern Coachella Valley
Ryan Sinclair	Loma Linda University	Eastern Coachella Valley
Lilian Garcia	Active Resident	Eastern Coachella Valley
Laura Cortez	East Yard Communities for Environmental Justice	Southeast Los Angeles
Rudy Morales	Morales Galindo Group	Southeast Los Angeles
Manuel Pastor	Univ. Southern California, Sociology and American Studies & Ethnicity	Technical Expert
Scott Fruin	Univ. Southern California, Preventive Medicine	Technical Expert
Luis Portillo	Inland Empire Partnership	Technical Expert
Cesunica (Sunny) Ivey	UC Riverside	Technical Expert
Ken Davidson	US EPA Region 9 Air Division, Air Toxics, Radiation, and Indoor Air Office	Technical Expert
Janet Whittick	California Council for Environmental and Economic Balance (CCEEB)	Technical Expert
Melissa Lunden	Aclima	Technical Expert

ADDITIONAL OUTREACH

Table 2-7. South Coast AQMD staff had more than 50 in-person, phone, or Zoom meetings with CSC members.

Date	Meeting
12/10/20	Ryan Sinclair, Pati Leal, Rebecca Zaragoza
1/17/20	Pati Leal
2/20/20	Torres Martinez Desert Cahuilla Indians Reservation - Vice Chairman Mirelez, Tony Quiroz, Sienna Thomas
3/19/20	Twenty-Nine Palms EPA – Shawn Muir, Levi Anderson, Aaron Rojas
4/1/20	Rebecca Zaragoza, Sahara Huazano, Patricia Leal, Yaneth Andrade-Magaña, Olivia Rodriguez, Ryan Sinclair, Miguel Hernandez
6/5/20	Anetha Lue
6/5/20	Rebecca Zaragoza
6/9/20	Josefina Sosa

Date	Meeting
6/9/20	Maria Conchita Pozar
6/9/20	Odalys Beltran
6/9/20	Azucena Beltran
6/9/20	Leticia de Lara
6/9/20	Britney Sowell
6/11/20	Ryan Sinclair
6/9/20	Miguel Hernandez
6/12/20	Otoniel Quiroz
6/12/20	Pati Leal
6/26/20	Yaneth Andrade
6/26/20	Janell Percy
7/15/20	Marco Romero Villa
7/15/20	Monica Mandujano
7/15/20	Janell Percy
7/16/20	Manuel Arredondo
7/16/20	Karina Andelon
7/23/20	Manuela Ramirez
7/23/20	Rene Chavez
7/23/20	CSC Workshop Presenters (DPR, California Natural Resources Agency (CNRA), IID, CARB, UC Riverside, County of Riverside Ag Commissioner)
8/7/20	Aaron Rojas
9/16/20	Anetha Lue
9/16/20	Rebecca Zaragoza
9/16/20	Pati Leal
9/18/20	George Tudor
9/18/20	Bryan Mendez
9/18/20	Olivia Rodriguez
9/18/20	Rebecca Zaragoza
9/18/20	Karina Andalon
9/21/20	Miguel Romero Ochoa
9/22/20	Miguel Vazquez
9/22/20	Deborah McGarrey
9/22/20	Anetha Lue
9/22/20	Brittney Sowell

Date	Meeting
9/23/20	Lilian Garcia
9/24/20	Anna Lisa Vargas
9/30/20	Adriana Chavez
9/30/20	Pati Leal
10/22/20	Lil Garcia
11/11/20	Aaron Rojas
11/17/20	Angela Bedolla
11/17/20	Arturo Castellenos Jr
11/17/20	Gabriel Cruz
11/17/20	Guadalupe Rosales
11/17/20	Maria Griselda Garcia
11/17/20	Rene Chavez
11/17/20	Marco Romero-Villa
11/17/20	Aurora Wilson
11/19/20	Monica Mondujano
11/20/20	Anetha Lue

ADDITIONAL COMMUNITY ENGAGEMENT

Table 2-8. South Coast AQMD staff attended various meetings hosted by community organizations and local government agencies in order to better understand the unique issues facing ECV.

Date	Meeting
2/19/19	Leadership Counsel for Justice and Accountability (LCJA), CARB
3/7/19	Coachella Valley EJ Task Force
4/24/19	Coachella Valley EJ Task Force
5/14/19	Coachella School District Community Meeting
6/12/19	Coachella Valley EJ Task Force
7/17/19	Riverside County Health Coalition SB1000 & Environmental Justice
7/19/19	CCV
8/28/19	Coachella Valley EJ Task Force
9/20/19	Twenty-Nine Palms Tribal EPA - Coachella Air Monitoring Tour
9/25/19	Coachella Valley EJ Task Force
10/16/19	IID Salton Sea Tour (Imperial County)
10/16/19	North Shore Community Gathering

Date	Meeting
10/17-10/8/19	2019 Salton Sea Summit
10/23/19	SB 1000 Mecca Community Collaboration, Mecca
11/1-11/2/19	Imperial Valley EJ Summit
11/8/19	SunLine Transit
11/20/19	Coachella Valley EJ Task Force
12/18/19	Coachella Valley EJ Task Force
1/22/20	Coachella Valley EJ Task Force
2/7/20	Alianza Ribbon Cutting
2/20/20	Cabazon Band of Missions
2/20/20	Coachella Leadership Briefing
2/26/20	Coachella Valley EJ Task Force
3/25/20	SSMP: Draft Dust Suppression Action Plan - Interagency Air Quality Coordination Meeting
3/25/20	Air Studies Meeting with Luis Olmedo and Dr. Paul English
4/8/20	SSMP: DSAP Comment Coordination
4/22/20	Estamos Aqui Documentary Public Viewing
4/22/20	Coachella Valley EJ Task Force
5/20/20	Coachella Valley EJ Task Force
5/22/20	Briefing for American Cancer Society
6/21/20	Coachella Valley EJ Task Force
7/7/20	Department of Water Resources
7/10/20	Department of Pesticide Regulation
7/22/20	Coachella Valley EJ Task Force
7/28/20	Department of Pesticide Regulation
8/26/20	Coachella Valley EJ Task Force
10/28/20	Coachella Valley EJ Task Force
10/28/20	EJ Conference – AB 617
11/9/20	CSUN Environmental Justice Reporting
11/18/20	Coachella Valley EJ Task Force

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APPENDIX 3A:

COMMUNITY PROFILE

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Appendix 3a: Community Profile

Process of CSC Input on CERP Elements

The elements and actions described in the CERP were developed during monthly CSC meetings and workshops, where committee members, members of the public, and South Coast AQMD staff worked together to discuss the various air quality concerns within the community boundary and identified opportunities to address them. The input process is summarized in Table Appendix 3a-1.

Table Appendix 3a-1: Process of CSC Input on CERP Elements

Meeting	Discussion Topic(s)	CSC input	How was this CSC input used in the CERP development process?
CSC Meeting #1 February 20, 2020	<ul style="list-style-type: none"> • CSC Orientation • CSC Charter • Community Boundary • Air Monitoring • Source Attribution • Air Quality (AQ) Prioritization Activity 	<ul style="list-style-type: none"> • Identified Community Boundary and AQ concerns • Requested revisions to charter and meeting format <p><u>Outcome:</u> List of AQ concerns and request for further Charter discussion</p>	Boundary is used to define focus area for CERP actions. AQ concerns were identified for potential inclusion in the CERP.
CSC Meeting #2 May 20, 2020	<ul style="list-style-type: none"> • CERP timeline and process • CSC meeting format, charter, and schedule • Informational handouts (on two (2) proposed AQ Priorities) • CARB Blueprint overview 	<ul style="list-style-type: none"> • CSC sub-group to work on draft charter • Requested additional charter working group meetings <p><u>Outcome:</u> Charter Working Group Meetings (see Charter Working Group Meetings #1 to 4).</p>	CSC Charter guides CSC meeting format and decision-making process during CERP development.
Charter Working Group #1 June 23, 2020	<ul style="list-style-type: none"> • CSC Charter, including: <ul style="list-style-type: none"> ○ Goals and Mission Statement ○ Responsibilities and Membership ○ Meeting Procedures ○ Brown Act Elements and Stipends 	<ul style="list-style-type: none"> • Requested a Google Document for CSC members to provide input on the charter • Some CSC members requested that the CSC become a Brown Act Committee <p><u>Outcome:</u> Provided CSC Charter Google Document and informational handout on the Brown Act</p>	CSC Charter guides CSC meeting format and decision-making process during CERP development.

<p>CSC Meeting #3 June 25, 2020</p>	<ul style="list-style-type: none"> • Finalize Community Boundary • CSC Charter Working Group Meeting summary • CERP and CAMP Process Overview • Brown Act Overview • Proposed AQ Priorities • Air Monitoring 	<ul style="list-style-type: none"> • Requested CERP development be delayed until charter is finalized • Requested educational workshop on the Salton Sea and Pesticides • Some CSC members requested the CSC become a Brown Act Committee <p><u>Outcome:</u></p> <p>Three (3) additional Charter Working Group Meetings, educational workshop on Salton Sea and Pesticides, Combined AQ Priorities Open Burning and Illegal Dumping as one</p>	<p>Boundary is used to define focus area for CERP actions. CSC Charter guides CSC meeting format and decision-making process during CERP development. Strategies and Actions will be tailored to address Open Burning and Illegal Dumping.</p>
<p>Charter Working Group #2 July 15, 2020</p>	<ul style="list-style-type: none"> • CSC Charter, including: <ul style="list-style-type: none"> ○ Goals and Mission Statement ○ Responsibilities and Membership ○ Meeting Procedures ○ Brown Act Elements and Stipends 	<ul style="list-style-type: none"> • Line-by-line feedback provided on the CSC Charter Google Document • Some CSC members requested again that the CSC become a Brown Act Committee • CSC sub-group voted to decide if the whole CSC should have a formal vote on pursuing becoming a Brown Act Committee <p><u>Outcome:</u></p> <p>Incorporated CSC sub-group suggestions and edits. Vote results were 15-4-1 for No, Yes, and Abstained, respectively.</p>	<p>CSC Charter guides CSC meeting format and decision-making process during CERP development.</p>
<p>Charter Working Group #3 July 22, 2020</p>			
<p>Charter Working Group #4 July 29, 2020</p>			

<p>Salton Sea and Pesticides Workshop July 30, 2020</p>	<ul style="list-style-type: none"> • Salton Sea presentations: <ul style="list-style-type: none"> ○ Imperial Irrigation District (IID) ○ California Air Resources Board (CARB) ○ South Coast AQMD's Monitoring program ○ University of California Riverside (UCR) in collaboration with CSC Member Maria "Conchita" Pozar • Pesticides presentations: <ul style="list-style-type: none"> ○ Department of Pesticide Regulation (DPR) and CARB ○ Riverside County Agricultural Commissioner's Office • Proposed next steps 	<ul style="list-style-type: none"> • Asked about air monitoring, including public access to data and expanding the network, and the composition and health impacts of the dust around the Salton Sea <p><u>Outcome:</u></p> <p>CSC input, such as deploying additional monitors, expanding the network, and collaborating with other agencies, was incorporated into CERP actions, where feasible</p>	<p>CSC input was incorporated into CERP actions to address Salton Sea and Pesticides, where feasible.</p>
<p>CSC Meeting #4 August 26, 2020</p>	<ul style="list-style-type: none"> • Coachella Valley ozone standard reclassification • South Coast AQMD's Open Burn Program • Resources for reporting illegal dumping • Overview of Technical Advisory Group (TAG) Meeting • CSC Draft Charter 	<ul style="list-style-type: none"> • Provided details on Open Burning and/or Illegal Dumping concerns and suggested alternatives to open burning • Requested the Draft CSC Charter be translated into Spanish before a formal CSC vote is conducted <p><u>Outcome:</u></p> <p>CSC input was incorporated into CERP actions, where feasible. Staff provided Draft CSC Charter in English and Spanish.</p>	<p>CSC input was incorporated into CERP actions to address Open Burning and Illegal Dumping, where feasible.</p>

<p>CSC Meeting #5 September 24, 2020</p>	<ul style="list-style-type: none"> Finalize CSC Charter CERP Development timeline and process to meet statutory deadlines Finalize AQ Priorities 	<ul style="list-style-type: none"> Vote to approve the CSC Charter resulted in 25-1-2 for Yes, No, and Abstained, respectively Suggested potential CERP strategies and actions (i.e., monitoring) Requested informational handouts with emissions data (if available) and potential CERP actions for four (4) AQ Priorities: Salton Sea, Pesticides, Fugitive Road Dust, and Open Burning and Illegal Dumping Requested survey to prioritize AQ priority to develop for December CERP submittal <p><u>Outcome:</u> Provided 4 AQ Priority informational handouts and AQ Priority Survey</p>	<p>Suggestions on CERP strategies and actions (i.e., monitoring) were incorporated in the informational handouts and into the CERP.</p>
<p>CSC Q & A Workshop October 7, 2020</p>	<ul style="list-style-type: none"> Open forum Question & Answer Session for four (4) AQ Priority informational handouts 	<ul style="list-style-type: none"> Suggested ways to refine some proposed actions and emissions data and suggested additional actions Requested staff re-survey CSC to rank the four (4) AQ priorities in chronological order of how they would like the AQ priorities to be addressed <p><u>Outcome:</u> Input was incorporated in CERP, where feasible.</p>	<p>CSC input used to refine CERP actions and include additional actions. AQ Priority survey prioritized development of AQ Priority chapters in the CERP.</p>
<p>CSC Meeting #6 October 14, 2020</p>	<ul style="list-style-type: none"> Summary of recent meetings CSC suggestions from Q & A Workshop AQ Priority Survey results 	<ul style="list-style-type: none"> Requested all six (6) AQ Priorities to be developed in the CERP <p><u>Outcome:</u> CERP includes six (6) AQ Priority chapters</p>	<p>CERP includes six (6) AQ Priority chapters.</p>

CSC Meeting #7 October 22, 2020	<ul style="list-style-type: none"> • CERP development process, plan elements, timeline, and next steps • Draft CERP actions 	<ul style="list-style-type: none"> • Suggested additional collaborating entities (e.g., Riverside County Waste Management Services), educational information, and land use actions • Requested the CERP be released in English and Spanish and South Coast AQMD conduct two CSC meetings in November <p><u>Outcome:</u> Staff provided Discussion Draft CERP in English and Spanish and conducted two November meetings (see CSC Meetings #8 and 9 below).</p>	CSC input was incorporated into the CERP, where feasible.
CSC Meeting #8 November 12, 2020	<ul style="list-style-type: none"> • Chapter 5 Draft CERP; Proposed actions, goals, metrics; Development Process Timeline 	<ul style="list-style-type: none"> • Feedback on Discussion Draft CERP. Ideas for specific goals for each CERP action. <p><u>Outcome:</u> Incorporate CSC input for Draft CERP</p>	Feedback on Draft CERP and ideas for specific goals will be used to inform the Draft CERP prior to Stationary Source Committee.
CSC Meeting #9 November 19, 2020	<ul style="list-style-type: none"> • CERP final comments and CSC approval 	<ul style="list-style-type: none"> • Feedback on CERP prior to Stationary Source Committee <p><u>Outcome:</u> Final CERP presented to the South Coast AQMD Governing Board</p>	Final comments to be addressed in December 2020 Governing Board Package.

Key Stationary Sources in the Community

The South Coast AQMD develops and enforces air pollution regulations to reduce emissions, improve air quality and protect public health. Many South Coast AQMD rules apply to a specific type of operation or pollution source. *Figure Appendix 3a-1* describes the number of facilities in this community that are subject to some key South Coast AQMD rules to control emissions from facilities processing metals. The figure also includes information about facilities that are in important state and federal programs, which include major sources of air pollution or other types of environmental pollution.

Figure Appendix 3a-1: Key stationary sources in the Eastern Coachella Valley community, by regulatory program



1 Facility in the AB2588 program

Assembly Bill 2588 (AB2588) is a statewide program that focuses on reducing air toxics pollution from facilities, and requires facilities above certain levels to disclose and/or reduce risks



1 Facility subject to U.S. EPA Title V

The **U.S. EPA Title V program** is a permitting program that includes all major sources of air pollutants across the United States.

Information on Best Available Retrofit Control Technology and the AB 2588 Program

AB 617 requires air districts to implement Best Available Retrofit Control Technology (BARCT) for facilities in the state greenhouse gas cap-and-trade program by December 31, 2023. The Eastern Coachella Valley community does not have any facilities that are subject to BARCT nor any larger facilities that are in the REgional CLean Air Incentives Market (RECLAIM) program. In addition, CARB's Blueprint states that facilities located within the community with Risk Reduction Plans under the Assembly Bill (AB) 2588 program must be identified. Descriptions of the facilities that are subject to BARCT (specifically RECLAIM facilities) and the AB 2588 program are provided below.

Best Available Retrofit Control Technology (BARCT)

RECLAIM facilities

Facilities within the RECLAIM program are typically larger facilities that have NO_x emissions greater than four tons per year. The RECLAIM program¹ uses a market-based approach to achieve emission reductions from facilities for nitrogen oxides (NO_x) and sulfur oxides (SO_x) in the aggregate. However, an analysis of the RECLAIM program has shown that the ability to achieve NO_x emission reductions using a market-based approach has diminished; therefore, pursuant to Board direction, RECLAIM NO_x facilities will transition² to a command-and-control regulatory structure to ensure facilities meet BARCT. RECLAIM facilities that are also in the State greenhouse gas cap-and-trade program are subject to the BARCT requirements of AB 617. South Coast AQMD staff completed an analysis of the equipment at each RECLAIM facility, giving higher priority to older, higher polluting units that will need to install retrofit controls. The higher polluting units at RECLAIM facilities will be or have been evaluated for BARCT and will be subject to the following

¹ South Coast AQMD, RECLAIM, <http://www.aqmd.gov/home/programs/business/business-detail?title=reclaim>, Accessed September 10, 2020.

² For more information on the RECLAIM transition please see: <http://www.aqmd.gov/home/rules-compliance/reclaim-transition>.

South Coast AQMD rules: Rules 1109.1,³ 1110.2,⁴ 1117,⁵1118.1,⁶ 1134,⁷1135,⁸ 1146, 1146.1, 1146.2,⁹ 1147, 1147.1,¹⁰ and 1147.2.¹¹ A BARCT assessment includes an evaluation of emission limits for existing units, South Coast AQMD regulatory requirements, other regulatory requirements, and pollution control technologies. Although the AB 617 program calls for an expedited schedule for BARCT, there are no RECLAIM facilities or BARCT facilities within the Eastern Coachella Valley community.

Non-RECLAIM facilities

As a result of the BARCT assessment conducted for RECLAIM facilities, some equipment at non-RECLAIM facilities will also be affected and will be required to meet BARCT NO_x emissions. The BARCT assessment is still currently being conducted for a number of rules and the list of affected non-RECLAIM facilities that may be subject to additional requirements is being developed, none of which are within the Eastern Coachella Valley community boundary.

AB 2588 Program

The AB 2588 Program¹² is a statewide program that requires air districts to inventory air toxics from individual facilities.¹³ The AB 2588 program is implemented in South Coast AQMD through

³ South Coast AQMD, PR 1109.1: Refinery Equipment, <http://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/proposed-rules#1109.1>, Accessed September 10, 2020.

⁴ South Coast AQMD, PAR 1110.2: Emissions from Gaseous and Liquid-Fueled Engines, <http://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/proposed-rules#1110.2>, Accessed September 10, 2020.

⁵ South Coast AQMD, Rule 1117: Emissions of Oxides of Nitrogen from Glass Melting Furnaces, <http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1117.pdf>, Accessed September 10, 2020.

⁶ South Coast AQMD, PR 1118.1: Control of Emissions from Non-Refinery Flares, <https://www.aqmd.gov/home/rules-compliance/compliance/r1118-1>, Accessed September 10, 2020.

⁷ South Coast AQMD, PAR 1134: Emissions of Oxides of Nitrogen, <http://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/proposed-rules#1134>, Accessed September 10, 2020.

⁸ South Coast AQMD, PAR 1135: Emissions of Oxides of Nitrogen from Electricity Generating Facilities, <http://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/proposed-rules#1135>, Accessed September 10, 2020.

⁹ South Coast AQMD, PAR 1146, 1146.1, 1146.2: Emissions of Oxides of Nitrogen from Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters; Emissions of Oxides of Nitrogen from Small Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters; Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters; and - Implementation Schedule for NO_x Facilities, <http://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/proposed-rules#1146>, Accessed September 10, 2020.

¹⁰ South Coast AQMD, PAR 1147, 1147.1: NO_x Reductions from Miscellaneous Sources, NO_x Reductions from Large Miscellaneous Combustion, <http://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/proposed-rules#1147>, Accessed September 10, 2020.

¹¹ South Coast AQMD, PAR 1147.2: NO_x Reductions from Metal Processing Equipment, <http://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/proposed-rules#1147.2>, Accessed September 10, 2020.

¹² South Coast AQMD, Air Toxics “Hot Spots” Program (AB 2588), <http://www.aqmd.gov/home/rules-compliance/compliance/toxic-hot-spots-ab-2588>, Accessed September 10, 2020.

¹³The South Coast AQMD’s AB 2588 Program incorporates the requirements of the state AB 2588 program, as well as additional and/or more stringent requirements.

Rule 1402 - Control of Toxic Air Contaminants from Existing Sources¹⁴ which requires certain facilities to conduct Health Risk Assessments to assess the health risk (long-term versus short-term) to the surrounding community. Facilities are required to submit Health Risk Assessments¹⁵ based upon the toxicity and volume of toxic air contaminants released within proximity to potential receptors (e.g., hospitals, residences, work sites). Depending on the risk, facilities may be required to provide public notices and hold a public meeting. If a facility is determined to exceed the significant risk level, as determined by each air district, they are required to reduce this risk by submitting a Risk Reduction Plan (RRP).¹⁶ The RRP outlines what measures (e.g., high-efficiency particulate air (HEPA) filters) the facility will incorporate to reduce their risk. (Some facilities may be subject to the AB 2588 program, but do not exceed the action risk threshold and therefore are not required to submit a RRP.) Under Rule 1402, some facilities may also choose to voluntarily reduce their risk by submitting a voluntary RRP (VRRP).¹⁷ If a facility has an approved VRRP, the risks will be reduced below the voluntary risk threshold.

¹⁴ South Coast AQMD, Rule 1402 – Control of Toxic Air Contaminants from Existing Sources, <http://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1402.pdf>, Accessed September 10, 2020.

¹⁵ South Coast AQMD, Health Risk Assessment, <http://www.aqmd.gov/home/rules-compliance/compliance/toxic-hot-spots-ab-2588/health-risk-assessment>, Accessed September 10, 2020.

¹⁶ South Coast AQMD, Risk Reduction, <http://www.aqmd.gov/home/rules-compliance/compliance/toxic-hot-spots-ab-2588/risk-reduction>, Accessed September 10, 2020.

¹⁷ Some facilities may have submitted applications for a VRRP; however, if the facility is found to be already under the voluntary risk threshold, no further reduction measures are required.

Table Appendix 3a-2¹⁸ shows the one facility within the Eastern Coachella Valley community that is currently in the AB 2588 program in the South Coast AQMD. This table includes the facility name, location address, and the most recent status under the AB 2588 program. Facilities in the AB 2588 program without a RRP or VRRP will have the prioritization level (High, Intermediate, or Low)¹⁹ and what year the prioritization was conducted listed as the status. Prioritization is based on reporting every four years.

¹⁸ Facilities listed in the table are reducing risk or in the process of reducing risk.

¹⁹ Facilities designated as high priority are required to submit Health Risk Assessments to assess the risk to their surrounding community based on their air toxics emissions. Facilities ranked as Intermediate priority are required to submit a complete toxics inventory once every four years. Facilities ranked as low priority are exempt from reporting.

Table Appendix 3a-2: Facility in the AB 2588 program within the Eastern Coachella Valley community

Facility ID	Facility Name	Facility Address	Status within the AB 2588 Program
62862	IMPERIAL IRRIGATION DISTRICT/ COACHELLA	51-170 SHADY LN, COACHELLA, CA 92236	Prioritization from 2017 - Intermediate

Technology Clearinghouse

South Coast AQMD staff have been conducting Best Available Control Technology (BACT) analyses and working closely with CARB to provide data for the Technology Clearinghouse. Requirements for Toxics-Best Available Control Technology (T-BACT) are established through the adoption and amendment of rules affecting air toxics (i.e., Regulation XIV). Staff will reference the Technology Clearinghouse and applicable air toxic rule requirements (inclusive of state Air Toxic Control Measures (ATCMs) and federal National Emission Standards for Hazardous Air Pollutants (NESHAPs), when available, to evaluate potential tightening of South Coast AQMD rules through the rule development process. Permit considerations for both new and modified sources throughout the district are based on rule requirements.

Community Air Pollution Profile Details and Related Data

Understanding what air pollution sources exist in the community and what air pollutants come from these sources helps identify key issues that can be addressed through CERP actions. This section presents data based on previous cumulative impact studies²⁰ to describe the impacts of toxic air pollutants in this community, as well as other environmental pollution, public health factors, and social and economic factors that make people more sensitive or vulnerable to the health effects of pollution.²¹

Air toxics are one group of air pollutants that can affect public health on a local community scale. This includes pollutants from diesel exhaust, metal particulate pollutants (e.g., hexavalent chromium, lead, arsenic, nickel, etc.), and gases (e.g., benzene, formaldehyde, etc.). The South Coast AQMD conducts the Multiple Air Toxics Exposure Study (MATES) every few years to understand the cumulative health impacts of air toxics in communities across the region. The most recently completed study was MATES IV, which was released in 2015, and used air toxics monitoring, emissions inventories, modeling, and health risk assessment techniques to calculate the cancer risk due to toxic air pollutants (“air toxics cancer risk”).²² MATES V is currently in

²⁰ More information regarding MATES IV and the final report can be found on South Coast AQMD’s website at, <http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/matesiv>.

²¹ Office of Environmental Health Hazard Assessment. CalEnviroScreen 3.0. <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30>, Accessed September 10, 2020.

²² More information regarding MATES IV and the final report can be found on South Coast AQMD’s website at: <http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/matesiv>.

progress. Based on MATES IV modeled data, approximately three-quarters of the air toxics cancer risk in the Basin is due to diesel particulate matter (

Figure Appendix 3a-2). The average air toxics cancer risk in the Eastern Coachella Valley community is lower than the Basin-wide average and dominated by diesel particulate matter.

Figure Appendix 3a-2: Air toxics cancer risk, based on MATES IV modeled data

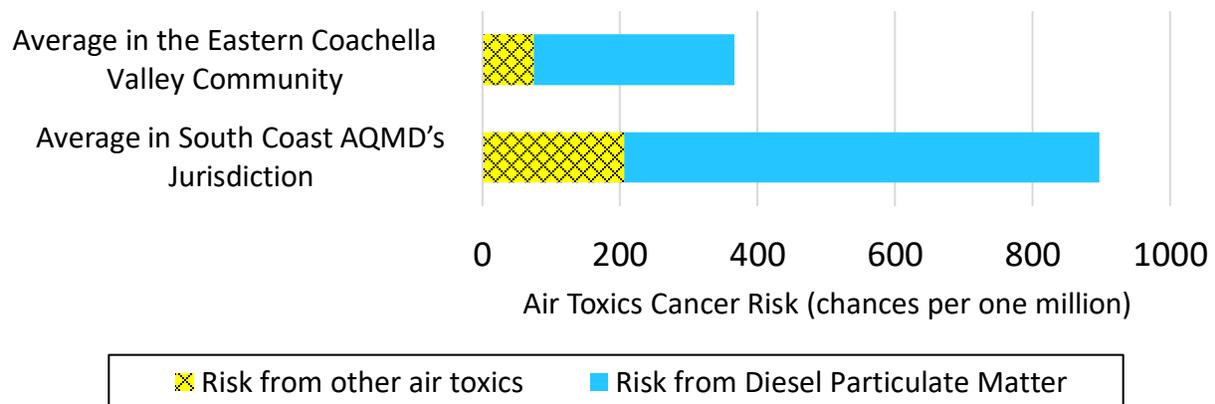
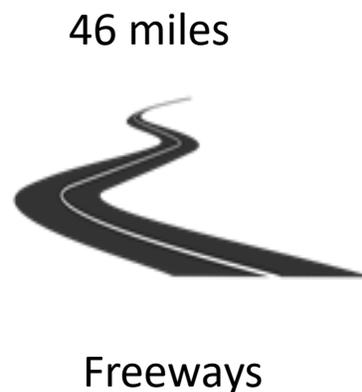


Figure Appendix 3a-3: Diesel mobile sources in Eastern Coachella Valley



Mobile sources include trucks, trains, cars, buses, and other mobile equipment, such as farming and off-road equipment. Much of this equipment is powered by diesel, which is the air toxic pollutant with the highest impact in this community. The community includes more than 46 miles of freeways, and many of these are located near residential areas (

Figure Appendix 3a-3).

Understanding the community's public health and socioeconomic profile helps to provide context for the work being done through this CERP. CalEnviroScreen 3.0 is a screening tool developed by the California Office of Environmental Health Hazard Assessment (OEHHA) that is

used to identify communities that are most affected by various sources of pollution, and where people are especially vulnerable to the effects of pollution. The CalEnviroScreen 3.0 data show that this community has public health factors, as well as social and economic factors, that make the community more sensitive and vulnerable to the harmful effects of air pollution compared to statewide averages (

Figure Appendix 3a-4 and

Figure Appendix 3a-5). These data show that, on average, the Eastern Coachella Valley community has generally better public health factors and generally more social and economic disadvantages compared to California as a whole. The public health factors specifically show that this community has higher rates of emergency department visits for heart disease, and lower rates of asthma and babies born with a low weight in comparison to statewide averages.

Figure Appendix 3a-4: CalEnviroScreen 3.0 scores for public health factors in Eastern Coachella Valley compared to statewide averages

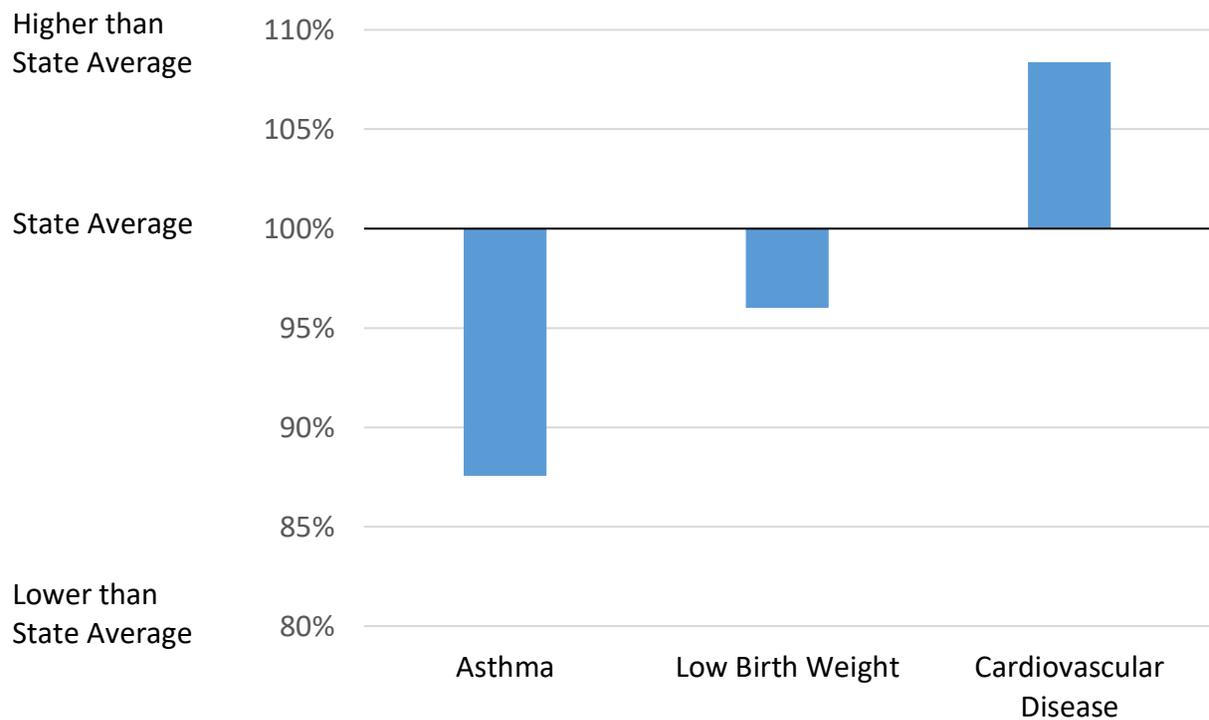
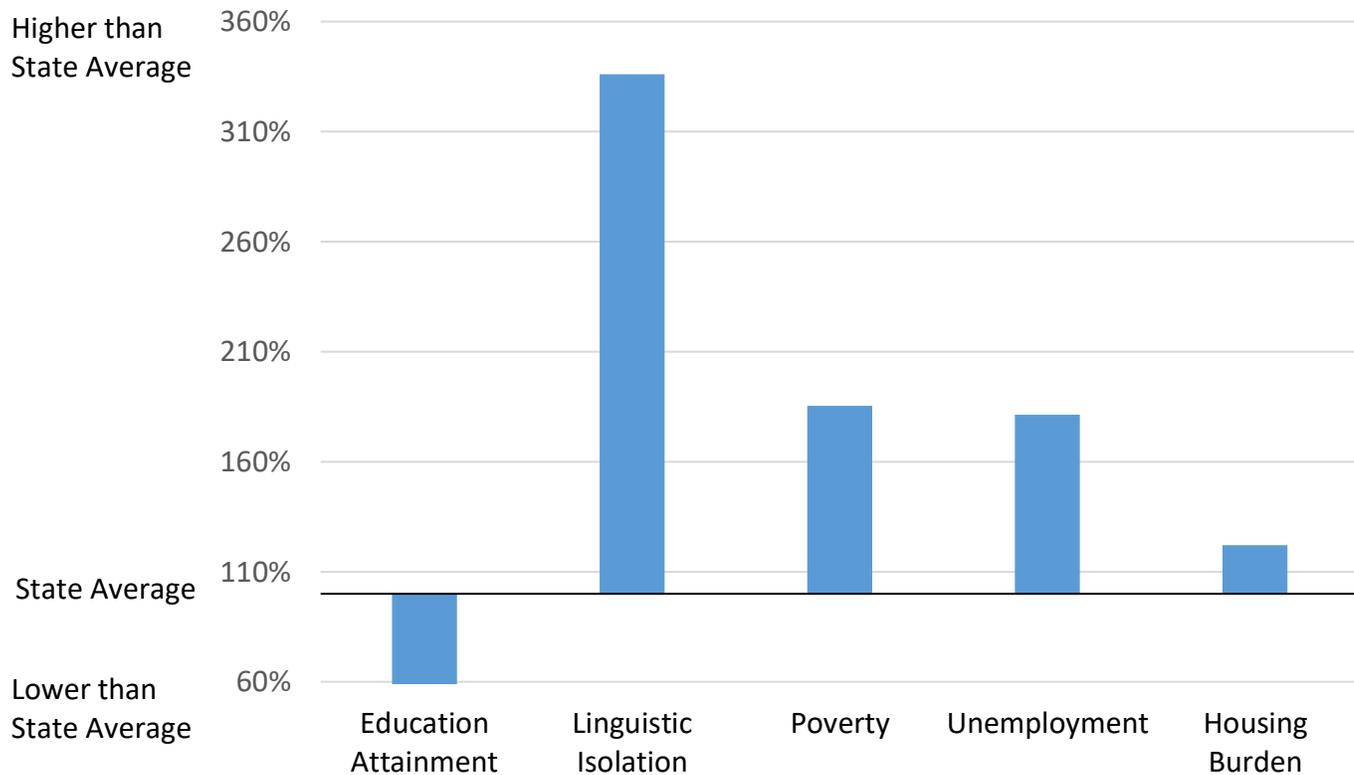


Figure Appendix 3a-5: CalEnviroScreen 3.0 scores for social and economic factors in Eastern Coachella Valley compared to statewide averages^{23, 24}



²³ The metric of Educational Attainment in CalEnviroScreen 3.0 is defined as the percent of people whose highest level of education is less than a high school education. A lower percentile score shown in the blue bar on the graph for this metric means the community has fewer people who have completed a high school education.

²⁴ The metric of Linguistic Isolation in CalEnviroScreen 3.0 is defined as the percent of households where no one over age 14 speaks English well. A higher percentile score shown in the blue bar on the graph for this metric means there are more households that meet this definition.

APPENDIX 3B:

SOURCE ATTRIBUTION ANALYSIS

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2018 Annual Average Emissions by Source Category in Eastern Coachella Valley community

CODE	Source Category	TOG (tons/year)	VOC (tons/year)	NOx (tons/year)	CO (tons/year)	SOx (tons/year)	TSP (tons/year)	PM10 (tons/year)	PM2.5 (tons/year)	NH3 (tons/year)	Pb (lbs/year)
Fuel Combustion											
10	Electric Utilities	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	Cogeneration	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30	Oil and Gas Production (combustion)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
40	Petroleum Refining (Combustion)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
50	Manufacturing and Industrial	39.46	24.72	44.77	58.81	2.44	1.83	1.81	1.79	0.73	0.33
52	Food and Agricultural Processing	0.24	0.11	0.99	1.62	0.01	0.15	0.15	0.15	0.35	0.00
60	Service and Commercial	10.08	4.25	17.74	14.33	0.51	0.97	0.97	0.96	0.08	0.21
99	Other (Fuel Combustion)	9.67	4.68	201.43	37.08	56.28	9.03	8.68	8.37	0.51	0.15
Total Fuel Combustion		59.45	33.76	264.93	111.84	59.24	11.98	11.61	11.27	1.67	0.69
Waste Disposal											
110	Sewage Treatment	4.84	3.46	0.00	0.00	0.00	0.00	0.00	0.00	0.55	0.00
120	Landfills	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
130	Incineration	0.23	0.04	0.31	0.20	0.00	0.04	0.04	0.04	0.10	0.00
140	Soil Remediation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
199	Other (Waste Disposal)	680.60	54.47	0.00	0.00	0.00	0.00	0.00	0.00	9.38	0.00
Total Waste Disposal		685.67	57.97	0.31	0.20	0.00	0.04	0.04	0.04	10.03	0.00
Cleaning and Surface Coatings											
210	Laundering	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
220	Degreasing	249.27	40.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
230	Coatings and Related Processes	37.40	35.02	0.00	0.00	0.00	1.62	1.55	1.50	0.00	0.00
240	Printing	0.63	0.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
250	Adhesives and Sealants	42.03	36.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
299	Other (Cleaning and Surface Coatings)	3.87	3.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Cleaning and Surface Coatings		333.20	116.55	0.00	0.00	0.00	1.62	1.55	1.50	0.00	0.00
Petroleum Production and Marketing											
310	Oil and Gas Production	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
320	Petroleum Refining	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
330	Petroleum Marketing	61.52	13.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
399	Other (Petroleum Production and Marketing)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Petroleum Production and Marketing		61.52	13.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Industrial Processes											
410	Chemical	6.21	4.80	0.00	0.00	0.00	0.45	0.37	0.32	0.00	0.05
420	Food and Agriculture	2.70	2.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
430	Mineral Processes	0.00	0.00	0.00	0.00	0.00	30.00	8.31	2.55	0.00	0.00
440	Metal Processes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
450	Wood and Paper	0.00	0.00	0.00	0.00	0.00	14.24	9.97	5.98	0.00	0.00
460	Glass and Related Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
470	Electronics	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
499	Other (Industrial Processes)	10.59	10.09	1.44	0.07	0.00	1.03	0.39	0.25	8.91	0.00
Total Industrial Processes		19.50	17.59	1.44	0.07	0.00	45.72	19.04	9.10	8.91	0.05
Solvent Evaporation											
510	Consumer Products	127.81	105.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
520	Architectural Coatings and Related Solvent	17.02	16.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
530	Pesticides/Fertilizers	63.19	63.19	0.00	0.00	0.00	0.00	0.00	0.00	137.34	0.00
540	Asphalt Paving/Roofing	6.24	5.86	0.00	0.00	0.00	0.07	0.07	0.07	0.00	0.00
Total Solvent Evaporation		214.26	190.74	0.00	0.00	0.00	0.07	0.07	0.07	137.34	0.00

(Continued)

2018 Annual Average Emissions by Source Category in Eastern Coachella Valley community

CODE	Source Category	TOG (tons/year)	VOC (tons/year)	NOx (tons/year)	CO (tons/year)	SOx (tons/year)	TSP (tons/year)	PM10 (tons/year)	PM2.5 (tons/year)	NH3 (tons/year)	Pb (lbs/year)
Miscellaneous Process											
610	Residential Fuel Combustion	11.17	4.89	8.64	26.33	0.52	3.86	3.67	3.57	0.04	0.38
620	Farming Operations	73.06	5.84	0.00	0.00	0.00	298.31	135.43	20.29	27.02	36.99
630	Construction and Demolition	0.00	0.00	0.00	0.00	0.00	2283.99	1116.87	111.92	0.00	2544.37
640	Paved Road Dust	0.00	0.00	0.00	0.00	0.00	604.07	276.06	41.68	0.00	149.81
645	Unpaved Road Dust	0.00	0.00	0.00	0.00	0.00	198.26	117.77	11.70	0.00	51.55
650	Fugitive Windblown Dust	0.00	0.00	0.00	0.00	0.00	290.60	144.33	20.73	0.00	184.64
660	Fires	0.66	0.44	0.13	4.92	0.00	1.02	1.00	0.94	0.00	0.15
670	Waste Burning and Disposal	3.16	2.80	1.61	30.84	0.12	4.02	3.95	3.72	0.49	0.41
690	Cooking	1.45	1.01	0.00	0.00	0.00	5.88	5.88	5.88	0.00	1.66
699	Other (Miscellaneous Processes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	46.09	0.00
	RECLAIM			0.00		0.00					
Total Miscellaneous Processes		89.50	14.98	10.38	62.09	0.64	3690.01	1804.96	220.43	73.64	2969.96
On-Road Motor Vehicles											
710	Light Duty Passenger Auto (LDA)	65.50	60.68	39.09	536.25	1.13	18.30	17.93	7.53	10.14	3.10
722	Light Duty Trucks 1 (T1)	15.64	14.34	10.44	111.80	0.12	1.67	1.63	0.71	1.12	0.33
723	Light Duty Trucks 2 (T2)	37.79	34.56	34.30	328.20	0.59	7.37	7.22	3.04	6.00	1.27
724	Medium Duty Trucks (T3)	31.69	28.91	29.25	264.37	0.51	5.21	5.10	2.15	6.43	0.90
732	Light Heavy Duty Gas Trucks 1 (T4)	5.51	5.25	4.43	17.72	0.06	0.68	0.66	0.28	0.52	0.09
733	Light Heavy Duty Gas Trucks 2 (T5)	1.27	1.21	1.16	3.67	0.02	0.20	0.20	0.08	0.11	0.02
734	Medium Heavy Duty Gas Trucks (T6)	1.85	1.59	3.84	18.96	0.05	0.45	0.44	0.18	0.14	0.06
736	Heavy Heavy Duty Gas Trucks (HHHD)	1.56	1.27	6.86	46.69	0.01	0.03	0.02	0.01	0.01	0.01
742	Light Heavy Duty Diesel Trucks 1 (T4)	0.65	0.57	19.21	5.86	0.03	0.73	0.72	0.36	0.02	0.08
743	Light Heavy Duty Diesel Trucks 2 (T5)	0.28	0.24	8.02	2.44	0.01	0.35	0.35	0.17	0.01	0.04
744	Medium Heavy Duty Diesel Truck (T6)	2.78	2.44	51.93	13.10	0.14	4.05	4.00	2.69	0.41	0.25
746	Heavy Heavy Duty Diesel Trucks (HHHD)	15.17	12.64	327.30	106.93	1.17	14.27	14.13	8.79	2.32	1.50
750	Motorcycles (MCY)	24.96	21.90	6.72	132.34	0.01	0.10	0.09	0.04	0.05	0.03
760	Diesel Urban Buses (UB)	4.68	0.30	1.72	31.93	0.00	0.11	0.11	0.04	0.00	0.02
762	Gas Urban Buses (UB)	0.00	0.00	0.00	0.00	0.00	0.06	0.06	0.02	0.01	0.01
771	Gas School Buses (SB)	0.05	0.04	0.04	0.33	0.00	0.14	0.13	0.06	0.01	0.01
772	Diesel School Buses (SB)	0.04	0.04	2.60	0.19	0.00	0.28	0.28	0.13	0.01	0.03
777	Gas Other Buses (OB)	0.17	0.14	0.49	1.99	0.01	0.12	0.11	0.05	0.04	0.01
778	Motor Coaches	0.05	0.04	0.94	0.27	0.00	0.05	0.05	0.03	0.00	0.00
779	Diesel Other Buses (OB)	0.07	0.06	1.61	0.28	0.00	0.12	0.11	0.07	0.01	0.01
780	Motor Homes (MH)	0.12	0.10	1.11	1.79	0.01	0.14	0.14	0.07	0.02	0.02
Total On-Road Motor Vehicles		209.83	186.32	551.06	1625.11	3.87	54.43	53.48	26.50	27.38	7.79
Other Mobile Sources											
810	Aircraft	0.13	0.12	0.07	6.23	0.07	0.00	0.00	0.00	0.00	0.00
820	Trains	16.47	13.83	344.17	99.19	0.39	5.70	5.70	5.20	0.31	0.34
833	Ocean Going Vessels	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
835	Commercial Harbor Crafts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
840	Recreational Boats	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
850	Off-Road Recreational Vehicles	11.80	10.79	0.68	33.96	0.00	0.09	0.09	0.06	0.00	0.20
860	Off-Road Equipment	75.90	66.06	114.01	814.65	0.10	8.02	7.69	6.61	0.12	7.09
870	Farm Equipment	21.56	18.55	88.56	167.01	0.00	5.67	5.63	5.14	0.00	0.78
890	Fuel Storage and Handling	9.38	9.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Other Mobile Sources		135.24	118.69	547.49	1121.04	0.56	19.48	19.11	17.01	0.43	8.41
Total Stationary and Area Sources		1463.10	444.93	277.06	174.20	59.88	3749.44	1837.27	242.41	231.59	2970.70
Total On-Road Vehicles		209.83	186.32	551.06	1625.11	3.87	54.43	53.48	26.50	27.38	7.79
Total Other Mobile		135.24	118.69	547.49	1121.04	0.56	19.48	19.11	17.01	0.43	8.41
Total		1808.17	749.94	1375.61	2920.35	64.31	3823.35	1909.86	285.92	259.40	2986.90

2018 Annual Average TAC Emissions by Source Category in Eastern Coachella Valley community

CODE	Source Category	Benzene (lbs/year)	1,3 Butadiene (lbs/year)	Carbon tetrachloride (lbs/year)	1,4 Dioxane (lbs/year)	Ethylene dibromide (lbs/year)	Ethylene dichloride (lbs/year)	Ethylene oxide (lbs/year)	Formalde- hyde (lbs/year)	Methylene chloride (lbs/year)	Perchloro- ethylene (lbs/year)	Vinyl chloride (lbs/year)	Trichloro- ethylene (lbs/year)	Chlorinated dibenzofurans (lbs/year)	PAH (Benzo(a)pyrene) (lbs/year)	Asbestos (lbs/year)	Cadmium (lbs/year)	Hexavalent Chromium (lbs/year)	Nickel (lbs/year)	Arsenic (lbs/year)	Beryllium (lbs/year)	Lead (lbs/year)	Diesel PM (DPM) (lbs/year)
Fuel Combustion																							
10	Electric Utilities	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	Cogeneration	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30	Oil and Gas Production (combustion)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
40	Petroleum Refining (Combustion)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
50	Manufacturing and Industrial	74.89	4.09	0.00	0.00	0.00	0.00	0.00	5379.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.00	1.01	0.00	0.00	0.33	0.00
52	Food and Agricultural Processing	0.23	0.00	0.00	0.00	0.00	0.00	0.00	0.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
60	Service and Commercial	712.29	1.91	0.00	0.00	0.00	0.00	0.00	1537.73	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.01	0.00	0.45	0.01	0.00	0.21	0.00
99	Other (Fuel Combustion)	108.26	2.85	0.00	0.00	0.00	0.00	0.00	251.99	0.00	0.00	0.43	0.66	0.00	0.01	0.00	0.07	0.01	0.08	0.02	0.00	0.15	562.00
Total Fuel Combustion		895.67	8.85	0.00	0.00	0.00	0.00	0.00	7170.03	0.00	0.00	0.43	0.66	0.00	0.43	0.00	0.13	0.01	1.54	0.03	0.00	0.69	562.00
Waste Disposal																							
110	Sewage Treatment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
120	Landfills	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
130	Incineration	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
140	Soil Remediation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
199	Other (Waste Disposal)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Waste Disposal		0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Cleaning and Surface Coatings																							
210	Laundering	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
220	Degreasing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	26820.18	702.00	0.00	121.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
230	Coatings and Related Processes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1580.20	0.00	0.00	0.00	0.00	0.00	4.45	0.00	0.00	0.00	0.00	0.00	0.00
240	Printing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
250	Adhesives and Sealants	16.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	298.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
299	Other (Cleaning and Surface Coatings)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Cleaning and Surface Coatings		16.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	27118.65	2282.20	0.00	121.01	0.00	0.00	0.00	4.45	0.00	0.00	0.00	0.00	0.00	0.00
Petroleum Production and Marketing																							
310	Oil and Gas Production	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
320	Petroleum Refining	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
330	Petroleum Marketing	102.75	1.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
399	Other (Petroleum Production and Marketing)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Petroleum Production and Marketing		102.75	1.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Industrial Processes																							
410	Chemical	186.76	1067.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.00	0.45	0.00	0.00	0.05	0.00
420	Food and Agriculture	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
430	Mineral Processes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.44	2.66	0.00	0.00	0.00
440	Metal Processes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
450	Wood and Paper	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
460	Glass and Related Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
470	Electronics	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
499	Other (Industrial Processes)	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.07	79.20	269.32	0.00	31.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Industrial Processes		186.79	1067.20	0.00	0.00	0.00	0.00	0.00	0.07	79.20	269.32	0.00	31.33	0.00	0.00	0.00	0.45	0.00	0.89	2.66	0.00	0.05	0.00
Solvent Evaporation																							
510	Consumer Products	0.01	0.00	0.00	0.00	0.00	0.00	0.00	7.44	3412.09	616.08	0.00	277.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
520	Architectural Coatings and Related Solvent	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	63.99	21.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
530	Pesticides/Fertilizers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
540	Asphalt Paving/Roofing	22.96	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Solvent Evaporation		22.97	0.00	0.00	0.00	0.00	0.00	0.00	7.44	3476.08	637.69	0.00	277.21	0.00	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.00	0.00

(Continued)

2018 Annual Average TAC Emissions by Source Category in Eastern Coachella Valley community

CODE	Source Category	Benzene (lbs/year)	1,3 Butadiene (lbs/year)	Carbon tetrachloride (lbs/year)	1,4 Dioxane (lbs/year)	Ethylene dibromide (lbs/year)	Ethylene dichloride (lbs/year)	Ethylene oxide (lbs/year)	Formalde- hyde (lbs/year)	Methylene chloride (lbs/year)	Perchloro- ethylene (lbs/year)	Vinyl chloride (lbs/year)	Trichloro- ethylene (lbs/year)	Chlorinated dibenzofurans (lbs/year)	PAH (Benzo(a)pyrene) (lbs/year)	Asbestos (lbs/year)	Cadmium (lbs/year)	Hexavalent Chromium (lbs/year)	Nickel (lbs/year)	Arsenic (lbs/year)	Beryllium (lbs/year)	Lead (lbs/year)	Diesel PM (DPM) (lbs/year)
Miscellaneous Process																							
610	Residential Fuel Combustion	101.68	0.00	0.00	0.00	0.00	0.00	0.00	1042.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.02	1.31	0.32	0.00	0.38	0.00
620	Farming Operations	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.93	0.00	29.83	9.55	0.00	36.99	0.00
630	Construction and Demolition	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	95.93	0.00	269.51	77.66	0.00	2544.37	0.00
640	Paved Road Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.62	0.00	14.50	15.71	0.00	149.81	0.00
645	Unpaved Road Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.15	0.00	14.67	5.95	0.00	51.55	0.00
650	Fugitive Windblown Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.51	0.00	31.36	9.12	0.00	184.64	0.00
660	Fires	0.00	12.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.01	0.01	0.00	0.15	0.00
670	Waste Burning and Disposal	0.00	72.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.23	0.00	0.04	0.03	0.00	0.41	0.00
690	Cooking	7.80	9.87	0.00	0.00	0.00	0.00	0.00	151.21	0.00	0.00	0.00	0.00	0.00	0.21	0.00	0.02	0.00	0.37	0.02	0.00	1.66	0.00
699	Other (Miscellaneous Processes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Miscellaneous Processes		109.48	94.77	0.00	0.00	0.00	0.00	0.00	1193.98	0.00	0.00	0.00	0.00	0.00	0.21	0.00	129.48	0.02	361.60	118.37	0.00	2969.96	0.00
On-Road Motor Vehicles																							
710	Light Duty Passenger Auto (LDA)	2822.01	321.98	0.00	0.00	0.00	0.00	0.00	1051.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.38	19.66	0.31	0.00	3.10	76.00
722	Light Duty Trucks 1 (T1)	678.51	58.80	0.00	0.00	0.00	0.00	0.00	243.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.04	1.74	0.03	0.00	0.33	10.00
723	Light Duty Trucks 2 (T2)	1694.95	178.24	0.00	0.00	0.00	0.00	0.00	644.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.15	7.91	0.12	0.00	1.27	4.00
724	Medium Duty Trucks (T3)	1458.01	168.09	0.00	0.00	0.00	0.00	0.00	592.93	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.11	5.59	0.09	0.00	0.90	16.00
732	Light Heavy Duty Gas Trucks 1 (T4)	210.46	13.19	0.00	0.00	0.00	0.00	0.00	51.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.81	0.01	0.00	0.09	0.00
733	Light Heavy Duty Gas Trucks 2 (T5)	47.84	2.91	0.00	0.00	0.00	0.00	0.00	10.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.24	0.00	0.00	0.02	0.00
734	Medium Heavy Duty Gas Trucks (T6)	99.20	8.27	0.00	0.00	0.00	0.00	0.00	42.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.54	0.01	0.00	0.06	0.00
736	Heavy Heavy Duty Gas Trucks (HHHD)	98.73	8.92	0.00	0.00	0.00	0.00	0.00	54.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.00	0.01	0.00
742	Light Heavy Duty Diesel Trucks 1 (T4)	26.09	2.48	0.00	0.00	0.00	0.00	0.00	191.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.01	0.71	0.01	0.00	0.08	250.00
743	Light Heavy Duty Diesel Trucks 2 (T5)	11.05	1.05	0.00	0.00	0.00	0.00	0.00	81.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.35	0.01	0.00	0.04	110.00
744	Medium Heavy Duty Diesel Truck (T6)	111.42	10.58	0.00	0.00	0.00	0.00	0.00	819.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.06	2.62	0.04	0.00	0.25	3846.00
746	Heavy Heavy Duty Diesel Trucks (HHHD)	607.06	57.64	0.00	0.00	0.00	0.00	0.00	4463.93	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.16	7.29	0.12	0.00	1.50	12342.00
750	Motorcycles (MCY)	1441.36	219.69	0.00	0.00	0.00	0.00	0.00	913.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.03	0.00
760	Diesel Urban Buses (UB)	187.49	17.80	0.00	0.00	0.00	0.00	0.00	1378.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.02	10.00
762	Gas Urban Buses (UB)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.00	0.00	0.01	0.00
771	Gas School Buses (SB)	3.84	0.27	0.00	0.00	0.00	0.00	0.00	2.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.00	0.00	0.01	0.00
772	Diesel School Buses (SB)	1.60	0.15	0.00	0.00	0.00	0.00	0.00	11.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.35	0.01	0.00	0.03	26.00
777	Gas Other Buses (OB)	10.35	0.93	0.00	0.00	0.00	0.00	0.00	4.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.14	0.00	0.00	0.01	0.00
778	Motor Coaches	1.92	0.18	0.00	0.00	0.00	0.00	0.00	14.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.00	0.00	42.00
779	Diesel Other Buses (OB)	2.72	0.26	0.00	0.00	0.00	0.00	0.00	20.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.01	74.00
780	Motor Homes (MH)	6.94	0.49	0.00	0.00	0.00	0.00	0.00	7.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.00	0.00	0.02	58.00
Total On-Road Motor Vehicles		9521.55	1071.92	0.00	0.00	0.00	0.00	0.00	10600.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.95	48.69	0.76	0.00	7.79	16864.00
Other Mobile Sources																							
810	Aircraft	9.85	1.89	0.00	0.00	0.00	0.00	0.00	2.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
820	Trains	659.21	62.59	0.00	0.00	0.00	0.00	0.00	4847.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.76	0.03	0.18	0.05	0.00	0.34	11396.00
833	Ocean Going Vessels	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
835	Commercial Harbor Crafts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
840	Recreational Boats	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
850	Off-Road Recreational Vehicles	481.66	103.43	0.00	0.00	0.00	0.00	0.00	373.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.20	0.00	0.00	0.20	0.00
860	Off-Road Equipment	3815.36	820.67	0.00	0.00	0.00	0.00	0.00	6322.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.16	7.12	0.02	0.00	7.09	9184.00
870	Farm Equipment	855.12	107.96	0.00	0.00	0.00	0.00	0.00	4760.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.04	0.76	0.02	0.00	0.78	10700.00
890	Fuel Storage and Handling	103.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Other Mobile Sources		5924.24	1096.54	0.00	0.00	0.00	0.00	0.00	16305.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.34	0.23	8.26	0.09	0.00	8.41	31280.00
Total Stationary and Area Sources		1334.08	1172.47	0.00	0.00	0.00	0.00	0.00	8371.71	30673.93	3189.21	0.43	430.21	0.00	0.64	0.00	134.71	0.03	364.03	121.06	0.00	2970.70	562.00
Total On-Road Vehicles		9521.55	1071.92	0.00	0.00	0.00	0.00	0.00	10600.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.95	48.69	0.76	0.00	7.79	16864.00
Total Other Mobile		5924.24	1096.54	0.00	0.00	0.00	0.00	0.00	16305.40	0.00	0.00	0.00											

2025 Annual Average Emissions by Source Category in Eastern Coachella Valley community

CODE	Source Category	TOG (tons/year)	VOC (tons/year)	NOx (tons/year)	CO (tons/year)	SOx (tons/year)	TSP (tons/year)	PM10 (tons/year)	PM2.5 (tons/year)	NH3 (tons/year)	Pb (lbs/year)
Fuel Combustion											
10	Electric Utilities	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	Cogeneration	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30	Oil and Gas Production (combustion)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
40	Petroleum Refining (Combustion)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
50	Manufacturing and Industrial	52.09	33.65	60.04	79.28	3.34	2.39	2.36	2.33	0.74	0.44
52	Food and Agricultural Processing	0.24	0.11	0.99	1.62	0.01	0.15	0.15	0.15	0.35	0.00
60	Service and Commercial	14.51	6.26	21.92	19.93	0.84	1.33	1.33	1.32	0.08	0.28
99	Other (Fuel Combustion)	9.48	4.52	199.43	36.61	56.28	8.92	8.57	8.26	0.51	0.14
Total Fuel Combustion		76.32	44.54	282.38	137.44	60.47	12.79	12.41	12.06	1.68	0.86
Waste Disposal											
110	Sewage Treatment	4.84	3.46	0.00	0.00	0.00	0.00	0.00	0.00	0.61	0.00
120	Landfills	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
130	Incineration	0.23	0.04	0.29	0.20	0.00	0.04	0.04	0.04	0.10	0.00
140	Soil Remediation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
199	Other (Waste Disposal)	961.59	76.94	0.00	0.00	0.00	0.00	0.00	0.00	13.25	0.00
Total Waste Disposal		966.66	80.44	0.29	0.20	0.00	0.04	0.04	0.04	13.96	0.00
Cleaning and Surface Coatings											
210	Laundering	1.64	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
220	Degreasing	341.99	55.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
230	Coatings and Related Processes	77.25	72.93	0.00	0.00	0.00	2.89	2.78	2.68	0.00	0.00
240	Printing	0.81	0.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
250	Adhesives and Sealants	57.67	50.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
299	Other (Cleaning and Surface Coatings)	5.28	5.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Cleaning and Surface Coatings		484.64	184.80	0.00	0.00	0.00	2.89	2.78	2.68	0.00	0.00
Petroleum Production and Marketing											
310	Oil and Gas Production	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
320	Petroleum Refining	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
330	Petroleum Marketing	62.32	13.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
399	Other (Petroleum Production and Marketing)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Petroleum Production and Marketing		62.32	13.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Industrial Processes											
410	Chemical	7.87	5.96	0.00	0.00	0.00	0.61	0.50	0.43	0.00	0.07
420	Food and Agriculture	3.02	3.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
430	Mineral Processes	0.00	0.00	0.00	0.00	0.00	30.68	8.58	2.71	0.00	0.00
440	Metal Processes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
450	Wood and Paper	0.00	0.00	0.00	0.00	0.00	19.15	13.40	8.04	0.00	0.00
460	Glass and Related Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
470	Electronics	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
499	Other (Industrial Processes)	11.81	11.25	1.44	0.07	0.00	1.03	0.39	0.25	8.91	0.00
Total Industrial Processes		22.70	20.23	1.44	0.07	0.00	51.47	22.87	11.43	8.91	0.07
Solvent Evaporation											
510	Consumer Products	158.27	131.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
520	Architectural Coatings and Related Solvent	19.84	18.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
530	Pesticides/Fertilizers	55.96	55.96	0.00	0.00	0.00	0.00	0.00	0.00	120.31	0.00
540	Asphalt Paving/Roofing	8.51	7.99	0.00	0.00	0.00	0.10	0.09	0.09	0.00	0.00
Total Solvent Evaporation		242.58	214.05	0.00	0.00	0.00	0.10	0.09	0.09	120.31	0.00

(Continued)

2025 Annual Average Emissions by Source Category in Eastern Coachella Valley community

CODE	Source Category	TOG (tons/year)	VOC (tons/year)	NOx (tons/year)	CO (tons/year)	SOx (tons/year)	TSP (tons/year)	PM10 (tons/year)	PM2.5 (tons/year)	NH3 (tons/year)	Pb (lbs/year)
Miscellaneous Process											
610	Residential Fuel Combustion	11.14	4.88	7.80	26.26	0.56	3.85	3.66	3.56	0.04	0.42
620	Farming Operations	73.06	5.84	0.00	0.00	0.00	261.11	118.55	17.76	27.02	32.38
630	Construction and Demolition	0.00	0.00	0.00	0.00	0.00	3112.80	1522.16	152.53	0.00	3467.66
640	Paved Road Dust	0.00	0.00	0.00	0.00	0.00	688.42	314.61	47.50	0.00	170.73
645	Unpaved Road Dust	0.00	0.00	0.00	0.00	0.00	190.50	113.16	11.24	0.00	49.53
650	Fugitive Windblown Dust	0.00	0.00	0.00	0.00	0.00	283.73	141.21	20.27	0.00	183.78
660	Fires	0.71	0.48	0.14	5.47	0.00	1.06	1.04	0.98	0.00	0.15
670	Waste Burning and Disposal	3.69	2.10	1.33	24.19	0.06	2.97	2.92	2.78	0.24	0.36
690	Cooking	1.74	1.21	0.00	0.00	0.00	7.03	7.03	7.03	0.00	1.98
699	Other (Miscellaneous Processes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	58.96	0.00
	RECLAIM			0.00		0.00					
Total Miscellaneous Processes		90.34	14.51	9.27	55.92	0.62	4551.47	2224.34	263.65	86.26	3906.99
On-Road Motor Vehicles											
710	Light Duty Passenger Auto (LDA)	40.96	38.96	19.31	353.29	0.89	17.95	17.60	7.29	8.26	2.91
722	Light Duty Trucks 1 (T1)	7.39	6.95	3.75	48.80	0.08	1.42	1.39	0.59	0.77	0.24
723	Light Duty Trucks 2 (T2)	27.17	25.66	15.44	208.46	0.48	7.55	7.40	3.07	5.37	1.24
724	Medium Duty Trucks (T3)	18.88	17.83	10.60	129.14	0.34	4.41	4.32	1.80	4.63	0.72
732	Light Heavy Duty Gas Trucks 1 (T4)	2.37	2.28	1.79	6.62	0.04	0.44	0.43	0.18	0.27	0.06
733	Light Heavy Duty Gas Trucks 2 (T5)	0.78	0.75	0.67	1.97	0.01	0.15	0.15	0.06	0.06	0.02
734	Medium Heavy Duty Gas Trucks (T6)	1.14	1.02	1.73	9.53	0.05	0.53	0.52	0.22	0.17	0.06
736	Heavy Heavy Duty Gas Trucks (HHHD)	0.15	0.10	1.09	10.52	0.01	0.03	0.03	0.01	0.02	0.01
742	Light Heavy Duty Diesel Trucks 1 (T4)	0.40	0.35	8.24	2.83	0.03	0.65	0.64	0.30	0.02	0.08
743	Light Heavy Duty Diesel Trucks 2 (T5)	0.19	0.17	3.95	1.36	0.01	0.36	0.35	0.17	0.01	0.04
744	Medium Heavy Duty Diesel Truck (T6)	0.17	0.15	23.99	2.15	0.15	2.83	2.77	1.22	0.52	0.32
746	Heavy Heavy Duty Diesel Trucks (HHHD)	8.24	6.25	230.19	105.94	1.12	10.79	10.66	4.82	2.61	1.64
750	Motorcycles (MCY)	25.13	21.96	6.78	120.61	0.01	0.10	0.10	0.05	0.05	0.03
760	Diesel Urban Buses (UB)	3.26	0.05	0.21	31.04	0.00	0.09	0.08	0.03	0.00	0.01
762	Gas Urban Buses (UB)	0.00	0.00	0.00	0.00	0.00	0.06	0.06	0.02	0.01	0.01
771	Gas School Buses (SB)	0.07	0.05	0.05	0.45	0.00	0.18	0.17	0.07	0.01	0.02
772	Diesel School Buses (SB)	0.04	0.03	2.33	0.19	0.00	0.25	0.25	0.11	0.01	0.03
777	Gas Other Buses (OB)	0.17	0.15	0.33	1.54	0.01	0.14	0.13	0.06	0.04	0.02
778	Motor Coaches	0.01	0.01	0.40	0.13	0.00	0.03	0.03	0.02	0.00	0.00
779	Diesel Other Buses (OB)	0.01	0.01	0.88	0.08	0.01	0.12	0.12	0.05	0.02	0.01
780	Motor Homes (MH)	0.05	0.04	0.60	0.42	0.01	0.09	0.09	0.05	0.02	0.01
Total On-Road Motor Vehicles		136.58	122.77	332.33	1035.07	3.25	48.17	47.29	20.19	22.87	7.48
Other Mobile Sources											
810	Aircraft	0.13	0.12	0.07	6.23	0.07	0.00	0.00	0.00	0.00	0.00
820	Trains	9.44	7.93	213.43	107.66	0.42	3.21	3.21	2.93	0.34	0.19
833	Ocean Going Vessels	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
835	Commercial Harbor Crafts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
840	Recreational Boats	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
850	Off-Road Recreational Vehicles	12.56	11.64	0.84	38.18	0.00	0.12	0.10	0.08	0.00	0.24
860	Off-Road Equipment	97.08	84.83	81.46	1074.23	0.15	6.38	5.98	4.94	0.16	8.46
870	Farm Equipment	15.65	13.36	60.42	167.20	0.00	3.93	3.90	3.53	0.00	0.80
890	Fuel Storage and Handling	9.25	9.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Other Mobile Sources		144.11	127.09	356.22	1393.50	0.64	13.64	13.19	11.48	0.50	9.69
Total Stationary and Area Sources		1945.56	572.55	293.38	193.63	61.09	4618.76	2262.53	289.95	231.12	3907.92
Total On-Road Vehicles		136.58	122.77	332.33	1035.07	3.25	48.17	47.29	20.19	22.87	7.48
Total Other Mobile		144.11	127.09	356.22	1393.50	0.64	13.64	13.19	11.48	0.50	9.69
Total		2226.25	822.41	981.93	2622.20	64.98	4680.57	2323.01	321.62	254.49	3925.09

2025 Annual Average TAC Emissions by Source Category in Eastern Coachella Valley community

CODE	Source Category	Benzene (lbs/year)	1,3 Butadiene (lbs/year)	Carbon tetrachloride (lbs/year)	1,4 Dioxane (lbs/year)	Ethylene dibromide (lbs/year)	Ethylene dichloride (lbs/year)	Ethylene oxide (lbs/year)	Formalde- hyde (lbs/year)	Methylene chloride (lbs/year)	Perchloro- ethylene (lbs/year)	Vinyl chloride (lbs/year)	Trichloro- ethylene (lbs/year)	Chlorinated dibenzofurans (lbs/year)	PAH (Benzo(a)pyrene) (lbs/year)	Asbestos (lbs/year)	Cadmium (lbs/year)	Hexavalent Chromium (lbs/year)	Nickel (lbs/year)	Arsenic (lbs/year)	Beryllium (lbs/year)	Lead (lbs/year)	Diesel PM (DPM) (lbs/year)
Fuel Combustion																							
10	Electric Utilities	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	Cogeneration	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30	Oil and Gas Production (combustion)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
40	Petroleum Refining (Combustion)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
50	Manufacturing and Industrial	91.73	5.61	0.00	0.00	0.00	0.00	0.00	7337.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.00	1.35	0.00	0.00	0.44	0.00
52	Food and Agricultural Processing	0.23	0.00	0.00	0.00	0.00	0.00	0.00	0.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
60	Service and Commercial	1045.25	1.91	0.00	0.00	0.00	0.00	0.00	2244.38	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.01	0.00	0.66	0.01	0.00	0.28	0.00
99	Other (Fuel Combustion)	100.74	2.14	0.00	0.00	0.00	0.00	0.00	196.67	0.00	0.00	0.43	0.66	0.00	0.01	0.00	0.06	0.01	0.07	0.02	0.00	0.14	338.00
Total Fuel Combustion		1237.95	9.66	0.00	0.00	0.00	0.00	0.00	9779.27	0.00	0.00	0.43	0.66	0.00	0.43	0.00	0.14	0.01	2.08	0.03	0.00	0.86	338.00
Waste Disposal																							
110	Sewage Treatment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
120	Landfills	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
130	Incineration	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
140	Soil Remediation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
199	Other (Waste Disposal)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Waste Disposal		0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Cleaning and Surface Coatings																							
210	Laundering	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
220	Degreasing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	36797.65	962.00	0.00	166.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
230	Coatings and Related Processes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2168.00	0.00	0.00	0.00	0.00	0.00	8.01	0.00	0.00	0.00	0.00	0.00	0.00
240	Printing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
250	Adhesives and Sealants	22.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	409.59	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
299	Other (Cleaning and Surface Coatings)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Cleaning and Surface Coatings		22.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	37207.24	3130.00	0.00	166.87	0.00	0.00	0.00	8.01	0.00	0.00	0.00	0.00	0.00	0.00
Petroleum Production and Marketing																							
310	Oil and Gas Production	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
320	Petroleum Refining	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
330	Petroleum Marketing	104.97	1.89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
399	Other (Petroleum Production and Marketing)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Petroleum Production and Marketing		104.97	1.89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Industrial Processes																							
410	Chemical	252.91	1445.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.61	0.00	0.61	0.00	0.00	0.07	0.00
420	Food and Agriculture	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
430	Mineral Processes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.54	3.63	0.00	0.00	0.00
440	Metal Processes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
450	Wood and Paper	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
460	Glass and Related Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
470	Electronics	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
499	Other (Industrial Processes)	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.07	89.24	303.48	0.00	35.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Industrial Processes		252.94	1445.20	0.00	0.00	0.00	0.00	0.00	0.07	89.24	303.48	0.00	35.31	0.00	0.00	0.00	0.61	0.00	1.15	3.63	0.00	0.07	0.00
Solvent Evaporation																							
510	Consumer Products	0.01	0.00	0.00	0.00	0.00	0.00	0.00	9.81	3938.11	750.93	0.00	319.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
520	Architectural Coatings and Related Solvent	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	74.26	25.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
530	Pesticides/Fertilizers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
540	Asphalt Paving/Roofing	31.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.00	0.00
Total Solvent Evaporation		31.32	0.00	0.00	0.00	0.00	0.00	0.00	9.81	4012.37	776.01	0.00	319.77	0.00	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.00	0.00

2030 Annual Average Emissions by Source Category in Eastern Coachella Valley community

CODE	Source Category	TOG (tons/year)	VOC (tons/year)	NOx (tons/year)	CO (tons/year)	SOx (tons/year)	TSP (tons/year)	PM10 (tons/year)	PM2.5 (tons/year)	NH3 (tons/year)	Pb (lbs/year)
Fuel Combustion											
	10 Electric Utilities	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	20 Cogeneration	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	30 Oil and Gas Production (combustion)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	40 Petroleum Refining (Combustion)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	50 Manufacturing and Industrial	58.46	38.33	68.11	89.97	3.82	2.67	2.64	2.61	0.73	0.50
	52 Food and Agricultural Processing	0.24	0.11	0.99	1.62	0.01	0.15	0.15	0.15	0.35	0.00
	60 Service and Commercial	15.69	6.81	23.12	21.45	1.00	1.42	1.42	1.41	0.08	0.30
	99 Other (Fuel Combustion)	9.48	4.52	199.43	36.61	56.28	8.92	8.57	8.26	0.51	0.14
	Total Fuel Combustion	83.87	49.77	291.65	149.65	61.11	13.16	12.78	12.43	1.67	0.94
Waste Disposal											
	110 Sewage Treatment	4.84	3.46	0.00	0.00	0.00	0.00	0.00	0.00	0.66	0.00
	120 Landfills	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	130 Incineration	0.23	0.04	0.29	0.20	0.00	0.04	0.04	0.04	0.10	0.00
	140 Soil Remediation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	199 Other (Waste Disposal)	1047.14	83.79	0.00	0.00	0.00	0.00	0.00	0.00	14.43	0.00
	Total Waste Disposal	1052.21	87.29	0.29	0.20	0.00	0.04	0.04	0.04	15.19	0.00
Cleaning and Surface Coatings											
	210 Laundering	1.80	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	220 Degreasing	390.87	63.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	230 Coatings and Related Processes	86.32	81.45	0.00	0.00	0.00	3.20	3.07	2.96	0.00	0.00
	240 Printing	0.90	0.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	250 Adhesives and Sealants	65.92	57.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	299 Other (Cleaning and Surface Coatings)	6.03	5.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Total Cleaning and Surface Coatings	551.84	209.28	0.00	0.00	0.00	3.20	3.07	2.96	0.00	0.00
Petroleum Production and Marketing											
	310 Oil and Gas Production	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	320 Petroleum Refining	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	330 Petroleum Marketing	60.92	13.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	399 Other (Petroleum Production and Marketing)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Total Petroleum Production and Marketing	60.92	13.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Industrial Processes											
	410 Chemical	8.66	6.52	0.00	0.00	0.00	0.68	0.56	0.48	0.00	0.07
	420 Food and Agriculture	3.24	3.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	430 Mineral Processes	0.00	0.00	0.00	0.00	0.00	31.06	8.72	2.78	0.00	0.00
	440 Metal Processes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	450 Wood and Paper	0.00	0.00	0.00	0.00	0.00	21.54	15.08	9.05	0.00	0.00
	460 Glass and Related Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	470 Electronics	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	499 Other (Industrial Processes)	12.71	12.11	1.44	0.07	0.00	1.03	0.39	0.25	8.91	0.00
	Total Industrial Processes	24.61	21.87	1.44	0.07	0.00	54.31	24.75	12.56	8.91	0.07
Solvent Evaporation											
	510 Consumer Products	174.93	145.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	520 Architectural Coatings and Related Solvent	21.64	20.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	530 Pesticides/Fertilizers	52.24	52.24	0.00	0.00	0.00	0.00	0.00	0.00	111.43	0.00
	540 Asphalt Paving/Roofing	9.78	9.18	0.00	0.00	0.00	0.11	0.11	0.10	0.00	0.00
	Total Solvent Evaporation	258.59	227.14	0.00	0.00	0.00	0.11	0.11	0.10	111.43	0.00

(Continued)

2030 Annual Average Emissions by Source Category in Eastern Coachella Valley community

CODE	Source Category	TOG (tons/year)	VOC (tons/year)	NOx (tons/year)	CO (tons/year)	SOx (tons/year)	TSP (tons/year)	PM10 (tons/year)	PM2.5 (tons/year)	NH3 (tons/year)	Pb (lbs/year)
Miscellaneous Process											
610	Residential Fuel Combustion	11.13	4.87	7.22	26.23	0.60	3.85	3.66	3.55	0.04	0.46
620	Farming Operations	73.06	5.84	0.00	0.00	0.00	241.80	109.78	16.44	27.02	29.98
630	Construction and Demolition	0.00	0.00	0.00	0.00	0.00	3576.03	1748.68	175.23	0.00	3983.70
640	Paved Road Dust	0.00	0.00	0.00	0.00	0.00	732.73	334.86	50.56	0.00	181.72
645	Unpaved Road Dust	0.00	0.00	0.00	0.00	0.00	186.47	110.76	11.00	0.00	48.48
650	Fugitive Windblown Dust	0.00	0.00	0.00	0.00	0.00	278.95	139.04	19.94	0.00	183.19
660	Fires	0.73	0.49	0.15	5.66	0.00	1.07	1.05	0.99	0.00	0.15
670	Waste Burning and Disposal	3.61	2.06	1.27	23.56	0.06	2.91	2.86	2.72	0.24	0.34
690	Cooking	1.90	1.33	0.00	0.00	0.00	7.72	7.72	7.72	0.00	2.17
699	Other (Miscellaneous Processes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	66.67	0.00
	RECLAIM			0.00		0.00					
Total Miscellaneous Processes		90.43	14.59	8.64	55.45	0.66	5031.53	2458.41	288.15	93.97	4430.19
On-Road Motor Vehicles											
710	Light Duty Passenger Auto (LDA)	37.04	35.52	17.29	342.84	0.85	19.58	19.20	7.90	8.62	3.06
722	Light Duty Trucks 1 (T1)	5.55	5.28	2.51	37.95	0.08	1.51	1.48	0.61	0.77	0.25
723	Light Duty Trucks 2 (T2)	25.54	24.35	12.19	199.54	0.46	8.37	8.21	3.39	5.92	1.34
724	Medium Duty Trucks (T3)	16.60	15.87	7.36	111.82	0.31	4.64	4.55	1.88	4.81	0.74
732	Light Heavy Duty Gas Trucks 1 (T4)	2.01	1.95	1.28	5.23	0.03	0.41	0.40	0.17	0.23	0.05
733	Light Heavy Duty Gas Trucks 2 (T5)	0.69	0.67	0.56	1.81	0.01	0.16	0.15	0.06	0.06	0.02
734	Medium Heavy Duty Gas Trucks (T6)	1.23	1.13	1.32	8.47	0.06	0.65	0.64	0.27	0.22	0.08
736	Heavy Heavy Duty Gas Trucks (HHH)	0.27	0.19	1.77	17.93	0.01	0.05	0.05	0.02	0.03	0.01
742	Light Heavy Duty Diesel Trucks 1 (T4)	0.34	0.30	4.52	2.30	0.03	0.71	0.70	0.31	0.02	0.09
743	Light Heavy Duty Diesel Trucks 2 (T5)	0.17	0.15	2.44	1.19	0.02	0.41	0.40	0.19	0.01	0.05
744	Medium Heavy Duty Diesel Truck (T6)	0.19	0.17	26.81	2.79	0.17	3.34	3.28	1.43	0.65	0.38
746	Heavy Heavy Duty Diesel Trucks (HHH)	9.31	6.98	246.73	129.94	1.17	12.43	12.28	5.39	3.17	1.94
750	Motorcycles (MCY)	29.48	25.66	7.71	134.07	0.01	0.12	0.11	0.05	0.06	0.04
760	Diesel Urban Buses (UB)	3.22	0.05	0.14	33.14	0.00	0.09	0.09	0.03	0.00	0.01
762	Gas Urban Buses (UB)	0.04	0.03	0.09	0.37	0.01	0.09	0.09	0.04	0.03	0.01
771	Gas School Buses (SB)	0.09	0.07	0.07	0.58	0.00	0.21	0.21	0.09	0.01	0.02
772	Diesel School Buses (SB)	0.03	0.03	1.74	0.19	0.00	0.25	0.25	0.11	0.01	0.03
777	Gas Other Buses (OB)	0.20	0.18	0.28	1.44	0.01	0.15	0.15	0.06	0.05	0.02
778	Motor Coaches	0.01	0.01	0.43	0.16	0.00	0.04	0.04	0.02	0.01	0.00
779	Diesel Other Buses (OB)	0.01	0.01	1.06	0.10	0.01	0.15	0.15	0.06	0.03	0.02
780	Motor Homes (MH)	0.03	0.03	0.42	0.20	0.01	0.09	0.09	0.04	0.02	0.01
Total On-Road Motor Vehicles		132.05	118.63	336.72	1032.06	3.25	53.45	52.52	22.12	24.73	8.17
Other Mobile Sources											
810	Aircraft	0.13	0.12	0.07	6.23	0.07	0.00	0.00	0.00	0.00	0.00
820	Trains	6.33	5.32	119.39	114.16	0.44	1.75	1.76	1.61	0.36	0.11
833	Ocean Going Vessels	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
835	Commercial Harbor Crafts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
840	Recreational Boats	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
850	Off-Road Recreational Vehicles	11.09	10.18	0.92	41.04	0.00	0.12	0.11	0.08	0.00	0.25
860	Off-Road Equipment	114.23	99.61	72.67	1255.36	0.17	6.25	5.80	4.70	0.19	9.54
870	Farm Equipment	12.98	11.05	46.23	169.57	0.00	3.01	2.97	2.68	0.00	0.79
890	Fuel Storage and Handling	9.29	9.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Other Mobile Sources		154.05	135.53	239.28	1586.36	0.68	11.13	10.64	9.07	0.55	10.69
Total Stationary and Area Sources		2122.47	623.33	302.02	205.37	61.77	5102.35	2499.16	316.24	231.17	4431.20
Total On-Road Vehicles		132.05	118.63	336.72	1032.06	3.25	53.45	52.52	22.12	24.73	8.17
Total Other Mobile		154.05	135.53	239.28	1586.36	0.68	11.13	10.64	9.07	0.55	10.69
Total		2408.57	877.49	878.02	2823.79	65.70	5166.93	2562.32	347.43	256.45	4450.06

2030 Annual Average TAC Emissions by Source Category in Eastern Coachella Valley community

CODE	Source Category	Benzene (lbs/year)	1,3 Butadiene (lbs/year)	Carbon tetrachloride (lbs/year)	1,4 Dioxane (lbs/year)	Ethylene dibromide (lbs/year)	Ethylene dichloride (lbs/year)	Ethylene oxide (lbs/year)	Formalde- hyde (lbs/year)	Methylene chloride (lbs/year)	Perchloro- ethylene (lbs/year)	Vinyl chloride (lbs/year)	Trichloro- ethylene (lbs/year)	Chlorinated dibenzofurans (lbs/year)	PAH (Benzo(a)pyrene) (lbs/year)	Asbestos (lbs/year)	Cadmium (lbs/year)	Hexavalent Chromium (lbs/year)	Nickel (lbs/year)	Arsenic (lbs/year)	Beryllium (lbs/year)	Lead (lbs/year)	Diesel PM (DPM) (lbs/year)
Fuel Combustion																							
10	Electric Utilities	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	Cogeneration	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30	Oil and Gas Production (combustion)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
40	Petroleum Refining (Combustion)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
50	Manufacturing and Industrial	98.93	6.41	0.00	0.00	0.00	0.00	0.00	8362.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.00	1.53	0.00	0.00	0.50	0.00
52	Food and Agricultural Processing	0.23	0.00	0.00	0.00	0.00	0.00	0.00	0.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
60	Service and Commercial	1128.05	1.91	0.00	0.00	0.00	0.00	0.00	2432.63	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.01	0.00	0.72	0.01	0.00	0.30	0.00
99	Other (Fuel Combustion)	100.74	2.14	0.00	0.00	0.00	0.00	0.00	196.67	0.00	0.00	0.43	0.66	0.00	0.01	0.00	0.06	0.01	0.07	0.02	0.00	0.14	338.00
Total Fuel Combustion		1327.95	10.46	0.00	0.00	0.00	0.00	0.00	10992.65	0.00	0.00	0.43	0.66	0.00	0.43	0.00	0.15	0.01	2.32	0.03	0.00	0.94	338.00
Waste Disposal																							
110	Sewage Treatment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
120	Landfills	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
130	Incineration	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
140	Soil Remediation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
199	Other (Waste Disposal)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Waste Disposal		0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Cleaning and Surface Coatings																							
210	Laundering	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
220	Degreasing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	42055.34	1100.00	0.00	191.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
230	Coatings and Related Processes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2477.60	0.00	0.00	0.00	0.00	0.00	8.88	0.00	0.00	0.00	0.00	0.00	0.00
240	Printing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
250	Adhesives and Sealants	25.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	468.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
299	Other (Cleaning and Surface Coatings)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Cleaning and Surface Coatings		25.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	42523.49	3577.60	0.00	191.85	0.00	0.00	0.00	8.88	0.00	0.00	0.00	0.00	0.00	0.00
Petroleum Production and Marketing																							
310	Oil and Gas Production	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
320	Petroleum Refining	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
330	Petroleum Marketing	93.78	2.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
399	Other (Petroleum Production and Marketing)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Petroleum Production and Marketing		93.78	2.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Industrial Processes																							
410	Chemical	284.83	1627.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.68	0.00	0.68	0.00	0.00	0.07	0.00
420	Food and Agriculture	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
430	Mineral Processes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.59	4.17	0.00	0.00	0.00
440	Metal Processes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
450	Wood and Paper	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
460	Glass and Related Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
470	Electronics	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
499	Other (Industrial Processes)	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.07	96.66	328.72	0.00	38.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Industrial Processes		284.86	1627.60	0.00	0.00	0.00	0.00	0.00	0.07	96.66	328.72	0.00	38.24	0.00	0.00	0.00	0.68	0.00	1.27	4.17	0.00	0.07	0.00
Solvent Evaporation																							
510	Consumer Products	0.01	0.00	0.00	0.00	0.00	0.00	0.00	11.14	4278.12	846.01	0.00	359.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
520	Architectural Coatings and Related Solvent	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	81.12	27.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
530	Pesticides/Fertilizers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
540	Asphalt Paving/Roofing	35.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.00	0.00
Total Solvent Evaporation		35.98	0.00	0.00	0.00	0.00	0.00	0.00	11.14	4359.24	873.40	0.00	359.53	0.00	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.00	0.00

(Continued)

2030 Annual Average TAC Emissions by Source Category in Eastern Coachella Valley community

CODE	Source Category	Benzene (lbs/year)	1,3 Butadiene (lbs/year)	Carbon tetrachloride (lbs/year)	1,4 Dioxane (lbs/year)	Ethylene dibromide (lbs/year)	Ethylene dichloride (lbs/year)	Ethylene oxide (lbs/year)	Formalde- hyde (lbs/year)	Methylene chloride (lbs/year)	Perchloro- ethylene (lbs/year)	Vinyl chloride (lbs/year)	Trichloro- ethylene (lbs/year)	Chlorinated dibenzofurans (lbs/year)	PAH (Benzo(a)pyrene) (lbs/year)	Asbestos (lbs/year)	Cadmium (lbs/year)	Hexavalent Chromium (lbs/year)	Nickel (lbs/year)	Arsenic (lbs/year)	Beryllium (lbs/year)	Lead (lbs/year)	Diesel PM (DPM) (lbs/year)
Miscellaneous Process																							
610	Residential Fuel Combustion	98.16	0.00	0.00	0.00	0.00	0.00	0.00	1036.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.02	1.29	0.40	0.00	0.46	0.00
620	Farming Operations	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.67	0.00	24.18	7.74	0.00	29.98	0.00
630	Construction and Demolition	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.19	0.00	421.97	121.59	0.00	3983.70	0.00
640	Paved Road Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.40	0.00	17.59	19.05	0.00	181.72	0.00
645	Unpaved Road Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.85	0.00	13.80	5.59	0.00	48.48	0.00
650	Fugitive Windblown Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.04	0.00	30.20	8.75	0.00	183.19	0.00
660	Fires	0.00	13.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.01	0.01	0.00	0.15	0.00
670	Waste Burning and Disposal	0.00	67.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22	0.00	0.04	0.03	0.00	0.34	0.00
690	Cooking	10.26	12.98	0.00	0.00	0.00	0.00	0.00	198.78	0.00	0.00	0.00	0.00	0.00	0.27	0.00	0.03	0.00	0.49	0.03	0.00	2.17	0.00
699	Other (Miscellaneous Processes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Miscellaneous Processes		108.42	94.57	0.00	0.00	0.00	0.00	0.00	1235.72	0.00	0.00	0.00	0.00	0.00	0.27	0.00	181.50	0.02	509.57	163.19	0.00	4430.19	0.00
On-Road Motor Vehicles																							
710	Light Duty Passenger Auto (LDA)	1363.45	135.08	0.00	0.00	0.00	0.00	0.00	380.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.40	21.36	0.33	0.00	3.06	16.00
722	Light Duty Trucks 1 (T1)	2052.29	15.79	0.00	0.00	0.00	0.00	0.00	54.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	1.63	0.03	0.00	0.25	0.00
723	Light Duty Trucks 2 (T2)	947.52	84.02	0.00	0.00	0.00	0.00	0.00	260.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.17	9.10	0.14	0.00	1.34	2.00
724	Medium Duty Trucks (T3)	604.74	53.29	0.00	0.00	0.00	0.00	0.00	166.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.10	5.05	0.08	0.00	0.74	8.00
732	Light Heavy Duty Gas Trucks 1 (T4)	69.88	3.39	0.00	0.00	0.00	0.00	0.00	11.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.48	0.01	0.00	0.05	0.00
733	Light Heavy Duty Gas Trucks 2 (T5)	24.62	1.43	0.00	0.00	0.00	0.00	0.00	4.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.02	0.00
734	Medium Heavy Duty Gas Trucks (T6)	55.60	5.24	0.00	0.00	0.00	0.00	0.00	19.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.79	0.01	0.00	0.08	0.00
736	Heavy Heavy Duty Gas Trucks (HHHD)	20.37	1.25	0.00	0.00	0.00	0.00	0.00	11.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.00	0.01	0.00
742	Light Heavy Duty Diesel Trucks 1 (T4)	13.49	1.28	0.00	0.00	0.00	0.00	0.00	99.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.76	0.01	0.00	0.09	116.00
743	Light Heavy Duty Diesel Trucks 2 (T5)	6.96	0.66	0.00	0.00	0.00	0.00	0.00	51.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.44	0.01	0.00	0.05	78.00
744	Medium Heavy Duty Diesel Truck (T6)	7.80	0.74	0.00	0.00	0.00	0.00	0.00	57.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.07	3.92	0.06	0.00	0.38	264.00
746	Heavy Heavy Duty Diesel Trucks (HHHD)	372.47	35.37	0.00	0.00	0.00	0.00	0.00	2738.86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.18	9.67	0.14	0.00	1.94	3086.00	
750	Motorcycles (MCY)	1662.69	227.34	0.00	0.00	0.00	0.00	0.00	989.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.04	0.00	0.00
760	Diesel Urban Buses (UB)	128.86	12.24	0.00	0.00	0.00	0.00	0.00	947.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.00	0.00	0.01	4.00
762	Gas Urban Buses (UB)	2.11	0.24	0.00	0.00	0.00	0.00	0.00	1.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.01	0.00	0.00
771	Gas School Buses (SB)	6.60	0.45	0.00	0.00	0.00	0.00	0.00	3.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.28	0.00	0.00	0.02	0.00	0.00
772	Diesel School Buses (SB)	1.16	0.11	0.00	0.00	0.00	0.00	0.00	8.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.32	0.00	0.00	0.03	14.00	
777	Gas Other Buses (OB)	9.62	0.94	0.00	0.00	0.00	0.00	0.00	3.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.00	0.00	0.02	0.00	0.00
778	Motor Coaches	0.44	0.04	0.00	0.00	0.00	0.00	0.00	3.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.00	8.00	
779	Diesel Other Buses (OB)	0.32	0.03	0.00	0.00	0.00	0.00	0.00	2.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.02	14.00	
780	Motor Homes (MH)	1.32	0.07	0.00	0.00	0.00	0.00	0.00	2.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.00	0.00	0.01	20.00	
Total On-Road Motor Vehicles		5505.31	579.00	0.00	0.00	0.00	0.00	0.00	5818.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.10	1.01	54.83	0.82	0.00	8.17	3630.00
Other Mobile Sources																							
810	Aircraft	9.85	1.89	0.00	0.00	0.00	0.00	0.00	2.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
820	Trains	253.29	24.05	0.00	0.00	0.00	0.00	0.00	1862.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.24	0.01	0.06	0.01	0.00	0.11	3510.00
833	Ocean Going Vessels	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
835	Commercial Harbor Crafts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
840	Recreational Boats	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
850	Off-Road Recreational Vehicles	437.77	92.83	0.00	0.00	0.00	0.00	0.00	334.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.00	
860	Off-Road Equipment	5981.85	1347.32	0.00	0.00	0.00	0.00	0.00	7388.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.19	9.59	0.01	0.00	9.54	3174.00
870	Farm Equipment	558.49	78.41	0.00	0.00	0.00	0.00	0.00	2880.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.03	0.78	0.01	0.00	0.79	5322.00
890	Fuel Storage and Handling	102.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Other Mobile Sources		7343.30	1544.50	0.00	0.00	0.00	0.00	0.00	12468.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.23	10.68	0.03	0.00	10.69	12006.00
Total Stationary and Area Sources		1876.61	1734.69	0.00	0.00	0.00	0.00	0.00	12239.77	46979.39	4779.72	0.43	590.28	0.00	0.70	0.00	191.52	0.03	513.16	167.39	0.00	4431.20	338.00
Total On-Road Vehicles		5505.31	579.00	0.00	0.00	0.00	0.00	0.00	5818.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.10	1.01	54.83	0.82	0.00	8.17	3630.00
Total Other Mobile		7343.30	1544.50	0.00	0.00	0.00	0.00	0.00	12468.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.23	10.68	0.03	0.00		

APPENDIX 4:

ENFORCEMENT

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Appendix 4: Enforcement

South Coast AQMD

The primary goal of South Coast AQMD enforcement activities is for regulated entities to achieve compliance with air quality rules and regulations, and to protect public health. Part of this process involves consistently identifying and resolving violations, thereby ensuring a level playing field for all regulated entities and preventing unfair advantages for companies that do not comply with rules and permit conditions.

Air pollution concerns received directly from community members by way of public complaints are a very important source of information. All complaints are assigned to an inspector for investigation, with priority for ongoing issues that are impacting the public. In addition to receiving complaints from community members, South Coast AQMD also receives notifications directly from facilities and referrals from other agencies.

South Coast AQMD also performs unannounced inspections at facilities to verify compliance.

California Air Resources Board

CARB's enforcement approach is two-pronged: ensuring compliance through robust, regular inspections and deterring violations through our penalty assessment process. From the compliance-side, it includes conducting both field inspections and fleet-wide audits. For field inspections, the focus has been on enforcing heavy-duty diesel vehicle (HDDV) regulations, such as the Truck and Bus Regulation, the airborne toxic control measure (ATCM) to limit idling, and the Heavy-Duty Vehicle Inspection Program (HDVIP). At refineries and fueling stations, CARB enforces fuel formulation regulations. In railyards, CARB enforces regulations related to drayage trucks, transportation refrigeration units (TRUs), and cargo handling equipment (CHE). From the deterrence-side, CARB Enforcement encourages violators to support CARB's community-based projects program by setting aside a portion of penalties paid from enforcement action settlements for Supplemental Environmental Projects (SEPs).

CARB Statewide Truck and Bus Regulation

CARB is achieving compliance with the Statewide Truck and Bus (STB) Regulation, section 2025 of Title 13, California Code of Regulations (STB) by 2023 via a streamlined auditing process. STB requires diesel trucks with a Gross Vehicle Weight Rating (GVWR) greater than 14,000 pounds that operate in California to install diesel particulate filters or replace older engines with cleaner engine technology on a phased-in schedule based on the model year of the engine and GVWR. CARB staff process data from vehicle registration, compliance reporting, and inspection databases to identify potentially non-compliant fleets and prioritize them for enforcement action.

In April 2017, the Governor signed Senate Bill 1 (SB1) into law which included a provision that, beginning in 2020, a vehicle must demonstrate compliance with the STB regulation before it can be registered with the Department of Motor Vehicles (DMV). Beginning in 2020, the DMV, in conjunction with data provided by CARB, will deny vehicle registration to non-compliant heavy-duty diesel vehicles (HDDV) based on the model year of the HDDV, so that by the end of 2023, 100% compliance will be achieved for the truck and bus rule.

Authority and Legal Right to Issue Violations and Penalties

Under both the federal Clean Air Act and the California Health & Safety Code, South Coast AQMD is under a legal obligation to make and enforce air pollution regulations. These regulations are primarily meant to ensure that the surrounding (or ambient) air will meet federal and state air quality standards. However, South Coast AQMD also has broad authority to regulate toxic and hazardous air emissions, which are enforced in the same manner as rules regulating criteria pollutants to attain the ambient air quality standards.

To enforce local, state, and federal air pollution regulations, CARB and South Coast AQMD both use their authority to conduct inspections of alleged air pollution sources under their jurisdiction and issue notices of violations that can lead to civil and criminal penalties. Civil penalties vary based on multiple factors, however in the most egregious cases, penalties can be up to \$250,000 per day for individuals and up to \$1,000,000 per day for corporations. In cases with potential criminal violations, South Coast AQMD may refer matters to federal, state, or local prosecuting agencies. Inspection warrants also may be obtained if necessary when access to facilities or potential emissions sites is denied.

For further information on South Coast AQMD's¹ and CARB's² authority, please refer to our websites.

South Coast AQMD Hearing Board

The Hearing Board is a quasi-judicial panel authorized to provide relief from South Coast AQMD regulations under certain circumstances and to order businesses to take specific actions to come into compliance with regulations. As state law requires, Hearing Board members are appointed by, but act independently of, the South Coast AQMD Governing Board.

The Hearing Board is authorized to hear:

- Petitions by entities (individuals, companies, public agencies, etc.) companies for variances.

¹ <https://www.aqmd.gov/nav/about/authority/enforcement>

² <https://ww2.arb.ca.gov/about/history>

- Petitions for abatement orders. An abatement order requires an entity operating out of compliance to take specific actions or to shut down its operation. This is a severe remedy normally reserved for serious violations.
- Appeals regarding granting of permits, permit conditions, permit denials and suspensions, denials of emission reduction credits, and denials of pollution control plans.
- Appeals by third parties.

The Hearing Board is not authorized to:

- Modify rules.
- Exempt an entity from complying with a rule.
- Grant a variance from a violation of the public nuisance law, such as one that creates an odor problem or threatens public health or property.
- Review a violation notice in any way.

After hearing all sides of a case in which an entity is having problems complying with South Coast AQMD rules, the Hearing Board weighs the evidence and reaches a decision.

CARB Supplemental Environmental Project Process

During the settlement process, violators have the opportunity to allocate up to 50 percent of their penalties to a Supplemental Environmental Project (SEP). SEPs are community-proposed and community-based projects that aim to improve public health, reduce pollution, increase environmental compliance, and bring public awareness to air pollution issues.

Proposals of SEP projects that meet the following four requirements: reducing direct/indirect air emissions or exposure to air pollution, relates to the violation, does not benefit the violator, and goes above and beyond regulatory requirements can be submitted for consideration for future settlements through the SEP proposal form (<https://calepa.ca.gov/sep-proposal-form>). Nine SEPs have been funded within South Coast AQMD's jurisdiction including paid environmental education internships, planting trees, writing articles to inform community about air pollution and resources, conducting research (e.g., air monitoring, truck traffic survey), and school air quality education programs and filtration systems. If community members are interested in submitting a SEP proposal, please contact the Community Outreach and Enforcement Section at coes@arb.ca.gov.

CARB HDDV Enforcement Program Descriptions

Heavy-Duty Vehicle Inspection Program (HDVIP). The HDVIP program requires inspection of heavy-duty trucks and buses for excessive smoke and tampering, and engine certification label compliance. Any heavy-duty vehicle traveling in California, including vehicles registered in other states and foreign countries may be tested. CARB inspection teams perform tests at border crossings, CHP weigh stations, fleet facilities, and randomly selected roadside locations. Owners of trucks and buses found in violation are subject to minimum penalties starting at \$300 per violation and up to \$1,000 a day.

Off-Road Construction Equipment (Off-road regulation). Construction equipment is a major contributor to air pollution, especially when large construction projects are adjacent to neighborhoods. To address this source of air pollution, CARB adopted the nation's first regulation aimed at cleaning up off-road construction equipment such as bulldozers, graders, and backhoes. The off-road regulation requires off-road fleets to meet fleet average emission standards and be equipped with best available control technology (BACT).

The Tractor-Trailer Greenhouse Gas Regulation (Smart Way). This regulation requires 53-foot or longer dry van or refrigerated van trailers and the tractors that pull them on California highways to use certain equipment that the U.S. EPA Smart Way program has verified or designated to meet their efficiency standards and reduce fuel consumption.

Solid Waste Collection Vehicles (SWCVs). The Solid Waste Collection Vehicle regulation required vehicle owners to upgrade solid waste collection vehicles by December 31, 2010. On January 24, 2019, the Board approved amendments that now require reporting for SWCVs with 2006 model year and older engines to avoid unnecessary registration delays at the California Department of Motor Vehicles (DMV) starting in 2020 due to Senate Bill 1 requirements. The approved amendments also added heavy diesel-fueled on-road single engine cranes to the regulation and became effective on July 1, 2019. These specialized cranes are required to phase-in 2010 or newer model year engines from 2019 to 2027.

Transport Refrigeration Unit (TRU). TRUs are refrigeration systems powered by diesel internal combustion engines designed to refrigerate or heat perishable products that are transported in various containers, including semi-trailers, truck vans, shipping containers, and rail cars. Because diesel particulate matter is an identified toxic air contaminant, CARB adopted an airborne toxic control measure (ATCM) for TRUs and TRU generator sets. CARB staff inspect TRUs to ensure that the units are meeting labeling and in-use performance standards identified in the TRU regulation.

Drayage. The Drayage Truck Regulation is part of CARB's ongoing efforts to reduce particulate matter (PM) and oxides of nitrogen (NOx) emissions from diesel-fueled engines and improve air quality associated with goods movement. Heavy-duty vehicles that carry goods to or from a port or intermodal facility are required to be equipped with a 2007 or newer model year engine. This requirement becomes

stricter in 2023, when drayage trucks are required to be equipped with a 2010 or newer model year engine, because drayage trucks will be required to meet the standards of the Statewide Truck and Bus regulation.

Statewide Truck and Bus (STB). The Statewide Truck and Bus regulation requires diesel trucks with a gross vehicle weight rating (GVWR) greater than 14,000 pounds that operate in California to install diesel particulate filters, or replace older engines with cleaner engine technology, on a schedule based on the model year of the engine and GVWR. The following timeline outlines the engine requirements HDDV must meet to be in compliance with the regulation.

Idling. Idling and opacity inspections are performed to ensure an HDDV is compliant with emission standards and is not violating CARB's Idling regulation. Idling for more than five minutes is prohibited unless the HDDV is certified clean idle and the vehicle is more than 100 feet away from a school or restricted area (exceptions apply). Vehicle owners and drivers in violation are subject to minimum penalties starting at \$300 per violation and up to \$1000 per day.

More information on CARB's Heavy-Duty Diesel Vehicle Programs is available at arb.ca.gov/truckstop.

Technology

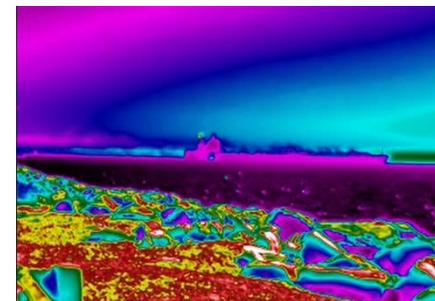
Both South Coast AQMD and CARB enforcement staff have embraced the use of technology as a means for more efficient and effective inspections. South Coast AQMD inspectors have access to advanced instruments to help identify air pollution issues in real-time. The following portable instruments are available to inspectors:

Figure 4-1: Portable instruments used by South Coast AQMD inspectors in the field



Toxic Vapor Analyzers (TVA): Inspectors can use TVAs to measure the level of certain gases in a specific area. This includes methane and volatile organic compounds (VOCs), which are emitted by petroleum sources and other types of sources.

Infrared Cameras: Inspectors can use specialized infrared cameras to view emissions of gases (including methane and VOCs) that would otherwise be invisible to the naked eye. This equipment enables inspectors to scan areas for emissions and quickly check for large leaks at a facility.



X-Ray Fluorescence (XRF): Inspectors can use this handheld instrument to identify the types of chemicals that are on a surface or in a dust pile. This tool helps identify potential pollutants that are particles. For example, an XRF can be used to scan surfaces at a facility to identify which specific toxic metals may be deposited in that location, and which locations have the highest levels of those toxic metals.

H₂S Analyzers (Jerome Meters): Inspectors can use this handheld instrument to measure hydrogen sulfide gas levels in the air. This information can be used to identify a potential source of rotten egg type odors.



Further Information on Technology Used for Compliance Investigations

Toxic Vapor Analyzer (TVA)

Using a Flame Ionization Detector (FID) or Photoionization Detector (PID), this instrument can detect a wide variety of organic and inorganic compounds. The unit must be calibrated to identify specific compounds. Any day that the instrument is used for conducting compliance inspections, a trained inspector calibrates the equipment to a set calibration standard depending on the inspection type. For example, in an oil and gas process leak inspection to identify VOCs, a 3-Point Methane Calibration Curve is used.

This instrument displays concentrations of the gas it is calibrated to detect in parts per million (ppm), also known as the number of molecules of that gas per one million molecules of air. Inspectors can use TVAs to identify organic and inorganic vapors according to a standard set by the U.S. Environmental Protection Agency (EPA) Method 21 – Determination of Volatile Organic Compound Leaks.³ This method from U.S. EPA sets the standard for the specifications and performance criteria of the instrument, as well as the process of identifying a leak.

Infrared Cameras

Using infrared cameras equipped with Optical Gas Imaging (OGI) technology, inspectors can detect hydrocarbon leaks at a variety of facilities, including those in the oil and gas industry. The device uses a non-contact technology which identifies the infrared energy (heat) of a specific gas and converts it into an electronic signal. This signal is processed into an image, giving inspectors the ability to view emissions that would otherwise be invisible to the naked eye.

Using infrared OGI cameras enables inspectors to scan areas for emissions and quickly gain an overall understanding regarding any large leaks there may be at a facility. The technology generally used by OCE is specifically calibrated to methane, enabling users to visibly identify VOC leaks. Inspectors can follow up with a TVA to quantify the leak. Inspectors who use this equipment have training through a multi-day course to understand the technology, as well as its uses and limitations.

X-Ray Fluorescence (XRF)

A handheld instrument which uses a non-destructive method to determine the chemistry of a sample. The device sends an x-ray to the sample that displaces the electrons, causing a release of energy. The energy released is measured by the special detector to analyze the chemistry of the sample. Inspectors can scan surfaces for the presence of toxic metals to identify sources of contamination and fugitive emissions.

³ U.S. EPA, Method 21 – Volatile Organic Compound Leaks. <https://www.epa.gov/emc/method-21-volatile-organic-compound-leaks>. Accessed October 30, 2020.
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H₂S Analyzer (Jerome Meters)

A handheld instrument that can detect hydrogen sulfide in the air. This device takes in a small sample of air and provides a reading on the amount of H₂S within a few seconds, down to levels in the parts per billion (ppb) range. This instrument serves as a safety tool for inspectors conducting an inspection in an area with potential H₂S.

In addition, inspectors are trained on how to collect field samples, including air samples, liquid samples, and bulk material samples. These samples can then be provided to the South Coast AQMD laboratory or contract laboratories for analysis. The results of these analyses can be used as evidence to support investigations and/or Notices of Violation issued to air pollution sources.

Interagency Collaborations

CARB and South Coast AQMD are committed to working with other department agencies on joint initiatives that will directly result in cleaner air. The combined resources, expertise, and legal authorities of different agencies can create a well-rounded approach to the regulatory process that leverages their respective strengths to address issues that cumulatively impact public health. For example, the Los Angeles City Attorney’s Office partnered with South Coast AQMD to conduct inspections at specific facilities, including auto-body shops, in the City of Los Angeles.

Figure 4-2: Examples of agencies that routinely collaborate with South Coast AQMD and CARB



CARB partners with local agencies to create memoranda of understanding (MOUs), such as an agreement with South Coast AQMD to enforce CARB's greenhouse gas standards at certain types of facilities. In addition, CARB has already established partnerships with California DMV working on implementing registration holds for non-compliant trucks and buses, California Highway Patrol (CHP) to conduct roadside inspections, and other state and regional agencies to ensure the agencies are supporting each other's enforcement efforts. Both South Coast AQMD and CARB have experience working in close collaboration with other regulatory agencies, cities and counties, public health agencies, and local police and fire departments to conduct investigations and provide public information about local air pollution sources.

South Coast AQMD & CARB Enforcement Approach

South Coast AQMD regulates over 25,000 facilities, receives approximately 10,000 public complaints per year, and operates a vast air quality monitoring network; and CARB regulates mobile sources throughout the state through ensuring compliance with over 50 programs. Analyzing the data that results from these efforts can provide insight into the trends and sources of air pollution as well as new enforcement opportunities. Both agencies use information technology to enhance the ability to conduct investigations and enforce regulations. As an example, for CARB's truck fleet enforcement program, the traditional approach was to inspect several thousand trucks annually through fleet-based inspections. From January 2018 through December 2019, CARB's Streamlined Truck Enforcement Process (STEP), and was able to conduct 20,000 to 25,000 inspections per year through the use of a data-driven approach, non-compliance letters, and a scheduled settlement process. South Coast AQMD's investigation of crude oil tankers is another example of using information technology and interagency collaboration in enforcement activities. Inspectors used mapping software, weather data, ship databases, and support from other local government entities to help identify an oil tanker as a potential source of emissions. The oil tanker was later issued a Notice of Violation when it berthed at a port. These multi-faceted approaches can be applied to address other air pollution concerns in the East Coachella Valley community. Providing transparent access to the information that both agencies possess will lead to a stronger partnership with the community.

South Coast AQMD Compliance History in ECV, January 2017 to December 2019

List of All Active Facilities with Active or Expired Permits

This table contains all the facilities that are considered active and have valid or expired permits, that are located within the ECV Emissions Study Area. Expired permits are included to ensure that any facilities that are still in operation but had not paid fees at the time of the query were still included.

Table 4 -1: List of All Active Facilities with Active or Expired Permits

Facility Name	Facility ID	Address	Technical Specialty	NAICS Code	NAICS Description
INDIO CITY, PUBLIC WORKS DEPT	2868	83-101 AVENUE 45 INDIO, CA 92201	Industrial Sources	921120	Legislative Bodies
COACHELLA CITY	4581	VARIOUS LOCATIONS IN SCAQMD COACHELLA, CA 92236	Various Locations Equipment	921110	Executive Offices
COACHELLA CITY, SANITARY DIST PLANT	7531	87-075 AVENUE 54 COACHELLA, CA 92236	Publicly Owned Treatment Works	221320	Sewage Treatment Facilities
COACHELLA VALLEY WATER DIST (WRP2)	8967	HWY 111 THERMAL, CA 92274	Publicly Owned Treatment Works	221310	Water Supply and Irrigation Systems
VALLEY SANITARY DIST	10198	45-500 VAN BUREN ST INDIO, CA 92201	Publicly Owned Treatment Works	221320	Sewage Treatment Facilities
DESERT COTTONSEED PRODUCTS INC	11082	86-600 AVENUE 54 COACHELLA, CA 92236	Industrial Sources	115114	Postharvest Crop Activities (except Cotton Ginning)
JONES BROS CONST CO	14314	85989 AVENUE 52 COACHELLA, CA 92236	Industrial Sources	237110	Water and Sewer Line and Related Structures Construction
COACHELLA VALLEY WATER DIST	19835	51501 TYLER ST COACHELLA, CA 92236	Industrial Sources	221310	Water Supply and Irrigation Systems
INDIO CITY	29227	46-800 JACKSON POLICE DEPT INDIO, CA 92201	Industrial Sources	921110	Executive Offices
APPLE MARKETS INC. DBA APPLE MARKET TWO	36017	65959 HIGHWAY 86 THERMAL, CA 92274	Retail Gasoline Dispensing	445120	Convenience Stores
CALTRANS	38807	83-997 INDIO BLVD INDIO, CA 92201	Industrial Sources	926120	Regulation and Administration of Transportation Programs
RICHARD BAGDASARIAN INC	40443	65500 LINCOLN ST MECCA, CA 92254	Industrial Sources	111332	Grape Vineyards
MEREDITH & SIMPSON CONSTRUCTION CO	41131	83801 AVENUE 45 INDIO, CA 92201	Industrial Sources	236220	Commercial and Institutional Building Construction
BERMUDA DUNES AIRPORT	43131	79-880 AVENUE 42 BERMUDA DUNES, CA 92201	Industrial Sources	481111	Scheduled Passenger Air Transportation

COACHELLA VALLEY UNI SCH DIST	44759	87-225 CHURCH ST THERMAL, CA 92274	Industrial Sources	611110	Elementary and Secondary Schools
CORONET CONCRETE PRODUCTS INC	48003	50305 HIGHWAY 111 COACHELLA, CA 92236	Industrial Sources	327390	Other Concrete Product Manufacturing
APPLE MARKETS INC, APPLE MARKET ONE DBA	48574	56491 HWY 111 THERMAL, CA 92274	Retail Gasoline Dispensing	445120	Convenience Stores
RIV CO WASTE MAGMT (COACHELLA)	60315	87-011 44TH AVE COACHELLA, CA 92236	Landfills, Gas Collection	562211	Hazardous Waste Treatment and Disposal
BEST AUTO BODY & REPAIR	60663	83-752 45 AVE INDIO, CA 92201	Industrial Sources	811111	General Automotive Repair
IMPERIAL IRRIGATION DISTRICT/ COACHELLA	62862	51-170 SHADY LN COACHELLA, CA 92236	Industrial Sources	221112	Fossil Fuel Electric Power Generation
SUN DATE	65742	85-215 AVENUE 50 COACHELLA, CA 92236	Industrial Sources	111339	Other Noncitrus Fruit Farming
RIVERSIDE CO TRANSPORTATION DEPARTMENT	66418	86-199 AIRPORT BLVD THERMAL, CA 92274	Industrial Sources	926120	Regulation and Administration of Transportation Programs
DOLE DRIED FRUIT & NUT CO.	72112	87-500 AIRPORT BLVD THERMAL, CA 92274	Industrial Sources	115114	Postharvest Crop Activities (except Cotton Ginning)
ARMTEC DEFENSE PROD. CO	74408	85-901 AVENUE 53 COACHELLA, CA 92236	Industrial Sources	332994	Small Arms, Ordnance, and Ordnance Accessories Manufacturing
CAL ST, DEPT OF PARKS	77905	100-225 STATE PARK RD NORTH SHORE, CA 92254	Industrial Sources	924120	Administration of Conservation Programs
RIV CO WASTE MGMT (MECCA II)	79326	95250 66TH AVE MECCA, CA 92254	Landfills, Gas Collection	531110	Lessors of Residential Buildings and Dwellings
GFS GAZOR FURNITURE SYSTEMS	86139	86-685 AVENUE 54 COACHELLA, CA 92236	Industrial Sources	337122	Nonupholstered Wood Household Furniture Manufacturing
COACHELLA VALLEY WATER DISTRICT	86156	67-050 HAMMOND RD MECCA, CA 92254	Industrial Sources	221310	Water Supply and Irrigation Systems
CARL'S JR. RESTAURANT #895	87298	50-087 HARRISON ST COACHELLA, CA 92236	Charbroilers	722513	Limited-Service Restaurants
ARCO PRODUCTS CO/PRESTIGE STA 5826	87804	48-055 GRAPEFRUIT BLVD COACHELLA, CA 92236	Industrial Sources	445120	Convenience Stores
COUNTY OF RIVERSIDE (IN702)	92529	46057 OASIS ST INDIO, CA 92201	Industrial Sources	922120	Police Protection
COUNTY OF RIVERSIDE (IN705)	92560	46209 OASIS ST INDIO, CA 92201	Industrial Sources	922160	Fire Protection
SUN WORLD	95456	52200 INDUSTRIAL WAY COACHELLA, CA 92236	Industrial Sources	115114	Postharvest Crop Activities (except Cotton Ginning)
CITY OF COACHELLA	98112	84641 AVENUE 51 COACHELLA, CA 92236	Industrial Sources	812220	Cemeteries and Crematories

RIV CO, WASTE MGMT DEPT, OASIS LANDFILL	99655	84-505 84TH ST THERMAL, CA 92274	Landfills, Gas Collection	924110	Administration of Air and Water Resource and Solid Waste Management Programs
DESERT VIEW POWER	100154	62-300 GENE WELMAS DR MECCA, CA 92254	Toxic Stationary Source	221112	Fossil Fuel Electric Power Generation
KSC AND SON CORPORATION	103440	52-138 HARRISON ST COACHELLA, CA 92236	Retail Gasoline Dispensing	447190	Other Gasoline Stations
MYOMA DUNES WATER CO	106821	79-135 41ST AVE BERMUDA DUNES, CA 92201	Industrial Sources	221310	Water Supply and Irrigation Systems
DIET CHICKEN	108115	49939 HARRISON ST COACHELLA, CA 92236	Rule 222 Equipment	722513	Limited-Service Restaurants
MCI	108847	SOUTHERN PACIFIC YARDS INDIO, CA 92201	Industrial Sources	517911	Telecommunications Resellers
FASTRIP OIL CO LP	109029	51893 HARRISON ST COACHELLA, CA 92236	Retail Gasoline Dispensing	445110	Supermarkets and Other Grocery (except Convenience) Stores
LINDSEY MFG	109261	81-101 INDIO BLVD #D16 INDIO, CA 92201	Industrial Sources	326130	Laminated Plastics Plate, Sheet (except Packaging), and Shape Manufacturing
RIVERSIDE CTY WASTE RESOURCES MGMT DIST.	111007	VARIOUS LOCATIONS IN SCAQMD COACHELLA, CA 92236	Various Locations Equipment	562219	Other Nonhazardous Waste Treatment and Disposal
COACHELLA VALLEY WATER DIST, B/ST #06806	113998	88995 60TH (PIERCE & AVE 60) AVE THERMAL, CA 92274	Industrial Sources	221310	Water Supply and Irrigation Systems
APPLE MARKETS INC, APPLE MARKET FIVE DBA	114462	80-631 INDIO BLVD INDIO, CA 92201	Retail Gasoline Dispensing	445110	Supermarkets and Other Grocery (except Convenience) Stores
TEXTEK INC	115403	45585 COMMERCE ST INDIO, CA 92201	Industrial Sources	812332	Industrial Launderers
SEAWRIGHT CUSTOM PRECAST, INC	115665	85-610 GRAPEFRUIT BLVD COACHELLA, CA 92236	Industrial Sources	238120	Structural Steel and Precast Concrete Contractors
CALIFORNIA REDI-DATE, LLC	116849	87-500 AIRPORT BLVD THERMAL, CA 92274	Industrial Sources	115114	Postharvest Crop Activities (except Cotton Ginning)
RIVERSIDE COUNTY FLEET SERVICES	121170	82-775 PLAZA INDIO, CA 92201	Industrial Sources	811111	General Automotive Repair
LOVES COUNTRY STORES	125231	45-761 DILLON RD COACHELLA, CA 92236	Retail Gasoline Dispensing	447190	Other Gasoline Stations
THE GOLF CLUB AT TERRA LAGO	125333	42-010 GOLF CENTER PARKWAY INDIO, CA 92203	Industrial Sources	713910	Golf Courses and Country Clubs
CARL'S JR #7445, CARL L KARCHER, DBA	125882	45-761 DILLON B RD COACHELLA, CA 92236	Rule 222 Equipment	722513	Limited-Service Restaurants
CALIBER BODYWORKS, INC.CALIBER COLLISION	126995	82-279 AVE 44 INDIO, CA 92201	Industrial Sources	811121	Automotive Body, Paint, and Interior Repair and Maintenance
CORONET CONCRETE PROD, DESERT REDI MIX	127842	87000 FARGO CANYON RD INDIO, CA 92201	Industrial Sources	324121	Asphalt Paving Mixture and Block Manufacturing

EMPIRE POLO GROUNDS	127889	81-800 AV SI INDIO, CA 92201	Industrial Sources	713990	All Other Amusement and Recreation Industries
MECCA TRAVEL CENTER	127975	90-480 66TH AVE MECCA, CA 92254	Retail Gasoline Dispensing	447190	Other Gasoline Stations
TRAVEL CENTERS OF AMERICA-COACHELLA VALL	128815	46155 DILLON RD COACHELLA, CA 92236	Retail Gasoline Dispensing	722511	Full-Service Restaurants
ALAMO DISCOUNT STORE	128980	81050 HWY 86 THERMAL, CA 92274	Retail Gasoline Dispensing	445110	Supermarkets and Other Grocery (except Convenience) Stores
WEST COAST AGGREGATE SUPPLY, INC	129414	92-500 AIRPORT RD THERMAL, CA 92274	Industrial Sources	212321	Construction Sand and Gravel Mining
WEST COAST AGGREGATE SUPPLY, INC	129415	35-100 DILLON RD INDIO, CA 92201	Industrial Sources	212321	Construction Sand and Gravel Mining
MADISON CLEANERS	129894	81-096 HWY 111 UNIT A INDIO, CA 92201	Industrial Sources	561790	Other Services to Buildings and Dwellings
MILLION AIR LAQUINTA, DBA	133925	56-850 HIGGINS DR THERMAL, CA 92274	Industrial Sources	447190	Other Gasoline Stations
COACHELLA VALLEY WATER DISTRICT	134376	65922 TYLER ST THERMAL, CA 92274	Industrial Sources	221310	Water Supply and Irrigation Systems
OASIS GARDENS MOBILE HOME PARK	134486	68-555 POLK ST THERMAL, CA 92274	Industrial Sources	813110	Religious Organizations
COACHELLA VLLY WATER DIST, SEWER #55-21	137688	64211 POLK ST THERMAL, CA 92274	Publicly Owned Treatment Works	221310	Water Supply and Irrigation Systems
COACHELLA VALLEY WATER DISTRICT	138622	60-372 DESERT SHADOWS DR LA QUINTA, CA 92253	Industrial Sources	221310	Water Supply and Irrigation Systems
EDDIE'S PLACE INC	139713	65-770 HAMMOND RD MECCA, CA 92254	Retail Gasoline Dispensing	445110	Supermarkets and Other Grocery (except Convenience) Stores
COACHELLA VALLE WATER DISTRICT	140880	2.5 MI S/W CACTUS CTY RESTAREA OFF I-10 COACHELLA, CA 92236	Industrial Sources	221310	Water Supply and Irrigation Systems
LEVEL 3 COMMUNICATIONS, LLC	141896	99815 HWY 111 MECCA, CA 92254	Industrial Sources	515210	Cable and Other Subscription Programming
FOOD 4 LESS STORE #517	142005	49245 GRAPEFRUIT BLVD COACHELLA, CA 92236	Retail Gasoline Dispensing	445110	Supermarkets and Other Grocery (except Convenience) Stores
COUNTY OF RIVERSIDE (ME2004)	142195	91275 66TH AVE MECCA, CA 92254	Industrial Sources	921110	Executive Offices
COACHELLA VALLEY WATER DISTRICT	143159	80-860 AVENUE 42 INDIO, CA 92201	Industrial Sources	221310	Water Supply and Irrigation Systems
THERMAL SELF SERVE INC	143415	56935 WARHAWK WAY THERMAL, CA 92274	Industrial Sources	447190	Other Gasoline Stations
SUN WORLD INTERNATIONAL, LLC	143736	52-200 INDUSTRIAL WAY COACHELLA, CA 92236	Industrial Sources	115114	Postharvest Crop Activities (except Cotton Ginning)

COUNTY OF RIVERSIDE	145672	86199 AIRPORT BLVD THERMAL, CA 92274	Industrial Sources	488999	All Other Support Activities for Transportation
TRADITION AVIATION - TRM LLC	147144	86400 LIGHTNING ST THERMAL, CA 92274	Industrial Sources	488190	Other Support Activities for Air Transportation
COACHELLA SANITARY DISTRICT	148143	87101 52ND AVE COACHELLA, CA 92236	Publicly Owned Treatment Works	924110	Administration of Air and Water Resource and Solid Waste Management Programs
MILES GAS LLC	148784	81-485 MILES AVE INDIO, CA 92201	Retail Gasoline Dispensing	445120	Convenience Stores
G & M OIL CO., LLC #148	149925	45-760 DILLON RD COACHELLA, CA 92236	Retail Gasoline Dispensing	447190	Other Gasoline Stations
INDIO WATER AUTHORITY	151588	80500 AVENUE 46 INDIO, CA 92201	Industrial Sources	237110	Water and Sewer Line and Related Structures Construction
THE HOME DEPOT	151760	- JACKSON ST & I-10 INDIO, CA 92201	Industrial Sources	611620	Sports and Recreation Instruction
FOOD 4 LESS NO. 517	152285	49241 GRAPEFRUIT BLVD COACHELLA, CA 92236	Industrial Sources	445110	Supermarkets and Other Grocery (except Convenience) Stores
ARCO AM/PM #82649, KSC & SON INC	152859	82-338 HIGHWAY 111 INDIO, CA 92201	Retail Gasoline Dispensing	447190	Other Gasoline Stations
US CUSTOM & BORDER PROTECTION US BORDER	154321	83801 VIN DEO CIR INDIO, CA 92201	Industrial Sources	922120	Police Protection
CPC - DILLON ROAD	154794	NW SECTION 30,T4S,R8E 1/4 OF THE SBM INDIO, CA 92201	Industrial Sources	333120	Construction Machinery Manufacturing
FOOD 4 LESS NO. 765	155143	82-124 HWY 111 INDIO, CA 92201	Rule 1415 Facilities	445110	Supermarkets and Other Grocery (except Convenience) Stores
RUBEN GUERRERO, INDIO AUTO BODY & PAINT	156307	83-573 PEACH ST INDIO, CA 92201	Industrial Sources	811121	Automotive Body, Paint, and Interior Repair and Maintenance
CITY OF INDIO	157136	42900 GOLF CENTER PKY INDIO, CA 92203	Industrial Sources	921110	Executive Offices
GSC & SON CORP/ARCO AM/PM #83022	158237	48-055 GRAPEFRUIT BLVD COACHELLA, CA 92236	Retail Gasoline Dispensing	447110	Gasoline Stations with Convenience Stores
NEW CINGULAR WIRELESS	158447	2 MILES SW OF CACTUS CITY INDIO, CA 92201	Industrial Sources	443142	Electronics Stores
SIGNATURE FLIGHT SUPPORT	159068	56-850 HIGGINS DR THERMAL, CA 92274	Industrial Sources	488119	Other Airport Operations
TIME WARNER CABLE	159270	83-473 AVENUE 45 INDIO, CA 92201	Industrial Sources	515210	Cable and Other Subscription Programming
COUNTY OF RIVERSIDE	159724	85011 STATE HIGHWAY 111 MECCA, CA 92254	Industrial Sources	921110	Executive Offices
ANTHONY VINEYARDS	161229	52301 ENTERPRISE WAY COACHELLA, CA 92236	Rule 314 Facilities	111332	Grape Vineyards

INDIO WATER AUTHORITY	161244	83-305 AVE 45 INDIO, CA 92201	Industrial Sources	221310	Water Supply and Irrigation Systems
COUNTY OF RIVERSIDE (TR5307)	161403	86-625 AIRPORT BLVD THERMAL, CA 92274	Industrial Sources	926110	Administration of General Economic Programs
METROPOLITAN WATER DISTRICT OF SO CAL	161850	7.25 MI E OF 53RD AVE & PIERCE ST INDIO, CA 92201	Industrial Sources	221310	Water Supply and Irrigation Systems
CARDENAS MARKETS IN COACHELLA	161919	50037 HARRISON ST COACHELLA, CA 92236	Industrial Sources	445110	Supermarkets and Other Grocery (except Convenience) Stores
SULLIVAN'S SHUTTER FACTORY	162690	84391 CABAZON RD INDIO, CA 92201	Industrial Sources	238140	Masonry Contractors
STILLWATER RANCH / JOE FOSTER	163186	95-875 70TH AVE MECCA, CA 92254	Rule 314 Facilities	454390	Other Direct Selling Establishments
R. BAGDASARIAN INC.	163188	65-500 LINCOLN ST MECCA, CA 92254	Rule 314 Facilities	111332	Grape Vineyards
BECK OIL INC.	165979	85119 AVENUE 50 COACHELLA, CA 92236	Gasoline Bulk Loading	424710	Petroleum Bulk Stations and Terminals
BLAINE LARSEN FORMS, INC	165999	82-379 AVENUE 58 THERMAL, CA 92274	Rule 314 Facilities	111998	All Other Miscellaneous Crop Farming
AGRI-EMPIRE	166834	BUCHANAN & AVE. 60 THERMAL, CA 92274	Rule 314 Facilities	424480	Fresh Fruit and Vegetable Merchant Wholesalers
RICHARD BAGDASARIAN INC.	166844	N AVE 61 W JOHNSON ST MECCA, CA 92254	Industrial Sources	111332	Grape Vineyards
DESERT MIST FARMS (LINCOLN)	167004	SE AVE 61 AND LINCOLN THERMAL, CA 92274	Rule 314 Facilities	111998	All Other Miscellaneous Crop Farming
DESERT MIST FARMS (JOHNSON)	167009	SW AVE 62 & JOHNSON MECCA, CA 92254	Rule 314 Facilities	111998	All Other Miscellaneous Crop Farming
TAFF CUSTOM PAINT	167134	45080 GOLF CENTER PKY INDIO, CA 92201	Industrial Sources	424950	Paint, Varnish, and Supplies Merchant Wholesalers
KERRY INGREDIENTS AND FLAVOURS	167185	64-405 LINCOLN ST MECCA, CA 92254	Industrial Sources	311514	Dry, Condensed, and Evaporated Dairy Product Manufacturing
FELIX CHAC CHUO FARM, INC	167295	HARRISON & 64TH AVE THERMAL, CA 92274	Rule 314 Facilities	111419	Other Food Crops Grown Under Cover
COACHELLA AUTO COLLISION CENTER	167621	85-105 AVENUE 54 THERMAL, CA 92274	Industrial Sources	811111	General Automotive Repair
COUNTY OF RIVERSIDE (TR5309)	167706	86655 AIRPORT BLVD THERMAL, CA 92274	Industrial Sources	922120	Police Protection
BELK FARMS	167841	57800 DESERT CACTUS DR THERMAL, CA 92274	Rule 222 Equipment	111998	All Other Miscellaneous Crop Farming
TODO FRESCO MARKET, INC	168855	52051 US HWY 111 COACHELLA, CA 92236	Retail Gasoline Dispensing	445110	Supermarkets and Other Grocery (except Convenience) Stores

WEST COAST AGGREGATE SUPPLY INC	169494	VARIOUS LOCATIONS IN SCAQMD THERMAL, CA 92274	Various Locations Equipment	212321	Construction Sand and Gravel Mining
CIRCLE K STORE INC. #2709484	169739	79-985 HWY 111 INDIO, CA 92201	Retail Gasoline Dispensing	445120	Convenience Stores
PUNJAB FARMS, INC	169778	63450 PIERCE ST THERMAL, CA 92274	Rule 1411 Facilities	111998	All Other Miscellaneous Crop Farming
THOMAS JEFFERSON MIDDLE SCHOOL	169846	83-089 HIGHWAY 111 INDIO, CA 92201	Industrial Sources	611110	Elementary and Secondary Schools
RIVERSIDE COUNTY OFFICE OF EDUCATION - I	169967	47110 CALHOUN ST INDIO, CA 92201	Industrial Sources	923130	Administration of Human Resource Programs (except Education, Public Health, and Veterans' Affairs Programs)
LUCICH FARMS	169968	95-500 ARTHUR ST MECCA, CA 92254	Rule 1411 Facilities	111998	All Other Miscellaneous Crop Farming
DESERT MIST FARMS (AIRPORT RANCH)	170034	BUCHANAN ST & AVE 56 THERMAL, CA 92274	Industrial Sources	111998	All Other Miscellaneous Crop Farming
ERNIE BALL, INC.	170122	53973 POLK ST COACHELLA, CA 92236	Industrial Sources	339992	Musical Instrument Manufacturing
CITY OF COACHELLA	170157	53462 ENTERPRISE WAY COACHELLA, CA 92236	Industrial Sources	921190	Other General Government Support
NEW CINGULAR WIRELESS PCS, AT&T MOBILITY	170175	49600 OATES LN COACHELLA, CA 92236	Industrial Sources	517312	Wireless Telecommunications Carriers (except Satellite)
RIVERSIDE COUNTY FIRE DEPARTMENT STATION	170267	86-911 AVENUE 58 THERMAL, CA 92274	Industrial Sources	922160	Fire Protection
CLARKS TRAVEL CENTER AVD REALTY INC	170440	82-253 INDIO BLVD INDIO, CA 92201	Retail Gasoline Dispensing	447110	Gasoline Stations with Convenience Stores
LINKS NURSERY	170452	65168 VAN BUREN THERMAL, CA 92274	Industrial Sources	541320	Landscape Architectural Services
DESERT MIST FARMS (STAR)	170460	AVE 54 & FILLMORE ST COACHELLA, CA 92236	Industrial Sources	111219	Other Vegetable (except Potato) and Melon Farming
CHUCHIAN RANCH	170868	S AVE 52 WEST VAN BUREN COACHELLA, CA 92236	Industrial Sources	111332	Grape Vineyards
CHUCHIAN RANCH	170869	AVENUE 60 @ BUCHANAN THERMAL, CA 92274	Industrial Sources	111920	Cotton Farming
RIVERSIDE COUNTY FIRE DEPARTMENT STATION	171064	91-350 66TH AVE MECCA, CA 92254	Industrial Sources	922160	Fire Protection
RICHARD BAGDASARIAN, INC	171110	91-970 AVENUE 60 THERMAL, CA 92274	Industrial Sources	424480	Fresh Fruit and Vegetable Merchant Wholesalers
RICHARD BAGDASARIAN, INC	171112	89-487 AVENUE 59 THERMAL, CA 92274	Industrial Sources	424480	Fresh Fruit and Vegetable Merchant Wholesalers

CHP AIR OPERATIONS FACILITY	171418	56-855 LIBERATOR LN THERMAL, CA 92274	Industrial Sources	48819	Other Support Activities for Air Transportation
THERMAL OPERATING CO LLC	172386	86030 AVENUE 62 THERMAL, CA 92274	Industrial Sources	561990	All Other Support Services
PETER RABBIT FARMS	172394	AVE 58 & PIERCE THERMAL, CA 92274	Industrial Sources	111219	Other Vegetable (except Potato) and Melon Farming
C V RANCH DEVELOPING, INC	172501	AVE 70 & HARRISON THERMAL, CA 92274	Industrial Sources	444220	Nursery, Garden Center, and Farm Supply Stores
PASHA MARKETING MAIBASTA RANCHES	173190	N AVE 65 EAST OF DALE KILER MECCA, CA 92254	Industrial Sources	111998	All Other Miscellaneous Crop Farming
PASHA MARKETING MALIBASTA RANCHES	173191	1/4 MILE N AVE 62 E OF JOHNSON ST MECCA, CA 92254	Rule 314 Facilities	111998	All Other Miscellaneous Crop Farming
AMAZING COACHELLA, INC.	173395	AVE 57 - AVE 58 & BUCHANAN ST THERMAL, CA 92274	Charbroilers	111219	Other Vegetable (except Potato) and Melon Farming
CALANDRI SONRISE FARMS	173406	89465 AIRPORT BLVD THERMAL, CA 92274	Industrial Sources	111998	All Other Miscellaneous Crop Farming
PALM SILAGE INC	173412	JACKSON/AVE 55 THERMAL, CA 92274	Charbroilers	111998	All Other Miscellaneous Crop Farming
PYRAMID BUILDING & ENGINEERING, INC.	173493	COACHELLA VALLEY STORMWATER INDIO, CA 92201	Industrial Sources	237110	Water and Sewer Line and Related Structures Construction
DESERT MIST FARMS, LLC (CHESLER)	173511	88700 AVE 52 COACHELLA, CA 92236	Charbroilers	111219	Other Vegetable (except Potato) and Melon Farming
C.V RANCH DEVELOPING INC	173556	84-675 AVE 60 THERMAL, CA 92274	Industrial Sources	112990	All Other Animal Production
GRAPEMAN LUCICH FARMS	173626	95-500 ARTHUR ST MECCA, CA 92254	Industrial Sources	111998	All Other Miscellaneous Crop Farming
GRAPEMAN LUCICH FARMS	173627	67000 HAYES ST MECCA, CA 92254	Industrial Sources	111998	All Other Miscellaneous Crop Farming
GRANITE CONSTRUCTION COMPANY	173867	45500 OASIS ST INDIO, CA 92201	Industrial Sources	237310	Highway, Street, and Bridge Construction
COACHELLA OIL CORP., BAHMAN NATANZI	174026	46651 DILLON RD COACHELLA, CA 92236	Retail Gasoline Dispensing	424720	Petroleum and Petroleum Products Merchant Wholesalers (except Bulk Stations and Terminals)
W.A. RASIC CONSTRUCTION	174525	87450 62ND AVE THERMAL, CA 92274	Industrial Sources	237110	Water and Sewer Line and Related Structures Construction
BURRTEC WASTE INDUSTRIES INC./COACHELLA	174596	87011 LANDFILL RD COACHELLA, CA 92236	Composting Facilities	562111	Solid Waste Collection
C.V. RANCH DEVELOPING, INC	174835	AVE 62 & BUCHANON NW CORNER THERMAL, CA 92274	Industrial Sources	112990	All Other Animal Production

IMPERIAL IRRIGATION DISTRICT	174946	SW OF HWY 111 @ 9TH ST/SHADY LANE COACHELLA, CA 92236	Industrial Sources	221111	Hydroelectric Power Generation
IMPERIAL IRRIGATION DISTRICT	174954	AVE 52 @ 1/2 MI. E/O FILLMORE N/S ST COACHELLA, CA 92236	Industrial Sources	221111	Hydroelectric Power Generation
COACHELLA VALLEY RANCH DEVELOPMENT, INC	175591	60-111 HIGHWAY 111 THERMAL, CA 92274	Rule 444 Plan	531210	Offices of Real Estate Agents and Brokers
MALI BASTA RANCH	175592	AVE 74 & TYLER MECCA, CA 92254	Rule 222 Equipment	111320	Citrus (except Orange) Groves
ROADRUNNER RANCH	176474	86-705 AVE 54 SUITE A COACHELLA, CA 92236	Rule 222 Equipment	115115	Farm Labor Contractors and Crew Leaders
PRIME TIME/PINEAPPLE H	176475	AVE 60/LINCOLN THERMAL, CA 92274	Rule 222 Equipment	111998	All Other Miscellaneous Crop Farming
RINCON PACIFIC	176521	84-555 AVENUE 68 THERMAL, CA 92274	Rule 222 Equipment	111998	All Other Miscellaneous Crop Farming
O.M. CONTRACTING, INC	176783	88532 AVENUE 58 THERMAL, CA 92274	Rule 222 Equipment	115115	Farm Labor Contractors and Crew Leaders
DONALD KIZIRIAN RANCHES	176784	74-100 FILLMORE ST THERMAL, CA 92274	Rule 222 Equipment	311423	Dried and Dehydrated Food Manufacturing
SUN WORLD INTERNATIONAL, INC.	177240	PIERCE & 54TH AVE (SE) THERMAL, CA 92274	Rule 222 Equipment	115114	Postharvest Crop Activities (except Cotton Ginning)
RINCON PACIFIC, LLC	177642	68555 HARRISON ST THERMAL, CA 92274	Rule 222 Equipment	111998	All Other Miscellaneous Crop Farming
SUN WORLD INTERNATIONAL INC	177717	AVENUE 81 3/4 MILE WEST OF OLD 86 NORTH & SOUTH SIDE OF 81 THERMAL, CA 92274	Rule 444 Plan	115114	Postharvest Crop Activities (except Cotton Ginning)
COUNTY LAW BUILDING RIVERSIDE COMM PROP	178402	82-995 HIGHWAY 111 INDIO, CA 92201	Industrial Sources	92211	Courts
LINDERO BERRY FARMS	179106	68555 HARRISON ST THERMAL, CA 92274	Rule 444 Plan	111998	All Other Miscellaneous Crop Farming
COACHELLA VALLEY RANCH DEVELOPING, INC	179114	AVE 65 AND FILLMORE THERMAL, CA 92274	Rule 444 Plan	531210	Offices of Real Estate Agents and Brokers
FIVE STAR FINISHING	179144	82855 MARKET ST STE C-2 INDIO, CA 92201	Industrial Sources	561990	All Other Support Services
MECCA RANCH	179206	91521 68TH AVE MECCA, CA 92254	Rule 222 Equipment	111320	Citrus (except Orange) Groves
GLESS RANCH INC	179238	97-197 HIGILL MECCA, CA 92254	Rule 444 Plan	115116	Farm Management Services
ROCKET FARMS HERBS, INC	179403	59059 JACKSON ST THERMAL, CA 92274	Rule 222 Equipment	111998	All Other Miscellaneous Crop Farming
SULTAN RANCHES, LLC /NICK BOZICK	179560	AVE 57 & BUCHANAN - NE CORNER THERMAL, CA 92274	Rule 444 Plan	424480	Fresh Fruit and Vegetable Merchant Wholesalers

RICHARD BAGDASARIAN	179769	1/4 MILE E OF JOHNSON ST N AV 63 MECCA, CA 92254	Rule 444 Plan	111332	Grape Vineyards
KENT SEATECH LLC	179774	70775 BUCHANAN ST MECCA, CA 92254	Rule 444 Plan	112511	Finfish Farming and Fish Hatcheries
THERMICULTURE MANAGEMENT	179891	88100 58TH AVE THERMAL, CA 92274	Rule 222 Equipment	115116	Farm Management Services
VALLEY PIPELINE, INC.	180033	AVENUE 66 & MARTINEZ RD THERMAL, CA 92274	Industrial Sources	237110	Water and Sewer Line and Related Structures Construction
AMERICAN HAY & FEEDS COMPANY, LLC	180553	87730-87 AVENUE 53 740 COACHELLA, CA 92236	Rule 444 Plan	424910	Farm Supplies Merchant Wholesalers
TUDOR RANCH INC	180727	93400 HAMMOND RD MECCA, CA 92254	Rule 444 Plan	111332	Grape Vineyards
ARCO AM/PM #42960	181026	43333 GOLF CENTER PKY INDIO, CA 92203	Retail Gasoline Dispensing	447110	Gasoline Stations with Convenience Stores
COACHELLA VALLEY RANCH DEVELOPING, INC	181233	AVE 60 & BUCHANAN THERMAL, CA 92274	Rule 444 Plan	531210	Offices of Real Estate Agents and Brokers
RED GLOBES PROPERTIES LLC	181595	91-711 AVENUE 82 THERMAL, CA 92274	Rule 444 Plan	236115	New Single-Family Housing Construction (except For-Sale Builders)
RICHARD BAGDASARIAN INC	181617	SW CORNER AVE 64 & JOHNSON ST MALI BASTA 6 MECCA, CA 92254	Rule 444 Plan	111332	Grape Vineyards
RICHARD BAGDASARIAN INC	181632	NE CORNER AVE 62 & JOHNSON ST MECCA, CA 92254	Rule 444 Plan	111332	Grape Vineyards
RICHARD BAGDASARIAN INC	181633	1/4 E CLEVELAND-1/4 S HWY 111 MECCA, CA 92254	Rule 444 Plan	111332	Grape Vineyards
INDIAN SPRINGS GOLF CLUB	181652	80-625 MILES AVE INDIO, CA 92201	Industrial Sources	722513	Limited-Service Restaurants
SULTAN RANCHES	181675	NW CORNER OF AVE 66 AND HAYES ST MECCA, CA 92254	Rule 444 Plan	424480	Fresh Fruit and Vegetable Merchant Wholesalers
COACHELLA VALLEY WATER DISTRICT	181774	57TH ST & HIGHWAY 111 THERMAL, CA 92274	Rule 444 Plan	221310	Water Supply and Irrigation Systems
INDIO WATER AUTHORITY	182103	43-145 JACKSON ST INDIO, CA 92201	Industrial Sources	237110	Water and Sewer Line and Related Structures Construction
FRONTIER CALIFORNIA INC	182301	45550 JACKSON ST INDIO, CA 92201	Industrial Sources	517311	Wired Telecommunications Carriers
FRONTIER CALIFORNIA INC - COACHELLA RSU	182321	73-901 FILLMORE THERMAL, CA 92274	Industrial Sources	517311	Wired Telecommunications Carriers
FRONTIER CALIFORNIA INC - COACHELLA RSU	182322	65-498 DATE PALM DR MECCA, CA 92254	Industrial Sources	517311	Wired Telecommunications Carriers

FRONTIER CALIF INC - COACHELLA RSU 6	182323	99-070 72ND ST NORTH SHORE, CA 92254	Industrial Sources	517311	Wired Telecommunications Carriers
FRONTIER CALIFORNIA INC - COACHELLA RSU	182324	56-189 HWY 111 THERMAL, CA 92274	Industrial Sources	517311	Wired Telecommunications Carriers
FRONTIER CALIFORNIA INC - COACHELLA CO	182325	923 VINE AVE COACHELLA, CA 92236	Industrial Sources	517311	Wired Telecommunications Carriers
FRONTIER CALIFORNIA INC - INDIO CO	182433	45-500 JACKSON 550 ST INDIO, CA 92201	Industrial Sources	517311	Wired Telecommunications Carriers
MALI BASTA RANCHES	182497	1/4 N 56 WEST OF BUCHANAN ST THERMAL, CA 92274	Rule 444 Plan	112990	All Other Animal Production
COACHELLA VALLEY RANCH DEVELOPING, INC	182948	AVE 57 & BUCHANAN THERMAL, CA 92274	Rule 444 Plan	111998	All Other Miscellaneous Crop Farming
COACHELLA VALLEY RANCH DEVELOPING, INC	182950	59-100 BUCHANAN ST THERMAL, CA 92274	Rule 444 Plan	111998	All Other Miscellaneous Crop Farming
DOUBLE DATE PACKING, INC	183193	86301 INDUSTRIAL WAY COACHELLA, CA 92236	Rule 222 Equipment	115114	Postharvest Crop Activities (except Cotton Ginning)
DESERT MIST FARMS (TOOTHCARE RANCH)	183381	52300 ENTERPRISE WAY COACHELLA, CA 92236	Rule 444 Plan	115114	Postharvest Crop Activities (except Cotton Ginning)
COACHELLA VALLEY RANCH DEVELOPING, INC	183475	83477 62ND AVE THERMAL, CA 92274	Industrial Sources	115114	Postharvest Crop Activities (except Cotton Ginning)
RICHARD BAGDASARIAN - PASHA 1 RANCH	183476	1/4 NORTH AVE 60 - 1/4 W BUCHANON THERMAL, CA 92274	Rule 444 Plan	115114	Postharvest Crop Activities (except Cotton Ginning)
DESERT SANDS UNIFIED SCHOOL DISTRICT	183543	44300 MONROE ST INDIO, CA 92201	Rule 403 Compliance Plan	611110	Elementary and Secondary Schools
SUN WORLD INTERNATIONAL LLC	183762	86695 AVENUE 54 STE H COACHELLA, CA 92236	Industrial Sources	561499	All Other Business Support Services
BELMONT FARMS, INC.	183977	48500 POLK ST COACHELLA, CA 92236	Rule 444 Plan	445299	All Other Specialty Food Stores
O M CONTRACTING INC	184065	86705 54TH AVE STE G COACHELLA, CA 92236	Rule 444 Plan	115115	Farm Labor Contractors and Crew Leaders
COACHELLA VALLEY UNIFIED SCHOOL DISTRICT	184192	87-050 AVENUE 57 THERMAL, CA 92274	Industrial Sources	611110	Elementary and Secondary Schools
PROWEST CONSTRUCTORS	184543	SW CORNER OF SIXTH & ORCHARD ST COACHELLA, CA 92236	Industrial Sources	236220	Commercial and Institutional Building Construction
FORAGER PROJECT LLC	184618	82355 MARKET ST INDIO, CA 92201	Rule 222 Equipment	311911	Roasted Nuts and Peanut Butter Manufacturing
COACHELLA POWER GROUP, INC.	184977	50980 HARRISON ST COACHELLA, CA 92236	Retail Gasoline Dispensing	335110	Electric Lamp Bulb and Part Manufacturing
SOCALGAS	185399	AVE 54 AND POLK THERMAL, CA 92274	Industrial Sources	221210	Natural Gas Distribution

COUNTY OF RIVERSIDE (IN0708)	185634	82485 MILES AVE INDIO, CA 92201	Rule 1415 Facilities	621420	Outpatient Mental Health and Substance Abuse Centers
MALI BASTA RANCHES	185736	VARIOUS LOCATIONS IN SCAQMD MECCA, CA 92254	Rule 444 Plan	111332	Grape Vineyards
MECCA STAR RANCH	185737	VARIOUS LOCATIONS IN SCAQMD MECCA, CA 92254	Rule 444 Plan	611110	Elementary and Secondary Schools
MANUEL TORRES	186012	AVE 70 & CLEVELAND NORTH SHORE, CA 92254	Industrial Sources	441310	Automotive Parts and Accessories Stores
PASHA MARKETING LLC	186901	65500 LINCOLN ST MECCA, CA 92254	Industrial Sources	424480	Fresh Fruit and Vegetable Merchant Wholesalers
GRIMMWAY ENTERPRISES, INC. - CAL-ORGANIC	187023	54895 FILLMORE ST THERMAL, CA 92274	Industrial Sources	111998	All Other Miscellaneous Crop Farming
MALI BASTA RANCHES LLC	187073	SE AVENUE 63 & JOHNSON ST MECCA, CA 92254	Industrial Sources	111332	Grape Vineyards
SUPERIOR READY MIX CONCRETE, L.P.	187505	35-905 DILLON RD INDIO, CA 92201	Industrial Sources	212321	Construction Sand and Gravel Mining
SC COMMERCIAL LLC	187529	50-021 HWY 86 COACHELLA, CA 92236	Gasoline Bulk Loading	424720	Petroleum and Petroleum Products Merchant Wholesalers (except Bulk Stations and Terminals)
TOWER MARKET #948	188371	84417 INDIO BLVD INDIO, CA 92201	Retail Gasoline Dispensing	445120	Convenience Stores
J & J BROTHERS CONSTRUCTION COMPANY	188523	LINCOLN ST AVE 66 TO AVE 68 MECCA, CA 92254	Industrial Sources	237110	Water and Sewer Line and Related Structures Construction
CHUCHIAN RANCH	188592	AVENUE 61 & JOHNSON THERMAL, CA 92274	Industrial Sources	237310	Highway, Street, and Bridge Construction
SC COMMERCIAL, LLC	188740	45-242 COMMERCE INDIO, CA 92201	Gasoline Bulk Loading	424720	Petroleum and Petroleum Products Merchant Wholesalers (except Bulk Stations and Terminals)
SHADOW HILLS WATER MANAGEMENT PRO	188823	1500' N. OF AVE 42ND ON JACKSO ST INDIO, CA 92201	Industrial Sources	561710	Exterminating and Pest Control Services
TODO FRESCO MARKET INC	189565	VARIOUS LOCATIONS IN SCAQMD COACHELLA, CA 92236	Rule 1166 Plans	445110	Supermarkets and Other Grocery (except Convenience) Stores
CVUSD PALM VIEW ELEMENTARY SCHOOL MOD.	190536	1390 7TH ST COACHELLA, CA 92236	Industrial Sources	611110	Elementary and Secondary Schools
ONYX PAVING COMPANY	190755	83733 55TH AVE THERMAL, CA 92274	Industrial Sources	237310	Highway, Street, and Bridge Construction
SUKUT CONSTRUCTION LLC	191343	POLK ST THERMAL, CA 92274	Industrial Sources	238910	Site Preparation Contractors
MELCHOR & VILMA CALUAG FARM	191405	87740 AVENUE 53 COACHELLA, CA 92236	Industrial Sources	921190	Other General Government Support

TUDOR RANCH INC	191407	93410 HAMMOND RD MECCA, CA 92254	Industrial Sources	111332	Grape Vineyards
SOCALGAS L2000C/L2001W-C COACHELLA PROJE	191409	NEAR 34301 WASHINGTON ST INDIO, CA 92201	Industrial Sources	221210	Natural Gas Distribution

Summary of All Complaints Received⁴

This table contains a summary of the number of complaints received by complaint type and sorted by their disposition between January 2017 and December 2019 for this community.

Table 4 -2: List of All Complaints Received

Complaint Disposition	Asbestos	Dust	Gas Station	Odors	Other	Smoke or Fire
Investigation in Progress	-	1	-	-	-	-
No Enforcement Action Taken ⁵	3	104	1	62	12	133
Notice of Violation Issued	-	14	-	-	-	-
Notice to Comply Issued	-	20	-	-	-	1
Referred to Another Agency	-	11	-	2	2	4

⁴. The complaint information is based on the following Zip Codes: 92201, 92203, 92253, 92254, 92274, and 92236.

⁵ No Enforcement Action Taken means that the complaint investigation has concluded but did not result in any formal enforcement action. For example, an alleged air pollution source may have been operating in compliance at the time of the inspection or the event underlying the complaint was no longer occurring.

List of all Inspections Conducted

This table contains a list of inspections conducted within the ECV Community Boundary between January 2017 and December 2019. Additional information can be found via the Facility Information Detail (FIND) portal on the South Coast AQMD webpage.⁶

Table 4 -3: List of Inspections Conducted

Facility ID	Facility Name	Address	NAICS Code	NAICS Description	Inspection Date	Enforcement Action?
7531	COACHELLA CITY, SANITARY DIST PLANT	87-075 AVENUE 54 COACHELLA CA 92236	221320	Sewage Treatment Facilities	5/8/2019	✓
8967	COACHELLA VALLEY WATER DIST (WRP2)	HWY 111 THERMAL CA 92274	221310	Water Supply and Irrigation Systems	4/10/2019	✓
10198	VALLEY SANITARY DIST	45-500 VAN BUREN ST INDIO CA 92201	221320	Sewage Treatment Facilities	4/25/2019	✓
11082	DESERT COTTONSEED PRODUCTS INC	86-600 AVENUE 54 COACHELLA CA 92236	441110	New Car Dealers	12/4/2018	✓
17818	COACHELLA VALLEY WATER DIST(WPR 7)	80-609 AVENUE 38 INDIO CA 92201	221310	Water Supply and Irrigation Systems	5/15/2019	✓
19835	COACHELLA VALLEY WATER DIST	51501 TYLER ST COACHELLA CA 92236	221310	Water Supply and Irrigation Systems	5/4/2017	
36017	APPLE MARKETS INC. DBA APPLE MARKET TWO	65959 HIGHWAY 86 THERMAL CA 92274	445120	Convenience Stores	4/18/2019	
39889	COACHELLA VALLEY WATER DIST	85995 AVENUE 52 COACHELLA CA 92236	221310	Water Supply and Irrigation Systems	5/4/2017	
48574	APPLE MARKETS INC, APPLE MARKET ONE DBA	56491 HWY 111 THERMAL CA 92274	445120	Convenience Stores	1/11/2017	
48574	APPLE MARKETS INC, APPLE MARKET ONE DBA	56491 HWY 111 THERMAL CA 92274	445120	Convenience Stores	5/31/2019	
52873	COACHELLA VALLEY WATER DISTRICT	66-100 HAMMOND RD MECCA CA 92254	221310	Water Supply and Irrigation Systems	5/4/2017	
61981	COUNTY OF RIVERSIDE (IN711)	47-665 OASIS ST INDIO CA 92201	623990	Other Residential Care Facilities	4/19/2017	
62862	IMPERIAL IRRIGATION DISTRICT/ COACHELLA	51-170 SHADY LN COACHELLA CA 92236	221112	Fossil Fuel Electric Power Generation	3/29/2017	

⁶ South Coast AQMD, Facility Information Detail. <https://www.aqmd.gov/nav/FIND>. Accessed October 30, 2020.
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62862	IMPERIAL IRRIGATION DISTRICT/ COACHELLA	51-170 SHADY LN COACHELLA CA 92236	221112	Fossil Fuel Electric Power Generation	3/14/2018	
62862	IMPERIAL IRRIGATION DISTRICT/ COACHELLA	51-170 SHADY LN COACHELLA CA 92236	221112	Fossil Fuel Electric Power Generation	5/2/2019	✓
77905	CAL ST, DEPT OF PARKS	100-225 STATE PARK RD NORTH SHORE CA 92254	924120	Administration of Conservation Programs	1/31/2019	✓
79363	COACHELLA VALLEY WATER DISTRICT	AVENUE 72 & VANDERVEER NORTH SHORE CA 92254	221310	Water Supply and Irrigation Systems	4/26/2017	
86156	COACHELLA VALLEY WATER DISTRICT	67-050 HAMMOND RD MECCA CA 92254	221310	Water Supply and Irrigation Systems	4/26/2017	
103440	KSC AND SON CORPORATION	52-138 HARRISON ST COACHELLA CA 92236	447190	Other Gasoline Stations	1/17/2017	✓
109029	FASTRIP OIL CO LP	51893 HARRISON ST COACHELLA CA 92236	445110	Supermarkets and Other Grocery (except Convenience) Stores	2/1/2017	
113998	COACHELLA VALLEY WATER DIST, B/ST #06806	88995 60TH (PIERCE & AVE 60) AVE THERMAL CA 92274	221310	Water Supply and Irrigation Systems	5/4/2017	
114462	APPLE MARKETS INC, APPLE MARKET FIVE DBA	80-631 INDIO BLVD INDIO CA 92201	445110	Supermarkets and Other Grocery (except Convenience) Stores	2/27/2018	
125231	LOVES COUNTRY STORES	45-761 DILLON RD COACHELLA CA 92236	447190	Other Gasoline Stations	7/5/2019	
125333	THE GOLF CLUB AT TERRA LAGO	42-010 GOLF CENTER PARKWAY INDIO CA 92203	713910	Golf Courses and Country Clubs	12/4/2018	
127975	MECCA TRAVEL CENTER	90-480 66TH AVE MECCA CA 92254	447190	Other Gasoline Stations	4/18/2019	✓
128815	TRAVEL CENTERS OF AMERICA-COACHELLA VALL	46155 DILLON RD COACHELLA CA 92236	722511	Full-Service Restaurants	7/5/2019	
128980	ALAMO DISCOUNT STORE	81050 HWY 86 THERMAL CA 92274	445110	Supermarkets and Other Grocery (except Convenience) Stores	4/18/2019	✓
128980	ALAMO DISCOUNT STORE	81050 HWY 86 THERMAL CA 92274	445110	Supermarkets and Other Grocery (except Convenience) Stores	7/27/2018	✓
130236	AGRI SERVICES/COACHELLA VALLEY COMPOST F	87011 LANDFILL RD INDIO CA 92201	562920	Materials Recovery Facilities	5/4/2018	✓
138325	IMPERIAL WESTERN PRODUCTS CO INC	86-600 AVE 54 COACHELLA CA 92236	424590	Other Farm Product Raw Material Merchant Wholesalers	12/4/2018	✓
138622	COACHELLA VALLEY WATER DISTRICT	60-372 DESERT SHADOWS DR LA QUINTA CA 92253	221310	Water Supply and Irrigation Systems	6/7/2018	

139713	EDDIE'S PLACE INC	65-770 HAMMOND RD MECCA CA 92254	445110	Supermarkets and Other Grocery (except Convenience) Stores	5/22/2019	
142005	FOOD 4 LESS STORE #517	49245 GRAPEFRUIT BLVD COACHELLA CA 92236	445110	Supermarkets and Other Grocery (except Convenience) Stores	7/5/2019	
143159	COACHELLA VALLEY WATER DISTRICT	80-860 AVENUE 42 INDIO CA 92201	221310	Water Supply and Irrigation Systems	11/30/2018	✓
148143	COACHELLA SANITARY DISTRICT	87101 52ND AVE COACHELLA CA 92236	924110	Administration of Air and Water Resource and Solid Waste Management Programs	5/8/2019	
148784	MILES GAS LLC	81-485 MILES AVE INDIO CA 92201	445120	Convenience Stores	7/13/2019	
149925	G & M OIL CO., LLC #148	45-760 DILLON RD COACHELLA CA 92236	447190	Other Gasoline Stations	11/1/2017	
151039	SIMON CONCRETE & AGGREGATE	35-905 DILLON RD INDIO CA 92201	238110	Poured Concrete Foundation and Structure Contractors	4/3/2018	✓
151274	SEPULVEDA BUILDING MATERIALS	84275 CABAZON RD INDIO CA 92201	327320	Ready-Mix Concrete Manufacturing	4/3/2018	
152859	ARCO AM/PM #82649, KSC & SON INC	82-338 HIGHWAY 111 INDIO CA 92201	447190	Other Gasoline Stations	7/13/2019	✓
158237	GSC & SON CORP/ARCO AM/PM #83022	48-055 GRAPEFRUIT BLVD COACHELLA CA 92236	447110	Gasoline Stations with Convenience Stores	10/5/2017	
165979	BECK OIL INC.	85119 AVENUE 50 COACHELLA CA 92236	424710	Petroleum Bulk Stations and Terminals	10/24/2018	
167185	KERRY INGREDIENTS AND FLAVOURS	64-405 LINCOLN ST MECCA CA 92254	311514	Dry, Condensed, and Evaporated Dairy Product Manufacturing	4/6/2017	
168855	TODO FRESCO MARKET, INC	52051 US HWY 111 COACHELLA CA 92236	445110	Supermarkets and Other Grocery (except Convenience) Stores	1/27/2017	✓
169739	CIRCLE K STORE INC. #2709484	79-985 HWY 111 INDIO CA 92201	445120	Convenience Stores	7/13/2019	
170440	CLARKS TRAVEL CENTER AVD REALTY INC	82-253 INDIO BLVD INDIO CA 92201	447110	Gasoline Stations with Convenience Stores	7/25/2019	
171912	PHILLIPS 66 COMPANY (SITE #1274/RMR #020	44046 JACKSON ST INDIO CA 92201	445120	Convenience Stores	4/30/2019	
173795	B & E COACHELLA PETROLEUM INC	50980 HIGHWAY 86 COACHELLA CA 92236	921190	Other General Government Support	1/27/2017	

174026	COACHELLA OIL CORP., BAHMAN NATANZI	46651 DILLON RD COACHELLA CA 92236	424720	Petroleum and Petroleum Products Merchant Wholesalers (except Bulk Stations and Terminals)	2/1/2017	
174596	BURRTEC WASTE INDUSTRIES INC./COACHELLA	87011 LANDFILL RD COACHELLA CA 92236	562111	Solid Waste Collection	5/4/2018	✓
177618	UNDERGROUND AUTOWRKZ	45-100 GOLF CENTER PKY STE - B INDIO CA 92201	811111	General Automotive Repair	7/26/2017	✓
178458	GRANITE CONSTRUCTION	AVENUE 52/GRAPEFRUIT BLVD COACHELLA CA 92236	237310	Highway, Street, and Bridge Construction	1/12/2017	
181026	ARCO AM/PM #42960	43333 GOLF CENTER PKY INDIO CA 92203	447110	Gasoline Stations with Convenience Stores	5/31/2019	✓
181286	FREY ENVIRONMENTAL, INC	91201 66TH AVE MECCA CA 92254	541620	Environmental Consulting Services	4/30/2019	
183361	GREGORY & BEATRICE CERVANTES	50800 VAN BUREN COACHELLA CA 92236	111998	All Other Miscellaneous Crop Farming	9/26/2016	✓
183931	DOWNING CONSTRUCTION/REQUA SEWER PROJECT	REQUA/RUBIDOUX INDIO CA 92201	237110	Water and Sewer Line and Related Structures Construction	1/19/2017	✓
184122	ONESTOP SHOPPE	84051 INDIO BLVD INDIO CA 92201	447190	Other Gasoline Stations	9/28/2016	✓
184122	ONESTOP SHOPPE	84051 INDIO BLVD INDIO CA 92201	447190	Other Gasoline Stations	7/13/2019	
184714	CITY OF COACHELLA	SOUTHEAST CRNR AVE 50/CALHOUN COACHELLA CA 92236	921110	Executive Offices	4/20/2018	✓
184977	COACHELLA POWER GROUP, INC.	50980 HARRISON ST COACHELLA CA 92236	335110	Electric Lamp Bulb and Part Manufacturing	10/24/2018	
187372	INDIAN PALMS COUNTRY CLUB/ GALLEY LINKS	82-740 BURNETTE 1/2 DR INDIO CA 92201	711219	Other Spectator Sports	5/15/2018	✓
188371	TOWER MARKET #948	84417 INDIO BLVD INDIO CA 92201	445120	Convenience Stores	12/3/2019	
188740	SC COMMERCIAL, LLC	45-242 COMMERCE INDIO CA 92201	424720	Petroleum and Petroleum Products Merchant Wholesalers (except Bulk Stations and Terminals)	11/8/2018	✓

List of all Open Burn Inspections Conducted⁷

Notification Number	Source Name	Address	Notification Type Description	Inspection Date	Case Closed?
463830	RISING STAR 1 RANCH	AVE 64 AND JOHNSON MECCA, CA 92254	OPEN BURN PROGRAM	1/20/2017	✓
463833	MAURO VICERA	68510 AVE 69 LOT C THERMAL, CA 92274	OPEN BURN PROGRAM	1/20/2017	✓
463838	CHUCHIAN RANCH	AVE 60 AND BUCHANA THERMAL, CA 92274	OPEN BURN PROGRAM	1/20/2017	✓
463879	RISING STAR 1 RANCH	AVE 64 AND JOHNSON THERMAL, CA 92274	OPEN BURN PROGRAM	1/26/2017	✓
463884	COACHELLA VALLEY RANCH DEV	AVE 85 AND 86 EXP THERMAL, CA 92274	OPEN BURN PROGRAM	1/26/2017	✓
467782	MOISES VALDEZ	56967 HARRISON THERMAL, CA 92274	OPEN BURN PROGRAM	2/7/2017	✓
467811	SUNWORLD	86695 AVE 54 COACHELLA, CA 92236	OPEN BURN PROGRAM	2/16/2017	✓
467814	RAY OGDEN	AVE 64 AND JOHNSON MECCA, CA 92254	OPEN BURN PROGRAM	2/16/2017	✓
468180	MOISES VALDEZ	56967 HARRISON THERMAL, CA 92274	OPEN BURN PROGRAM	2/7/2017	✓
468196	CHUCK SCHMIDT	AVE 63 AND GRANT MECCA, CA 92254	OPEN BURN PROGRAM	3/9/2017	✓
468197	CHUCK SCHMIDT	AVE 64 AND DALE KILE MECCA, CA 92254	OPEN BURN PROGRAM	3/9/2017	✓
468240	RICHARD BAGDASARIAN	VARIOUS LOCATIONS COACHELLA, CA 92236	OPEN BURN PROGRAM	3/15/2017	✓
468273	RICHARD BAGDASARIAN	63 AND GRANT MECCA, CA 92254	OPEN BURN PROGRAM	3/30/2017	✓
468274	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	3/30/2017	✓
472474	COACHELLA VALLEY RANCH DEV	AVE 86 AND 86 EXP THERMAL, CA 92274	OPEN BURN PROGRAM	4/6/2017	✓
472475	COACHELLA VALLEY RANCH DEV	AVE 52 AND 86 EXP THERMAL, CA 92274	OPEN BURN PROGRAM	4/6/2017	✓
472476	TWW DUMP TIP	AVE 52 AND 86 EXP THERMAL, CA 92274	OPEN BURN PROGRAM	4/6/2017	✓

⁷ Open burn inspections included in this list were conducted within the following zip codes: 92201, 92203, 92253, 92254, 92257, 92274, 92236, and 92241.

472490	COACHELLA VALLEY RANCH DEV	AVE 86 AND 86 EXP THERMAL, CA 92274	OPEN BURN PROGRAM	4/13/2017	✓
472491	SURVEILLANCE	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	4/13/2017	✓
472495	SUN WORLD	AVE 66 AND HAYES THERMAL, CA 92274	OPEN BURN PROGRAM	4/18/2017	✓
472497	SUN WORLD	AVE 73 AND HARRISO THERMAL, CA 92274	OPEN BURN PROGRAM	4/18/2017	✓
472500	MECCA STAR RANCH	AVE 63 AND GRANT MECCA, CA 92254	OPEN BURN PROGRAM	4/18/2017	✓
472504	BURN INVESTIGATION	86 EXP AND JOHNSON THERMAL, CA 92274	OPEN BURN PROGRAM	4/20/2017	✓
472514	COACHELLA VALLEY	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	4/20/2017	✓
472523	COACHELLA VALLEY RANCH DEV	AVE 62 AND CALHOUN THERMAL, CA 92274	OPEN BURN PROGRAM	4/28/2017	✓
472524	SURVEILLANCE	VARIOUS THERMAL, CA 92274	OPEN BURN PROGRAM	4/28/2017	✓
479637	OM CONTRACTING	86317 AVE 70 THERMAL, CA 92274	OPEN BURN PROGRAM	5/4/2017	✓
479639	COACHELLA VALLEY RANCH DEV	AVE 62 AND CALHOUN THERMAL, CA 92274	OPEN BURN PROGRAM	5/4/2017	✓
479640	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	5/4/2017	✓
479643	SUN WORLD INTERNATIONAL	AVE 66 AND HAYES THERMAL, CA 92274	OPEN BURN PROGRAM	5/5/2017	✓
479648	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	5/5/2017	✓
479649	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	5/5/2017	✓
479693	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	5/16/2017	✓
479706	RANCH	DILLON AND AVE 42 THERMAL, CA 92274	OPEN BURN PROGRAM	5/19/2017	✓
479711	COACHELLA VALLEY RANCH DEVELOPMENT	AVE 62 AND CALHOUN THERMAL, CA 92274	OPEN BURN PROGRAM	5/19/2017	✓
479721	MANNY TORRES	AVE 70 AND GRAPEFRI THERMAL, CA 92274	OPEN BURN PROGRAM	5/23/2017	✓
479723	VARIOUS	VARIOUS THERMAL, CA 92274	OPEN BURN PROGRAM	5/23/2017	✓

479737	COACHELLA VALLEY RANCH DEV	AVE 62 AND CALHOUN THERMAL, CA 92274	OPEN BURN PROGRAM	5/26/2017	✓
479738	COACHELLA VALLEY RANCH DEV	68035 HARRISON THERMAL, CA 92274	OPEN BURN PROGRAM	5/26/2017	✓
479739	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	5/26/2017	✓
480095	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	6/2/2017	✓
480096	MOISES VALDEZ	56967 HARRISON THERMAL, CA 92274	OPEN BURN PROGRAM	6/2/2017	✓
480103	COACHELLA VALLEY RANCH DEV	AVE 62 AND CALHOUN THERMAL, CA 92274	OPEN BURN PROGRAM	6/8/2017	✓
480105	COACHELLA VALLEY RANCH DEV	AVE 62 AND CALHOUN THERMAL, CA 92274	OPEN BURN PROGRAM	6/8/2017	✓
480106	COACHELLA RANCH VALLEY DEV	68035 HARRISON THERMAL, CA 92274	OPEN BURN PROGRAM	6/8/2017	✓
480123	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	6/22/2017	✓
480124	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	6/22/2017	✓
480125	ANTHONY VINEYARDS	AVE85 AND 86 EXPRES THERMAL, CA 92274	OPEN BURN PROGRAM	6/22/2017	✓
480180	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	6/28/2017	✓
481871	MOISES VALDEZ	56967 HARRISON THERMAL, CA 92274	OPEN BURN PROGRAM	7/7/2017	✓
481878	COACHELLA VALLEY RANCH DEV	AVE 57 AND PIERCE THERMAL, CA 92274	OPEN BURN PROGRAM	7/14/2017	✓
481889	BLOOM TO BOX	AVE 85 AND 86 EXPRE THERMAL, CA 92274	OPEN BURN PROGRAM	7/14/2017	✓
486284	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	8/9/2017	✓
486323	COACHELLA VALLEY RANCH DEV	AVE 57 AND PIERCE THERMAL, CA 92274	OPEN BURN PROGRAM	8/15/2017	✓
486325	COACHELLA VALLEY RANCH DEV	AVE 59 AND BUCHANA THERMAL, CA 92274	OPEN BURN PROGRAM	8/15/2017	✓
486335	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	8/15/2017	✓
486368	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	8/22/2017	✓

486382	COACHELLA VALLEY RANCH DEV	AVE 70 AND LEMON BL THERMAL, CA 92274	OPEN BURN PROGRAM	8/30/2017	✓
486383	MOISES VALDEZ	56967 HARRISON THERMAL, CA 92274	OPEN BURN PROGRAM	8/30/2017	✓
494937	COACHELLA VALLEY RANCH DEV	AVE 70 AND LEMON THERMAL, CA 92274	OPEN BURN PROGRAM	9/12/2017	✓
494938	COACHELLA VALLEY RANCH DEV	AVE 74 AND POLK THERMAL, CA 92274	OPEN BURN PROGRAM	9/12/2017	✓
494939	COACHELLA VALLEY	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	9/12/2017	✓
494983	COACHELLA	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	9/21/2017	✓
494984	COACHELLA	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	9/21/2017	✓
494991	COACHELLA VALLEY RANCH DEV	AVE 60 AND BUCHANO THERMAL, CA 92274	OPEN BURN PROGRAM	9/28/2017	✓
495003	COACHELLA VALLEY RANCH DEV	AVE 70 AND ARTHUR THERMAL, CA 92274	OPEN BURN PROGRAM	9/28/2017	✓
495004	COACHELLA VALLEY RANCH DEV	AVE 70 AND PIERCE THERMAL, CA 92274	OPEN BURN PROGRAM	9/28/2017	✓
498093	SUNWORLD	89600 AVE 81 THERMAL, CA 92274	OPEN BURN PROGRAM	10/17/2017	✓
498094	SUNWORLD	76924 POLK THERMAL, CA 92274	OPEN BURN PROGRAM	10/17/2017	✓
498095	SUNWORLD	66425 HAYES THERMAL, CA 92274	OPEN BURN PROGRAM	10/17/2017	✓
498096	SUNWORLD	93800 AVE 64 THERMAL, CA 92274	OPEN BURN PROGRAM	10/17/2017	✓
498097	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	10/17/2017	✓
498151	MANUEL TORRES	98100 AVE 70 MECCA, CA 92254	OPEN BURN PROGRAM	10/19/2017	✓
498362	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	8/19/2017	✓
498389	MANUEL TORRES	98100 AVE 70 THERMAL, CA 92274	OPEN BURN PROGRAM	10/25/2017	✓
498390	RAY OGDEN	AVE 60 AND BUCHANO THERMAL, CA 92274	OPEN BURN PROGRAM	10/25/2017	✓
498394	COACHELLA VALLEY RANCH DEV	AVE 54 AND PIERCE THERMAL, CA 92274	OPEN BURN PROGRAM	10/25/2017	✓

498396	SOCAL RECYCLING	DILLON AND 86 EXP THERMAL, CA 92274	OPEN BURN PROGRAM	10/27/2017	✓
498445	SUNWORLD	66425 HAYES MECCA, CA 92254	OPEN BURN PROGRAM	11/1/2017	✓
498448	COACHELLA VALLEY RANCH DEV	AVE 54 AND PIERCE THERMAL, CA 92274	OPEN BURN PROGRAM	11/1/2017	✓
498454	COACHELLA VALLEY RANCH DEV	AVE 74 AND POLK THERMAL, CA 92274	OPEN BURN PROGRAM	11/3/2017	✓
498456	COACHELLA VALLEY RANCH DEV	AVE 74 AND POLK THERMAL, CA 92274	OPEN BURN PROGRAM	11/3/2017	✓
498458	COACHELLA VALLEY RANCH DEV	AVE 62 AND MONROE THERMAL, CA 92274	OPEN BURN PROGRAM	11/3/2017	✓
498477	SOCAL RECYCLING	48051 TYLER COACHELLA, CA 92236	OPEN BURN PROGRAM	11/9/2017	✓
498479	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	11/9/2017	✓
498562	SUNWORLD INTERNATIONAL	89600 AVE 81 THERMAL, CA 92274	OPEN BURN PROGRAM	11/15/2017	✓
498564	ALLEGED BURN	AVE 60 AND JACKSON THERMAL, CA 92274	OPEN BURN PROGRAM	11/15/2017	✓
498565	VARIOUS	VARIOUS THERMAL, CA 92274	OPEN BURN PROGRAM	11/15/2017	✓
498568	SOCAL RECYCLING	48051 TYLER COACHELLA, CA 92236	OPEN BURN PROGRAM	11/17/2017	✓
498569	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	11/17/2017	✓
498574	COMPLAINT	AVE 62 AND MONROE THERMAL, CA 92274	OPEN BURN PROGRAM	11/29/2017	✓
498575	COACHELLA VALLEY RANCH DEV	AVE 62 AND MONROE THERMAL, CA 92274	OPEN BURN PROGRAM	11/29/2017	✓
498581	MOISES VALDEZ	56967 HARRISON THERMAL, CA 92274	OPEN BURN PROGRAM	11/29/2017	✓
498627	MAURO VICERA	68510 AVE 69 LOT C THERMAL, CA 92274	OPEN BURN PROGRAM	12/1/2017	✓
498635	BURN SITE	AVE 64 AND DALE KILE THERMAL, CA 92274	OPEN BURN PROGRAM	12/13/2017	✓
498639	BURN SITE	AVE 64 AND DALE KILE THERMAL, CA 92274	OPEN BURN PROGRAM	12/15/2017	✓
502890	MOISES VALDEZ	56967 HARRISON THERMAL, CA 92274	OPEN BURN PROGRAM	1/5/2018	✓

502891	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	1/5/2018	✓
502898	EMERGENCY BURN PERMIT	AVE 64 AND JOHNSON THERMAL, CA 92274	OPEN BURN PROGRAM	1/10/2018	✓
502899	EMERGENCY BURN PERMIT	CLEVELAND HIGHWAY THERMAL, CA 92274	OPEN BURN PROGRAM	1/10/2018	✓
502900	EMERGENCY BURN PERMIT	AVE 57 AND PIERCE THERMAL, CA 92274	OPEN BURN PROGRAM	1/10/2018	✓
502901	EMERGENCY BURN PERMIT	AVE 62 AND JOHNSON THERMAL, CA 92274	OPEN BURN PROGRAM	1/10/2018	✓
502903	EMERGENCY BURN PERMIT	AVE 60 AND BUCHANO THERMAL, CA 92274	OPEN BURN PROGRAM	1/10/2018	✓
502904	EMERGENCY BURN PROGRAM	AVE 52 AND VAN BURE THERMAL, CA 92274	OPEN BURN PROGRAM	1/10/2018	✓
502905	EMERGENCY BURN PERMIT	AVE 70 AND POLK THERMAL, CA 92274	OPEN BURN PROGRAM	1/10/2018	✓
502928	COACHELLA VALLEY RANCH DEV	AVE 62 AND MONROE THERMAL, CA 92274	OPEN BURN PROGRAM	1/12/2018	✓
502934	SOCAL RECYCLING	AVE 42 AND DILLON THERMAL, CA 92274	OPEN BURN PROGRAM	1/19/2018	✓
502935	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	1/19/2018	✓
502948	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	1/30/2018	✓
507689	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	2/6/2018	✓
507751	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	2/6/2018	✓
507830	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	2/15/2018	✓
507834	ILLEGAL BURNS	AVE 64 DALE KILER THERMAL, CA 92274	OPEN BURN PROGRAM	2/15/2018	✓
507837	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	2/15/2018	✓
507846	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	2/21/2018	✓
507848	GRAPEVINES	AVE 64 AND MONROE THERMAL, CA 92274	OPEN BURN PROGRAM	2/21/2018	✓
507850	COACHELLA VALLEY RANCH DEV	AVE 60 BUCHANAN THERMAL, CA 92274	OPEN BURN PROGRAM	2/21/2018	✓

507851	COACHELLA VALLEY RANCH DEV	AVE 70 AND CLEVELAN THERMAL, CA 92274	OPEN BURN PROGRAM	2/21/2018	✓
507853	COACHELLA VALLEY RANCH DEV	AVE 70 AND TYLER THERMAL, CA 92274	OPEN BURN PROGRAM	2/21/2018	✓
517045	UNKOWN	AVE 84 AND 86 EXPRE THERMAL, CA 92274	OPEN BURN PROGRAM	3/2/2018	✓
517047	MOISES VALDEZ	56967 HARRISON THERMAL, CA 92274	OPEN BURN PROGRAM	3/2/2018	✓
517048	DR VUTHURIE	DALE KILER AND 64 THERMAL, CA 92274	OPEN BURN PROGRAM	3/2/2018	✓
517088	SUNWORLD	AVE 64 AND HAYES THERMAL, CA 92274	OPEN BURN PROGRAM	3/13/2018	✓
517090	SUNWORLD	76924 POLK THERMAL, CA 92274	OPEN BURN PROGRAM	3/13/2018	✓
517091	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	3/13/2018	✓
517104	COACHELLA VALLEY RANCH DEV	AVE 53 AND PIERCE THERMAL, CA 92274	OPEN BURN PROGRAM	3/16/2018	✓
517105	RED GLOBE PROP	AVE 84 AND GRANT THERMAL, CA 92274	OPEN BURN PROGRAM	3/16/2018	✓
517303	DR VUTHURIE	AVE 64 AND DALE KILE THERMAL, CA 92274	OPEN BURN PROGRAM	3/23/2018	✓
517305	COACHELLA VALLEY RANCH DEV	AVE 70 AND TYLER THERMAL, CA 92274	OPEN BURN PROGRAM	3/23/2018	✓
517306	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	3/23/2018	✓
517311	MALI BASTA RANCH	AVE 59 AND BUCHANA THERMAL, CA 92274	OPEN BURN PROGRAM	3/30/2018	✓
517313	MALI BASTA RANCH	AVE 75 AND TYLER THERMAL, CA 92274	OPEN BURN PROGRAM	3/30/2018	✓
517316	MALI BASTA RANCH	AVE 63 AND JOHNSON THERMAL, CA 92274	OPEN BURN PROGRAM	3/30/2018	✓
517318	COACHELLA VALLEY RANCH DEV	AVE 70 AND TYLER THERMAL, CA 92274	OPEN BURN PROGRAM	3/30/2018	✓
519076	COACHELLA VALLEY RANCH DEV	HIGHWAY 111 AND CL THERMAL, CA 92274	OPEN BURN PROGRAM	4/5/2018	✓
519077	COACHELLA VALLEY RANCH DEV	68000 HAYES MECCA, CA 92254	OPEN BURN PROGRAM	5/5/2018	✓
519082	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	5/5/2018	✓

519127	COACHELLA VALLEY RANCH DEV	68000 HAYES MECCA, CA 92254	OPEN BURN PROGRAM	4/12/2018	✓
519133	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	4/12/2018	✓
519149	SUNWORLD INTERNATIONAL	76924 POLK THERMAL, CA 92274	OPEN BURN PROGRAM	4/20/2018	✓
519151	COACHELLA VALLEY RANCH DEV	68000 HAYES THERMAL, CA 92274	OPEN BURN PROGRAM	4/20/2018	✓
519167	COACHELLA VALLEY RANCH DEV	AVE 62 AND MONROE THERMAL, CA 92274	OPEN BURN PROGRAM	5/1/2018	✓
519168	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	5/1/2018	✓
519175	VARIOUS	VARIOUS THERMAL, CA 92274	OPEN BURN PROGRAM	5/8/2018	✓
519180	RISING STAR RANCHES	AVE 64 AND GRANT MECCA, CA 92254	OPEN BURN PROGRAM	5/8/2018	✓
519182	MALI BASTA RANCH	AVE 59 AND BUCHANA THERMAL, CA 92274	OPEN BURN PROGRAM	5/8/2018	✓
519184	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	5/8/2018	✓
520520	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	5/16/2018	✓
520522	RISING STAR RANCH	AVE 64 AND JOHNSON MECCA, CA 92254	OPEN BURN PROGRAM	5/16/2018	✓
520523	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	5/16/2018	✓
520844	RISING STAR RANCH	AVE 64 AND GRANT THERMAL, CA 92274	OPEN BURN PROGRAM	5/23/2018	✓
520846	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	5/23/2018	✓
520984	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	6/5/2018	✓
520986	MALI BASTA RANCH	AVE 59 AND BUCHANA THERMAL, CA 92274	OPEN BURN PROGRAM	6/5/2018	✓
520987	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	6/5/2018	✓
521913	COACHELLA VALLEY RANCH DEV	AVE 62 AND MONROE THERMAL, CA 92274	OPEN BURN PROGRAM	6/8/2018	✓
521917	DR VUTHURI	DALE KILER AND 62 THERMAL, CA 92274	OPEN BURN PROGRAM	6/8/2018	✓

521932	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	6/8/2018	✓
522013	MOISES VALDEZ	56967 HARRISON THERMAL, CA 92274	OPEN BURN PROGRAM	6/26/2018	✓
522015	VARIOUS	VARIOUS THERMAL, CA 92274	OPEN BURN PROGRAM	6/26/2018	✓
527141	TUDOR RANCH	65101 GRANT MECCA, CA 92254	OPEN BURN PROGRAM	7/18/2018	✓
527142	COACHELLA	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	7/18/2018	✓
527193	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	7/24/2018	✓
531814	MAURO VICERA	68510 AVE 69 THERMAL, CA 92274	OPEN BURN PROGRAM	8/22/2018	✓
531815	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	8/22/2018	✓
537891	BURN SITE	DALE KILER AVE 64 THERMAL, CA 92274	OPEN BURN PROGRAM	9/4/2018	✓
537893	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	9/4/2018	✓
537898	TWW DUMP SITE	AVE 70 NORTH SHORE, CA 92254	OPEN BURN PROGRAM	9/4/2018	✓
537899	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	9/4/2018	✓
537943	VARIOUS	VARIOUS THERMAL, CA 92274	OPEN BURN PROGRAM	9/18/2018	✓
540291	COACHELLA VALLEY RANCH DEV	AVE 58 AND BUCHANO THERMAL, CA 92274	OPEN BURN PROGRAM	10/11/2018	✓
540293	COACHELLA VALLEY RANCH DEV	AVE 68 AND HAYES THERMAL, CA 92274	OPEN BURN PROGRAM	10/11/2018	✓
540294	CHUCHIAN RANCH	AVE 61 AND JOHNSON THERMAL, CA 92274	OPEN BURN PROGRAM	10/11/2018	✓
540296	VARIOUS	VARIOUS THERMAL, CA 92274	OPEN BURN PROGRAM	10/11/2018	✓
540302	TUDOR RANCH INC	AVE 68 AND GARFIELD THERMAL, CA 92274	OPEN BURN PROGRAM	10/12/2018	✓
542139	SUNWORLD INTERNATIONAL	89600 AVE 81 THERMAL, CA 92274	OPEN BURN PROGRAM	10/23/2018	✓
542140	SUNWORLD INTERNATIONAL	66425 HAYES MECCA, CA 92254	OPEN BURN PROGRAM	10/23/2018	✓

542142	ABANDONED GRAPE VINEYARD	66425 HAYES MECCA, CA 92254	OPEN BURN PROGRAM	10/23/2018	✓
542143	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	10/23/2018	✓
542163	COACHELLA VALLEY RANCH DEV	AVE 58 AND BUCHANO THERMAL, CA 92274	OPEN BURN PROGRAM	11/1/2018	✓
542167	TUDOR RANCH	AVE 68 AND GARFIELD MECCA, CA 92254	OPEN BURN PROGRAM	11/1/2018	✓
542168	VARIOUS	VARIOUS THERMAL, CA 92274	OPEN BURN PROGRAM	11/1/2018	✓
542170	COACHELLA VALLEY RANCH DEV	AVE 66 AND GRANT MECCA, CA 92254	OPEN BURN PROGRAM	11/6/2018	✓
542172	SUNWORLD INTERNATIONAL	89600 AVE 81 THERMAL, CA 92274	OPEN BURN PROGRAM	11/6/2018	✓
542173	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	11/6/2018	✓
542212	CISNEROS	78550 HARRISON THERMAL, CA 92274	OPEN BURN PROGRAM	11/27/2018	✓
543567	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	12/7/2018	✓
543571	COACHELLA VALLEY RANCH DEV	AVE 70 AND POLK THERMAL, CA 92274	OPEN BURN PROGRAM	11/7/2018	✓
543579	CONSERVATION BURN	AVE 68 AND GRANT MECCA, CA 92254	OPEN BURN PROGRAM	12/18/2018	✓
543793	CONSERVATION BURN	AVE 68 AND GRANT MECCA, CA 92254	OPEN BURN PROGRAM	12/19/2018	✓
543794	DESERT LAND	AVE 70 AND PIERCE THERMAL, CA 92274	OPEN BURN PROGRAM	12/19/2018	✓
555748	RAY OGDEN	AVE 70 AND LEMON BL MECCA, CA 92254	OPEN BURN PROGRAM	1/3/2019	✓
555749	RAY OGDEN	AVE 72 AND LEMON BL MECCA, CA 92254	OPEN BURN PROGRAM	1/3/2019	✓
555750	GEORGE TUDOR	AVE 68 AND GARFIELD MECCA, CA 92254	OPEN BURN PROGRAM	1/3/2019	✓
555776	COACHELLA VALLEY RANCH DEV	AVE 70 AND LEMON BL MECCA, CA 92254	OPEN BURN PROGRAM	1/10/2019	✓
555779	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	1/10/2019	✓
555784	VARIOUS	VARIOUS THERMAL, CA 92274	OPEN BURN PROGRAM	1/10/2019	✓

555831	FARM	85701 MIDDLETON THERMAL, CA 92274	OPEN BURN PROGRAM	1/16/2019	✓
555835	RANCHO	84925 AVE 61 THERMAL, CA 92274	OPEN BURN PROGRAM	1/16/2019	✓
555837	VARIOUS	VARIOUS THERMAL, CA 92274	OPEN BURN PROGRAM	1/16/2019	✓
555913	VARIOUS	VARIOUS THERMAL, CA 92274	OPEN BURN PROGRAM	1/25/2019	✓
555916	VARIOUS	VARIOUS NORTH SHORE, CA 92254	OPEN BURN PROGRAM	1/25/2019	✓
556297	ALEJANDRO SILVA	89286 AVE 64 MECCA, CA 92254	OPEN BURN PROGRAM	1/30/2019	✓
556299	VARIOUS	VARIOUS MECCA, CA 92254	OPEN BURN PROGRAM	1/30/2019	✓
556300	VARIOUS	VARIOUS THERMAL, CA 92274	OPEN BURN PROGRAM	1/30/2019	✓
556319	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	2/5/2019	✓
556322	VARIOUS	VARIOUS THERMAL, CA 92274	OPEN BURN PROGRAM	2/5/2019	✓
556756	SUNWORLD INTERNATIONAL	66425 HAYES MECCA, CA 92254	OPEN BURN PROGRAM	3/6/2019	✓
556763	AGRICULTURE OPERATOR	AIRPORT AND JACKSO THERMAL, CA 92274	OPEN BURN PROGRAM	3/6/2019	✓
556794	TUDOR RANCH	AVE 82 AND PIERCE MECCA, CA 92254	OPEN BURN PROGRAM	3/15/2019	✓
556795	VARIOUS	VARIOUS THERMAL, CA 92274	OPEN BURN PROGRAM	3/15/2019	✓
556802	VARIOUS	VARIOUS LA QUINTA, CA 92253	OPEN BURN PROGRAM	3/15/2019	✓
567668	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	4/4/2019	✓
567677	SUNWORLD INTERNATIONAL	89600 AVE 81 THERMAL, CA 92274	OPEN BURN PROGRAM	4/12/2019	✓
567680	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	4/12/2019	✓
567713	COACHELLA RANCH DEV	AVE 62 AND VAN BURE THERMAL, CA 92274	OPEN BURN PROGRAM	6/23/2019	✓
567715	VARIOUS	VARIOUS THERMAL, CA 92274	OPEN BURN PROGRAM	4/23/2019	✓

567721	FARMER	AVE 61 AND HARRISO THERMAL, CA 92274	OPEN BURN PROGRAM	4/30/2019	✓
567723	MAURO VICERA FARM	68510 AVE 69 LOT C THERMAL, CA 92274	OPEN BURN PROGRAM	4/30/2019	✓
567724	COACHELLA VALLEY RANCH DEV	AVE 62 AND VAN BURE THERMAL, CA 92274	OPEN BURN PROGRAM	4/30/2019	✓
567727	VARIOUS	VARIOUS THERMAL, CA 92274	OPEN BURN PROGRAM	4/30/2019	✓
568167	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	5/14/2019	✓
568171	COACHELLA VALLEY RANCH DEV	AVE 60 AND BUCHANA THERMAL, CA 92274	OPEN BURN PROGRAM	5/14/2019	✓
568175	TUDOR RANCH	AVE 82 AND PEIRCE THERMAL, CA 92274	OPEN BURN PROGRAM	5/14/2019	✓
568189	COACHELLA VALLEY RANCH DEV	AVE 62 AND VAN BURE THERMAL, CA 92274	OPEN BURN PROGRAM	5/17/2019	✓
568191	VARIOUS	VARIOUS THERMAL, CA 92274	OPEN BURN PROGRAM	5/17/2019	✓
568346	PREVIOUS PERMIT	DILLON/10FREEWAY COACHELLA, CA 92236	OPEN BURN PROGRAM	5/23/2019	✓
568348	PREVIOUS BURN SITE	DALE KILER AND 62 THERMAL, CA 92274	OPEN BURN PROGRAM	5/23/2019	✓
568354	COACHELLA VALLEY RANCH DEV	AVE 76 AND HARRISO THERMAL, CA 92274	OPEN BURN PROGRAM	5/23/2019	✓
568357	DUMP SITE	SEAVIEW NORTH SHORE, CA 92254	OPEN BURN PROGRAM	5/23/2019	✓
568364	UNKNOWN	GRAPEFRUIT BLVD NORTH SHORE, CA 92254	OPEN BURN PROGRAM	5/23/2019	✓
568374	COACHELLA VALLEY RANCH DEV	AVE 62 AND VAN BURE THERMAL, CA 92274	OPEN BURN PROGRAM	5/30/2019	✓
568376	ACCIDENTAL START FIRE	AVE 66 AND FILMORE THERMAL, CA 92274	OPEN BURN PROGRAM	5/30/2019	✓
568388	ACCIDENTAL START FIRE	AVE 66 AND FILMORE THERMAL, CA 92274	OPEN BURN PROGRAM	5/31/2019	✓
568854	INDUSTRIAL HEMP FARM	SEAVIEW NORTH SHORE, CA 92254	OPEN BURN PROGRAM	6/14/2019	✓
568858	COACHELLA VALLEY RANCH DEV	AVE 84 AND JOHNSON THERMAL, CA 92274	OPEN BURN PROGRAM	6/14/2019	✓
568859	VARIOUS	VARIOUS THERMAL, CA 92274	OPEN BURN PROGRAM	6/14/2019	✓

568991	BELMONT RANCH	AVE 49 AND POLK COACHELLA, CA 92236	OPEN BURN PROGRAM	6/26/2019	✓
568994	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	6/26/2019	✓
577674	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	7/18/2019	✓
577678	COACHELLA VALLEY RANCH DEV	VARIOUS THERMAL, CA 92274	OPEN BURN PROGRAM	7/18/2019	✓
577686	ABANDONED VINEYARD	AVE 62 AND MADISON THERMAL, CA 92274	OPEN BURN PROGRAM	7/18/2019	✓
577693	COACHELLA VALLEY RANCH DEV	AVE 60 AND BUCHANA THERMAL, CA 92274	OPEN BURN PROGRAM	7/24/2019	✓
577697	COACHELLA VALLEY RANCH DEV	62 AND VAN BUREN THERMAL, CA 92274	OPEN BURN PROGRAM	7/24/2019	✓
577698	ABANDONED GRAPE VINEYARD	AVE 62 AND MADISON THERMAL, CA 92274	OPEN BURN PROGRAM	7/24/2019	✓
577704	VARIOUS	VARIOUS THERMAL, CA 92274	OPEN BURN PROGRAM	7/24/2019	✓
590388	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	8/13/2019	✓
590398	VARIOUS	VARIOUS COACHELLA, CA 92236	OPEN BURN PROGRAM	8/20/2019	✓
590400	VUTHURI PROPERTY	DALE KILER AVE 62 THERMAL, CA 92274	OPEN BURN PROGRAM	8/20/2019	✓
590406	VARIOUS	VARIOUS THERMAL, CA 92274	OPEN BURN PROGRAM	8/20/2019	✓

List of Enforcement Actions Taken

This table contains a list of all enforcement actions issued by inspectors against facilities in this community between January 2017 and December 2019.

Table 4 -4: List of Enforcement Actions Taken

Facility Name	Facility ID	Notice Type	Notice Number	Issue Date	Violation Date	Rule Number	Violation Description
KSC AND SON CORPORATION	103440	NC	E35613	1/17/2017	1/17/2017	461	PROVIDE REVERIFICATION TEST RESULTS FOR 2016, REPLACE MAIN HOSES # 11 AND #16, ENSURE B/W # 13 AND #15 IS IN GOOD WORKING ORDER
DOWNING CONSTRUCTION/ REQUA SEWER PROJECT	183931	NC	E35821	1/19/2017	1/19/2017	403	maintain site egress to control trackout onto public roadway, should not exceed 25 feet at any time; and provide copy of approved dust control plan, copy should be kept on site.
DOWNING CONSTRUCTION/ REQUA SEWER PROJECT	183931	NC	E35821	1/19/2017	1/19/2017	403.1	maintain site egress to control trackout onto public roadway, should not exceed 25 feet at any time; and provide copy of approved dust control plan, copy should be kept on site.
TODO FRESCO MARKET, INC	168855	NC	E35614	1/27/2017	1/27/2017	461	(d)(1)(B) - provide latest periodic compliance inspection
VALLEY CONCRETE PUMPING	184370	NOV	P63963	3/22/2017	3/22/2017	203 (A)	Operating a portable ICE, Hatz brand, model 3M1Z, serial number 1061406005998, rated at 51.6 BHP, without a permit to operate.
CITY OF COACHELLA	184714	NOV	P64757	5/16/2017	5/16/2017	403(D)(1)	allowance of fugitive dust emissions remaining visible beyond property lines from a disturbed surface area, and failure to utilize CVBACM to prevent fugitive dust emissions from disturbed soil of previous active operation on City owned lot.
CITY OF COACHELLA	184714	NOV	P64757	5/16/2017	5/16/2017	403(D)(2)	allowance of fugitive dust emissions remaining visible beyond property lines from a disturbed surface area, and failure to utilize CVBACM to prevent fugitive dust emissions from disturbed soil of previous active operation on City owned lot.
GLESS RANCH	999966	NC	E38550	6/2/2017	6/2/2017	1415.1	FINALIZE CARB RMP REGISTRATION AND PAY ANNUAL FEES FOR CY'S 2013, 2014, 2015, 2016
OCEAN MIST FARMS	167863	NC	E38401	7/25/2017	7/25/2017	1415.1	REGISTER 1415.1 EQUIPMENT AND PAY FEES
UNDERGROUND AUTOWRKZ	177618	NC	E39680	7/26/2017	7/26/2017	109	Produce coating records for all coatings from July 2015 to present; correctly install your Mark II Dywer gauge next to filters; Clean out booth filter plenum; Change all filters in filter plenum

UNDERGROUND AUTOWRKZ	177618	NC	E39680	7/26/2017	7/26/2017	203	Produce coating records for all coatings from July 2015 to present; correctly install your Mark II Dywer gauge next to filters; Clean out booth filter plenum; Change all filters in filter plenum
BURRTEC WASTE INDUSTRIES	168512	NC	E41128	9/29/2017	9/29/2017	203 (A)	Replace missing/expired identification tags. Provide registration certificates for PERP equipment. Do not operate any engine greater than 50 bhp without a permit or registration.
BURRTEC WASTE INDUSTRIES	168512	NC	E41128	9/29/2017	9/29/2017	TITLE13ARTI CLE5S	Replace missing/expired identification tags. Provide registration certificates for PERP equipment. Do not operate any engine greater than 50 bhp without a permit or registration.
THE GOLF CLUB AT TERRA LAGO	125333	NC	E39692	10/6/2017	10/6/2017	403	Stabilize all land along back fence of Stazzano Place using any BACM available
THE RILNGTON GROUP	186490	NC	E39694	11/3/2017	11/3/2017	403.1	Install rumble plates at ingress/egress location on 40th Ave; Clean all streets including all curbs and gutters along Adams and 40 th Streets.
SOUTHWEST PUMP AND DRILLING, INC.	162021	NC	E41801	11/9/2017	11/9/2017	PERP 2460	Submit an appointment request form within 45 days after the date of initial issuance or renewal of a CARB registration to arrange for an inspection.
CORA CONSTRUCTORS, INC.	168473	NC	E41804	11/14/2017	11/14/2017	42303	Certificate needs to be available on premises of equipment. Provide location records with date of operation.
CORA CONSTRUCTORS, INC.	168473	NC	E41804	11/14/2017	11/14/2017	TITLE13ARTI CLE5S	Certificate needs to be available on premises of equipment. Provide location records with date of operation.
ALAMO DISCOUNT STORE	128980	NOV	P70576	11/29/2017	3/2/2017	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2017. Certified Mail Tracking #7016 1970 0001 0459 0442
FOOD 4 LESS STORE #517	142005	NOV	P70676	11/29/2017	3/2/2017	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2017. Certified Mail Tracking #7016 1970 0001 0459 1623
CALTRANS	38807	NOV	P71149	12/1/2017	3/2/2017	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2017. Certified Mail Tracking #70171450000217317028
COACHELLA VALLEY UNI SCH DIST	18934	NOV	P71155	12/1/2017	3/2/2017	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2017. Certified Mail Tracking #70171450000217317080
CORONET CONCRETE PRODUCTS	186281	NC	E41820	12/1/2017	12/1/2017	PERP 2460	Submit an appointment request form within 45 days after the date of initial issuance or renewal of a CARB registration to arrange for an inspection.

COUNTY OF RIVERSIDE (TR5308)	162607	NOV	P70996	12/1/2017	3/2/2017	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2017. Certified Mail Tracking #70171450000217315765
DATELAND CONSTRUCTION CO INC	168416	NC	E41821	12/1/2017	12/1/2017	PERP 2460	Submit an appointment request form within 45 days after the date of initial issuance or renewal of a CARB registration to arrange for an inspection.
GIBSON AND SCHAEFER, INC.	186268	NC	E41819	12/1/2017	12/1/2017	PERP 2460	Submit an appointment request form within 45 days after the date of initial issuance or renewal of a CARB registration to arrange for an inspection.
INDIAN SPRINGS GOLF CLUB	181652	NOV	P71171	12/1/2017	3/2/2017	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2017. Certified Mail Tracking #70171450000217317240
JONES BROS CONST CO	14314	NOV	P71142	12/1/2017	3/2/2017	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2017. Certified Mail Tracking #70171450000217316953
LA HACIENDA NURSERY	186267	NC	E41822	12/1/2017	12/1/2017	PERP 2460	Submit an appointment request form within 45 days after initial issuance or renewal of a CARB registration to arrange for an inspection.
PALM SPRINGS PUMP INC	160099	NC	E41823	12/1/2017	12/1/2017	PERP 2460	Submit an appointment request form within 45 days after the date of initial issuance or renewal of a CARB registration to arrange for an inspection.
RIVERSIDE CO TRANSPORTATION DEPARTMENT	66418	NOV	P70994	12/1/2017	3/2/2017	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2017. Certified Mail Tracking #70171450000217315789
THE GOLF CLUB AT TERRA LAGO	125333	NOV	P71134	12/1/2017	3/2/2017	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2017. Certified Mail Tracking #70171450000217316878
CITY OF COACHELLA	186287	NC	E42151	12/6/2017	12/6/2017	PERP 2460	Submit an appointment request form within 45 days after the date of initial issuance or renewal of a CARB registration to arrange for an inspection.
COACHELLA VALLEY WATER DIST	45238	NC	E41825	12/6/2017	12/6/2017	PERP 2460	Submit an appointment request form within 45 days after the date of initial issuance or renewal of a CARB registration to arrange for an inspection.
CITY OF COACHELLA	186287	NC	E42154	12/13/2017	12/13/2017	203 (A)	Do not operate internal combustion engine greater than 50 bhp without proper permit or registration.
COACHELLA VALLEY WATER DIST	45238	NC	E42155	12/13/2017	12/13/2017	TITLE13ARTICLE5S	Certificate needs to be available on equipment premises. ID plate missing from engine, needs to be replaced.

DESERT SUNSHINE TREE & PALM SERVICE	186554	NC	E41529	1/12/2018	1/12/2018	PERP 2460	Failure to notify home district within 45 days of receiving renewal registration to perform required inspection
SIGNATURE FLIGHT SUPPORT	159068	NC	E41530	1/18/2018	1/18/2018	PERP 2460	Complete and return appointment request form.
WEST COAST AGGREGATE SUPPLY INC	169494	NC	E41531	1/18/2018	1/18/2018	PERP 2460	Complete and return Appointment Request Form for equipment in PERP
AGUILERA'S LANDSCAPE INC	186688	NC	E41535	1/31/2018	1/31/2018	PERP 2460	Failure to notify home district within 45 days to schedule required inspection
COACHELLA VALLEY WATER DIST	45238	NC	E41633	2/8/2018	2/8/2018	TITLE13ARTICLE5S	Current registration identification device (placard & sticker) shall always be affixed on the engine
FLYING DISC RANCH	161610	NC	E43176	3/2/2018	3/2/2018	PERP 2460	Fill out and return PERP Appointment Request form to schedule required inspection for portable equipment.
EMERY LANDCLEARING	100435	NC	E42828	3/20/2018	3/16/2018	40701(G)	Provide evidence and copies of the following for work at the location address: Prior asbestos survey; Demolition notification and revisions; CSLB contractor's license; Contracts; Building & Safety permits; Waste manifests and landfill receipts; Dates work
SUPERIOR READY MIX	187153	NC	E42009	4/3/2018	4/3/2018	203	File for change of ownership permits for F8836, F88337, and F88338; Produce records for Diesel fuel consumed AND tons of material/month for Aggregate Rock crushing system; Provide records of required EPA method #22 Reading for F 88336 and F 88338.
GALLERY DEVELOPMENT	150831	NC	E42010	4/11/2018	4/11/2018	403.1	Provide records of daily dust suppression/watering for above site; Apply another layer of soil stabilizer to surface of no immediate construction areas w/ records; Provide proof of project contact name & phone number change to correct contact person
GALLERY DEVELOPMENT	150831	NC	E42010	4/11/2018	4/11/2018	42303	Provide records of daily dust suppression/watering for above site; Apply another layer of soil stabilizer to surface of no immediate construction areas w/ records; Provide proof of project contact name & phone number change to correct contact person
EMERY LANDCLEARING	100435	NC	E42832	4/18/2018	3/16/2018	1403	Within the next 90 days, have one of your staff attend SCAQMD's Rule 1403 Compliance Training Class.
CITY OF COACHELLA	184714	NC	E42013	4/25/2018	4/20/2018	403	Apply soil stabilizing agent to vacant lot at 50th Ave and Calhoun.
INDIAN PALMS COUNTRY CLUB/ GALLEY LINKS	187372	NC	E42015	5/1/2018	5/1/2018	403	Apply soil stabilizing methods to all non-constructed lots of Tract 30501; Provide proof of correct name on project sign for Tract 30501.

INDIAN PALMS COUNTRY CLUB/ GALLEY LINKS	187372	NC	E42015	5/1/2018	5/1/2018	42303	Apply soil stabilizing methods to all non-constructed lots of Tract 30501; Provide proof of correct name on project sign for Tract 30501.
VIBE	187373	NC	E42016	5/1/2018	5/1/2018	403	Provide a copy of Dust Control for project Tract 36689; Provide Proof of correct name and phone number for public use at Tract #36689.
VIBE	187373	NC	E42016	5/1/2018	5/1/2018	42303	Provide a copy of Dust Control for project Tract 36689; Provide Proof of correct name and phone number for public use at Tract #36689.
INDIAN PALMS COUNTRY CLUB/ GALLEY LINKS	187372	NOV	P63145	5/15/2018	5/15/2018	403	Allowing track out to extend beyond 25 feet in cumulative length (at least 63.3 feet)
BURRTEC WASTE INDUSTRIES INC./COACHELLA	174596	NC	E43214	5/30/2018	5/4/2018	203	obtain AQMD permit for grinder and equipment over 50BHP.
BURRTEC WASTE INDUSTRIES INC./COACHELLA	174596	NC	E43215	5/30/2018	5/4/2018	42303	provide food waste throughput records for past two years. provide composition of compost in percent. provide VOC monitoring records. provide 1133 registration/annual update
ALAMO DISCOUNT STORE	128980	NOV	P36748	7/27/2018	6/5/2018	203	operating a gasoline storage and dispensing system without a valid permit to operate
BECK OIL INC.	165979	NC	E45323	10/3/2018	10/3/2018	40701(G)	Provide documentation demonstrating compliance with Rule 1166, Provide scope of work surrounding project at above site, Prior to continuing any additional excavation, secure and stabilize any VOC contaminated soils
COACHELLA POWER GROUP, INC.	184977	NC	E42664	10/24/2018	10/24/2018	461	PROVIDE ME WITH PERIODIC COMPLIANCE INSPECTION RECORDS FOR PREVIOUS 2 YEARS. PROVIDE WITH REVERIFICATION TEST RECORDS FOR PREVIOUS 2 YEARS.
SC COMMERCIAL, LLC	188740	NC	E44522	11/8/2018	11/8/2018	42303	Install a CARB certified debris bucket for the Regular tank; Clean out all debris from the bottom of the overspill container; Provide proof of Annual Periodic Compliance Inspection for years 2016, 2017 and 2018. Start Daily inspections during the weekends
SC COMMERCIAL, LLC	188740	NC	E44522	11/8/2018	11/8/2018	461	Install a CARB certified debris bucket for the Regular tank; Clean out all debris from the bottom of the overspill container; Provide proof of Annual Periodic Compliance Inspection for years 2016, 2017 and 2018. Start Daily inspections during the weekends

LANG CONSTRUCTION & DEVELOPMEN, INC.	188558	NC	E45714	11/27/2018	11/27/2018	1403	PRIOR TO CONTINUING INTERIOR DEMOLITION/RENOVATION ACTIVITIES, HAVE A CAC PERFORM A CONTAMINATION ASSESSMENT AND ASBESTOS SURVEY IN THE INTERIOR SUITES OF THE ABOVE ADDRESS. PROVIDE A COPY OF THE REPORT(S) TO INSPECTOR HOMSEY;
SC COMMERCIAL, LLC	188740	NC	E44526	11/29/2018	11/8/2018	203	Submit a correct application for a change of ownership and modification of nozzles associated with Permit N19335.
COACHELLA VALLEY WATER DISTRICT	143159	NC	E44530	11/30/2018	11/30/2018	203	Submit an Admin change application to correctly list Bhp for F73101.
DESERT COTTONSEED PRODUCTS INC	11082	NC	E44533	12/4/2018	12/4/2018	203	Resubmit applications for each Johnson Boiler HS 1982 with S/N #'s 806101 and 818001 plus include combustion at blowers and Roots totalizing gas meters.
DESERT COTTONSEED PRODUCTS INC	11082	NC	E44535	12/4/2018	12/4/2018	42303	For information for details as to the model type, horsepower OR BTU rating of each boiler and their corresponding blowers.
ALAMO DISCOUNT STORE	128980	NOV	P72025	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7017 3380 0000 7803 9318
ARCO AM/PM #82649, KSC & SON INC	152859	NOV	P72278	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7018 0680 0001 2738 1844
B & E COACHELLA PETROLEUM INC	173795	NOV	P72586	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7018 0040 0000 1659 6920
CAL ST, DEPT OF PARKS	77905	NOV	P71532	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7017 2620 0001 1050 2495
CLARKS TRAVEL CENTER AVD REALTY INC	170440	NOV	P72527	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7018 0040 0000 1659 9050
COACHELLA OIL CORP., BAHMAN NATANZI	174026	NOV	P72593	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7018 0040 0000 1659 6852

COACHELLA VALLEY UNI SCH DIST	18934	NOV	P71367	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7017 2620 0001 1050 0859
COACHELLA VALLEY WATER DIST	19835	NOV	P71373	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7017 2620 0001 1050 0910
EDDIE'S PLACE INC	139713	NOV	P72104	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7018 0040 0000 1660 3932
FASTRIP OIL CO LP	109029	NOV	P71923	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7017 3380 0000 7803 8304
GSC & SON CORP/ARCO AM/PM #83022	158237	NOV	P72378	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7018 0680 0001 2738 6580
JONES BROS CONST CO	14314	NOV	P71343	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7017 2620 0001 1050 0613
KSC AND SON CORPORATION	103440	NOV	P71907	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7017 3380 0000 7803 8168
MECCA TRAVEL CENTER	127975	NOV	P72019	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7017 3380 0000 7803 9264
MEREDITH & SIMPSON CONSTRUCTION CO	41131	NOV	P71458	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7017 2620 0001 1050 1764
RICHARD BAGDASARIAN INC	40443	NOV	P71456	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7017 2620 0001 1050 1740
RICHARD BAGDASARIAN, INC	171110	NOV	P71767	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7017 3380 0000 7803 4887

RICHARD BAGDASARIAN, INC	171112	NOV	P71768	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7017 3380 0000 7803 4894
RIVERSIDE CO TRANSPORTATION DEPARTMENT	66418	NOV	P71509	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7017 2620 0001 1050 2266
RIVERSIDE COUNTY FIRE DEPARTMENT STATION	171064	NOV	P71766	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7017 3380 0000 7803 4870
THERMAL SELF SERVE INC	143415	NOV	P71710	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7017 3380 0000 7803 4313
TRAVEL CENTERS OF AMERICA-COACHELLA VALL	128815	NOV	P72024	12/11/2018	3/2/2018	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7017 3380 0000 7803 9301
BURRTEC WASTE INDUSTRIES INC./COACHELLA	174596	NC	E45991	12/18/2018	12/18/2018	PERP 2458	Maintain monthly records for PERP registered ICE's & daily records for PERP registered equipment units
N/A	N/A	NOV	P66217	12/21/2018	12/21/2018	UNKNOWN	VOID
BECK OIL INC.	165979	NOV	P67420	1/9/2019	10/3/2018	1166	Failure to apply for/obtain Rule 1166 mitigation plan before excavation, Failure to Notify SCAQMD at 24 hrs. prior to excavation, Failure to monitor VOC contamination, failure to measure excavated soils for VOC commination with analyzer/approved methods
LANG CONSTRUCTION & DEVELOPMEN, INC.	188558	NC	E45725	1/16/2019	11/27/2018	40701(G)	PROVIDE EVIDENCE AND COPIES OF THE FOLLOWING: PRIOR ASBESTOS SURVEY REPORTS, ASBESTOS REMOVAL NOTIFICATION, CSLB CONTRACTOR LICENSE, DOSH REGISTRATION TO REMOVE ASBESTOS, SIGNED RENOVATION/DEMOLITION CONTRACT, SCOPE OF WORK FOR ALL ACTIVITIES, BUILDING AND SAFETY PERMITS, SIGNED ASBESTOS ABATEMENT CONTRACT, ASBESTOS TRAINING CERTIFICATES FOR SUPERVISORS AND WORKERS, SUPERVISOR LOGS, HAZARDOUS WASTE MANIFEST, WASTE DISPOSAL RECORDS, HAZARDOUS WASTE GENERATOR LABELS, NAME, ADDRESS,

							PHONE NUMBERS OF WORKERS AND SUPERVISORS.
COMPLETE FUELING SOLUTIONS	190097	NC	E47515	3/5/2019	3/5/2019	40701(G)	Provide documentation demonstrating compliance with Rule 1166, Provide scope of work surrounding project at above site, Prior to continuing any additional excavation, secure and stabilize any VOC contaminated soils
TODO FRESCO MARKET, INC	168855	NC	E47514	3/5/2019	3/5/2019	40701(G)	Provide records demonstrating compliance with Rule 1166
O'CONNELL LANDSCAPE MAINTENANCE	129687	NC	E46793	3/8/2019	3/8/2019	203	Do not operate portable woodchipper without first obtaining a valid CARB registration.
AGUILERA'S LANDSCAPE INC	186688	NC	E46797	3/27/2019	3/27/2019	203	Do not operate portable equipment unit without first obtaining a valid CARB registration or AQMD permit, Correct engine description on CARB Registration Certificate to reflect the engine's faceplate information properly.
AGUILERA'S LANDSCAPE INC	186688	NC	E46797	3/27/2019	3/27/2019	TITLE13ARTICLE5S	Do not operate portable equipment unit without first obtaining a valid CARB registration or AQMD permit, Correct engine description on CARB Registration Certificate to reflect the engine's faceplate information properly.
ALAMO DISCOUNT STORE	128980	NC	E42683	4/18/2019	4/18/2019	461	PROVIDE ME WITH FACILITY RECORDS.
MECCA TRAVEL CENTER	127975	NC	E42684	4/18/2019	4/18/2019	461(C)	REPLACE/REPAIR TORN FACEPLATE ON NOZZLE #24. REPLACE/REPAIR BROKEN DUST CAP ON VAPOR RECOVERY TUBE ON MIDDLE TANK.
MECCA TRAVEL CENTER	127975	NC	E42684	4/18/2019	4/18/2019	461(C)(1)(A)	REPLACE/REPAIR TORN FACEPLATE ON NOZZLE #24. REPLACE/REPAIR BROKEN DUST CAP ON VAPOR RECOVERY TUBE ON MIDDLE TANK.

MECCA TRAVEL CENTER	127975	NOV	P66389	4/18/2019	8/21/2018	203 (A)	OPERATING WITH AN INVALID PERMIT, PERMIT STATES 202_VR SYSTEM BUT FAICLITY IS OPERATING WITH A 204_VR SYSTEM. FACILITY FAILED TO TEST SEMI_ANNUALLY IN 2018 AND FAILED TO MAINTAIN A FEB/AUG TESTING SCHEDULE.
MECCA TRAVEL CENTER	127975	NOV	P66389	4/18/2019	8/21/2018	461 (E) (2)	OPERATING WITH AN INVALID PERMIT, PERMIT STATES 202_VR SYSTEM BUT FAICLITY IS OPERATING WITH A 204_VR SYSTEM. FACILITY FAILED TO TEST SEMI_ANNUALLY IN 2018 AND FAILED TO MAINTAIN A FEB/AUG TESTING SCHEDULE.
MECCA TRAVEL CENTER	127975	NOV	P66389	4/18/2019	8/21/2018	461(E)(2)(C)	OPERATING WITH AN INVALID PERMIT, PERMIT STATES 202_VR SYSTEM BUT FAICLITY IS OPERATING WITH A 204_VR SYSTEM. FACILITY FAILED TO TEST SEMI_ANNUALLY IN 2018 AND FAILED TO MAINTAIN A FEB/AUG TESTING SCHEDULE.
COACHELLA VALLEY WATER DIST (WRP2)	8967	NC	E48087	4/25/2019	4/10/2019	42303	H&S Code 42303; (1) provide information for Sewage Treatment Building removal, (2) provide information for installed equipment and equipment planned to be installed.
IMPERIAL IRRIGATION DISTRICT/ COACHELLA	62862	NOV	P68264	5/9/2019	3/1/2019	3002	Failure to submit semi-annual monitoring report by February 28, 2019.
LANG CONSTRUCTION & DEVELOPMEN, INC.	188558	NOV	P69704	5/9/2019	11/27/2018	1403	Failed to conduct an asbestos survey prior to renovation activity. Failure to thoroughly inspect the affected facility for the presence of asbestos prior to the commencement of renovation activity. Failed to remove all ACM from a facility being renovated before any activity begins that would disturb, dislodge, or break up the material. Failed to use required ACM and PACM removal procedures. Failed to collect and place ACWM in leak-tight containers. Failed to handle ACM carefully without damaging or disturbing the material. Failed to wet ACWM prior to placing in leak tight containers. Failed to have an on-site representative trained in accordance with the provisions of Rule 1403(i)(1) and Rule 1403(i)(3). Failed to maintain on-site proof of CALOSHA registration number, CSLB contractor's license, copies of survey report and

LANG CONSTRUCTION & DEVELOPMEN, INC.	188558	NOV	P69704	5/9/2019	11/27/2018	40 CFR	copies of notifications. Failed to store ACWM on-site in a leak-tight container. Failed to maintain records of removal project pursuant to Rule 1403(g). Failed to have certified asbestos trained on-site supervisor and worker(s). Failed to notify South Coast AQMD ten working days prior to renovation activity.
ALAMO DISCOUNT STORE	128980	NOV	P66395	5/22/2019	3/2/2019	461(C)(3)(Q)	Failure to submit the facility's monthly gasoline throughput data for the previous year on or before March 1st following each calendar year. 2018 data due by 3/1/19.
COACHELLA CITY, SANITARY DIST PLANT	7531	NC	E48088	5/22/2019	5/8/2019	42303	Submit Application (Form 400-A) to South Coast AQMD updating ICE equipment description under Permit to Operate G5849 (observed Model 2000 MDEC)
COACHELLA VALLEY WATER DIST(WPR 7)	17818	NC	E48092	5/22/2019	5/15/2019	42303	Provide South Coast AQMD copies of the following for the new Biosolids Building and Odor Control System (scrubber): (1) Contracts, (2) Project Work Schedule, (3) photographs of equipment, (4) flow rate and H2S monitoring records, and (5) maintenance and operational records from 2019 and 2018 for Gravity Thickener and Sludge Belt Press under Permit to Operate G36474 (Equipment Description 25 and 26, respectively)
VALLEY SANITARY DIST	10198	NC	E48089	5/22/2019	4/25/2019	42303	Submit application (Form 400-A) to South Coast AQMD updating ICE equipment description under Permit to Operate F52886 (observed 932 kW, 1,250 BHP)
VALLEY SANITARY DIST	10198	NC	E48090	5/22/2019	4/25/2019	42303	Submit application (Form 400-A) to South Coast AQMD updating ICE equipment descriptions under Permit to Operate R-F91509 (observed 205kW)
VEGA'S CONCRETE PUMPING	190071	NC	E46803	5/23/2019	5/23/2019	PERP 2460	Failure to contact the home district (SCAQMD) within 45 days after the date of initial issuance or

							renewal of a registration to arrange required inspection.
COMPLETE FUELING SOLUTIONS	190097	NOV	P67435	5/28/2019	3/5/2019	1166	Failure to apply for/obtain Rule 1166 mitigation plan before excavation, Failure to Notify SCAQMD at 24 hrs. prior to excavation, Failure to monitor VOC contamination, failure to measure excavated soils for VOC contamination with analyzer/approved methods
TODO FRESCO MARKET, INC	168855	NOV	P67434	5/28/2019	3/5/2019	1166	Failure to apply for/obtain Rule 1166 mitigation plan before excavation, Failure to Notify SCAQMD at 24 hrs. prior to excavation, Failure to monitor VOC contamination, failure to measure excavated soils for VOC contamination with analyzer/approved methods
ARCO AM/PM #42960	181026	NOV	P66394	5/31/2019	10/1/2017	461 (E) (2)	FACILITY FAILED TO TEST SEMIANNUALLY IN 2017 AND 2018.(GASOLINE THROUGHPUT IS GREATER THAN 100,000 GALLONS/MONTH). FACILITY FAILED TO MAINTAIN A MARCH/SEPTEMBER TESTING SCHEDULE.
ARCO AM/PM #42960	181026	NOV	P66394	5/31/2019	10/1/2017	461(E)(2)(C)	FACILITY FAILED TO TEST SEMIANNUALLY IN 2017 AND 2018.(GASOLINE THROUGHPUT IS GREATER THAN 100,000 GALLONS/MONTH). FACILITY FAILED TO MAINTAIN A MARCH/SEPTEMBER TESTING SCHEDULE.
COACHELLA VALLEY WATER DIST(WPR 7)	17818	NOV	P70102	6/19/2019	5/15/2019	201	201 & 203(a) - See Report Tab
OROZCO LANDSCAPING	190400	NC	E49031	7/3/2019	7/3/2019	PERP 2460	Failure to contact the home district (SCAQMD) within 45 days after the date of initial issuance or renewal of a registration to arrange required inspection.
OROZCO LANDSCAPING	190400	NC	E49032	7/3/2019	7/3/2019	203	Do not operate portable woodchipper equipment unit without first obtaining a valid CARB Registration or AQMD permit.
ARCO AM/PM #82649, KSC & SON INC	152859	NC	E42691	7/13/2019	7/13/2019	461(C)	REPLACE MISSING GASKET IN FILL TUBE DUST CAP OF THE MIDDLE TANK. PLACE DISTRICT REQUIRED SIGNS ON ALL DISPENSERS
ARCO AM/PM #82649, KSC & SON INC	152859	NC	E42691	7/13/2019	7/13/2019	461(C)(1)(A)	REPLACE MISSING GASKET IN FILL TUBE DUST CAP OF THE MIDDLE TANK. PLACE DISTRICT REQUIRED SIGNS ON ALL DISPENSERS
N/A	N/A	NOV	P66225	7/30/2019	1/1/2018	UNKNOWN	VOID

CARLOS PARTIDA	190845	NC	E49384	9/6/2019	9/6/2019	PERP 2460	Failure to contact the home district (SCAQMD) within 45 days after the date of initial issuance or renewal of a registration to arrange required inspection, Correct engine's description on CARB Registration Certificate to reflect the engine's faceplate pr
CARLOS PARTIDA	190845	NC	E49384	9/6/2019	9/6/2019	TITLE13ARTI CLE5S	Failure to contact the home district (SCAQMD) within 45 days after the date of initial issuance or renewal of a registration to arrange required inspection, Correct engine's description on CARB Registration Certificate to reflect the engine's faceplate pr
ESSEX BUNKER HILL, L.P.	190997	NC	E47299	10/2/2019	8/28/2019	1403	Within 90 days, attend Rule 1403 Compliance Promotion Class at SCAQMD Headquarters. State date you will attend.
CARLISLE SYNTEC	166033	NC	E50160	10/18/2019	9/13/2019	40701(G)	For Carlisle Construction Materials Products: Instates Red LV, PVC Cut Edge Sealant, Low VOC Bonding Adhesive, and Sure Weld Bonding Adhesive; and all their product code variants. Provide all data from calendar year 2015 to present day for the five self_
CALTRANS	38807	NOV	P76636	12/12/2019	3/2/2019	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7019 1120 0000 2838 0563
COUNTY OF RIVERSIDE	145672	NOV	P76899	12/12/2019	3/2/2019	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7019 1120 0000 2838 4226
COUNTY OF RIVERSIDE (TR5307)	161403	NOV	P77003	12/12/2019	3/2/2019	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7019 1120 0000 2838 4677
INDIAN SPRINGS GOLF CLUB	181652	NOV	P77210	12/12/2019	3/2/2019	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7019 2280 0002 0330 5006
JONES BROS CONST CO	14314	NOV	P76581	12/12/2019	3/2/2019	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7019 1120 0000 2837 0960
RICHARD BAGDASARIAN INC	40443	NOV	P76638	12/12/2019	3/2/2019	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7019 1120 0000 2837 1172

RICHARD BAGDASARIAN, INC	171110	NOV	P77059	12/12/2019	3/2/2019	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7019 1120 0000 2837 0731
RICHARD BAGDASARIAN, INC	171112	NOV	P77060	12/12/2019	3/2/2019	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7019 1120 0000 2837 0748
RIVERSIDE COUNTY FLEET SERVICES	121170	NOV	P76792	12/12/2019	3/2/2019	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7019 1120 0000 2838 1454
THE GOLF CLUB AT TERRA LAGO	125333	NOV	P76805	12/12/2019	3/2/2019	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7019 1120 0000 2838 1515
VALLEY SANITARY DIST	10198	NOV	P76574	12/12/2019	3/2/2019	461(c)(3)(Q)	Failing to submit the facility's monthly gasoline throughput data for the previous calendar year on or before March 1, 2018. Certified Mail Tracking #7019 1120 0000 2838 0150

CARB Compliance History in ECV, January 2017 to December 2019

CARB 2017-2019 HDDV Enforcement History in ECV

Program Type	2017		2018		2019		3-Year Total by Program		
	Inspections	Violations	Inspections	Violations	Inspections	Violations	Inspections	Violations	Compliance Rate
Drayage	1	1	0	0	0	0	1	1	0%
HDVIP	4	4	2	2	2	2	8	8	0%
Idling	284	15	311	18	189	5	784	38	95%
Off-Road	1	1	6	6	6	2	13	9	31%
SmartWay	4	1	67	0	41	0	112	1	99%
TRU	13	8	28	17	24	10	65	35	46%
Truck & Bus	267	53	247	12	89	0	603	65	89%
Total by Year	574	83	661	55	351	19	1586	157	90%

Vehicles and Engines Enforcement History in ECV

Program Type	2017		2018		2019		3-Year Total by Program	
	Inspections	NOVs	Inspections	NOVs	Inspections	NOVs	Inspections	NOVs
Dealer & Fleet Tampering	1	1					1	1
R134A	2	0	11	0	10	0	23	0
Total	3	1	11	0	10	0	24	1

Heavy-Duty Diesel Vehicle and Equipment Inspections in ECV

Year	Insp. Date	Program	Inspection	Result	Street	City	Zip Code
2017	1/11/2017	Idling	Commercial	Fail	Flying J Truckstop Dillon Road	Barstow	92311
2017	1/11/2017	Truck & Bus		Non-Compliant	Flying J Truckstop Dillon Road	Barstow	92311
2017	1/11/2017	Idling	Commercial	Pass	Flying J Truckstop Dillon Road	Barstow	92311
2017	1/11/2017	Idling	Commercial	Pass	Flying J Truckstop Dillon Road	Barstow	92311
2017	1/11/2017	Idling	Commercial	Pass	Flying J Truckstop Dillon Road	Barstow	92311
2017	1/11/2017	Idling	Commercial	Pass	Flying J Truckstop Dillon Road	Barstow	92311
2017	1/11/2017	Idling	Commercial	Pass	Flying J Truckstop Dillon Road	Barstow	92311
2017	1/11/2017	Idling	Commercial	Pass	Flying J Truckstop Dillon Road	Barstow	92311
2017	1/11/2017	Idling	Commercial	Pass	Flying J Truckstop Dillon Road	Barstow	92311
2017	1/11/2017	Idling	Commercial	Pass	Flying J Truckstop Dillon Road	Barstow	92311
2017	1/11/2017	Idling	Commercial	Pass	Flying J Truckstop Dillon Road	Barstow	92311
2017	1/11/2017	Idling	Commercial	Pass	Flying J Truckstop Dillon Road	Barstow	92311
2017	1/11/2017	Idling	Commercial	Pass	Flying J Truckstop Dillon Road	Barstow	92311
2017	1/11/2017	Truck & Bus		Pass	Flying J Truckstop Dillon Road	Barstow	92311
2017	1/11/2017	Truck & Bus		Pass	Flying J Truckstop Dillon Road	Barstow	92311
2017	1/11/2017	Truck & Bus		Pass	Flying J Truckstop Dillon Road	Barstow	92311
2017	1/11/2017	Truck & Bus		Pass	Flying J Truckstop Dillon Road	Barstow	92311
2017	1/11/2017	Truck & Bus		Pass	Flying J Truckstop Dillon Road	Barstow	92311

2017	1/11/2017	Truck & Bus		Pass	Flying J Truckstop Dillon Road	Barstow	92311
2017	1/11/2017	Truck & Bus		Pass	Flying J Truckstop Dillon Road	Barstow	92311
2017	1/11/2017	Truck & Bus		Pass	Flying J Truckstop Dillon Road	Barstow	92311
2017	1/11/2017	Truck & Bus		Pass	Flying J Truckstop Dillon Road	Barstow	92311
2017	1/11/2017	Truck & Bus		Pass	Flying J Truckstop Dillon Road	Barstow	92311
2017	1/11/2017	Truck & Bus		Pass	Flying J Truckstop Dillon Road	Barstow	92311
2017	1/11/2017	Truck & Bus		Pass	Flying J Truckstop Dillon Road	Barstow	92311
2017	1/11/2017	Truck & Bus		Non-Compliant	Loves Truck Stop Dillon Rd	Barstow	92311
2017	1/11/2017	Truck & Bus		Non-Compliant	Loves Truck Stop Dillon Rd	Barstow	92311
2017	1/11/2017	Truck & Bus		Non-Compliant	Loves Truck Stop Dillon Rd	Barstow	92311
2017	1/11/2017	Truck & Bus		Non-Compliant	Loves Truck Stop Dillon Rd	Barstow	92311
2017	1/11/2017	Truck & Bus		Pass	Loves Truck Stop Dillon Rd	Barstow	92311
2017	1/11/2017	Truck & Bus		Pass	Loves Truck Stop Dillon Rd	Barstow	92311
2017	1/11/2017	Idling	Commercial	Pass	Loves Truck Stop Dillon Rd	Barstow	92311
2017	1/11/2017	Truck & Bus		Pass	Loves Truck Stop Dillon Rd	Barstow	92311
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2017	1/11/2017	Truck & Bus		Pass	Loves Truck Stop Dillon Rd	Barstow	92311
2017	1/11/2017	Idling	Commercial	Pass	Loves Truck Stop Dillon Rd	Barstow	92311
2017	1/24/2017	Idling	Commercial	Fail	90480 66th Ave	Mecca	92254
2017	5/4/2017	Idling	Commercial	Pass	46155 N RD.	Coachella	92236
2017	5/4/2017	Idling	Commercial	Pass	46155 N RD.	Coachella	92236
2017	5/4/2017	Idling	Commercial	Pass	46155 N RD.	Coachella	92236
2017	5/4/2017	Idling	Commercial	Pass	46155 N RD.	Coachella	92236
2017	5/4/2017	Idling	Commercial	Pass	46155 N RD.	Coachella	92236
2017	5/4/2017	Idling	Commercial	Pass	46155 N RD.	Coachella	92236
2017	5/4/2017	Idling	Commercial	Pass	46155 N RD.	Coachella	92236
2017	5/4/2017	Idling	Commercial	Pass	46155 N RD.	Coachella	92236
2017	5/4/2017	Idling	Commercial	Pass	46155 N RD.	Coachella	92236
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2017	5/4/2017	Idling	Commercial	Pass	46155 N RD.	Coachella	92236
2017	5/4/2017	Idling	Commercial	Pass	46155 N RD.	Coachella	92236
2017	5/4/2017	Idling	Commercial	Pass	46155 N RD.	Coachella	92236
2017	5/4/2017	Idling	Commercial	Pass	46155 N RD.	Coachella	92236
2017	5/4/2017	Truck & Bus		Non-Compliant	46155 N RD.	Coachella	92236
2017	5/4/2017	Truck & Bus		Non-Compliant	46155 N RD.	Coachella	92236
2017	5/4/2017	Truck & Bus		Non-Compliant	46155 N RD.	Coachella	92236
2017	5/4/2017	Truck & Bus		Pass	46155 N RD.	Coachella	92236
2017	5/16/2017	Idling	Commercial	Pass	ARCO Travel Center 66th Ave & Hwy 86	Mecca	92254
2017	5/16/2017	Truck & Bus		Non-Compliant	ARCO Travel Center 66th Ave & Hwy 86	Mecca	92254
2017	5/16/2017	HDVIP	ECL	Fail	Love Truck Stop Dillon Rd/ Mecca Travel Center Hwy 86 Mecca	Coachella	92236
2017	5/16/2017	HDVIP	ECL	Fail	Loves & TA Truckstop Dillon Rd	Coachella	92236
2017	5/16/2017	Idling	Commercial	Fail	Loves & TA Truckstop Dillon Rd	Coachella	92236
2017	5/16/2017	Idling	Commercial	Fail	Loves & TA Truckstop Dillon Rd	Coachella	92236
2017	5/16/2017	Idling	Commercial	Fail	Loves & TA Truckstop Dillon Rd	Coachella	92236
2017	5/16/2017	Idling	Commercial	Fail	Loves & TA Truckstop Dillon Rd	Coachella	92236
2017	5/16/2017	TRU		No IDN	Loves & TA Truckstop Dillon Rd	Coachella	92236
2017	5/16/2017	TRU		Non-Compliant	Love Truck Stop Dillon Rd/ Mecca Travel Center Hwy 86 Mecca	Coachella	92236
2017	5/16/2017	TRU		Non-Compliant	Love Truck Stop Dillon Rd/ Mecca Travel Center Hwy 86 Mecca	Coachella	92236
2017	5/16/2017	TRU		Non-Compliant	Love Truck Stop Dillon Rd/ Mecca Travel Center Hwy 86 Mecca	Coachella	92236
2017	5/16/2017	TRU		Non-Compliant	Love Truck Stop Dillon Rd/ Mecca Travel Center Hwy 86 Mecca	Coachella	92236
2017	5/16/2017	Truck & Bus		Non-Compliant	Love Truck Stop Dillon Rd/ Mecca Travel Center Hwy 86 Mecca	Coachella	92236
2017	5/16/2017	Truck & Bus		Non-Compliant	Love Truck Stop Dillon Rd/ Mecca Travel Center Hwy 86 Mecca	Coachella	92236

2017	5/16/2017	Truck & Bus		Non-Compliant	Loves & TA Truckstop Dillon Rd	Coachella	92236
2017	5/16/2017	Truck & Bus		Non-Compliant	Loves & TA Truckstop Dillon Rd	Coachella	92236
2017	5/16/2017	Truck & Bus		Non-Compliant	Loves & TA Truckstop Dillon Rd	Coachella	92236
2017	5/16/2017	Truck & Bus		Non-Compliant	Loves & TA Truckstop Dillon Rd	Coachella	92236
2017	5/16/2017	Truck & Bus		Non-Compliant	Loves & TA Truckstop Dillon Rd	Coachella	92236
2017	5/16/2017	Truck & Bus		Non-Compliant	Loves & TA Truckstop Dillon Rd	Coachella	92236
2017	5/16/2017	Truck & Bus		Non-Compliant	Loves & TA Truckstop Dillon Rd	Coachella	92236
2017	5/16/2017	Truck & Bus		Non-Compliant	Loves & TA Truckstop Dillon Rd	Coachella	92236
2017	5/16/2017	Truck & Bus		Non-Compliant	Loves & TA Truckstop Dillon Rd	Coachella	92236
2017	5/16/2017	Idling	Commercial	Pass	Love Truck Stop Dillon Rd/ Mecca Travel Center Hwy 86 Mecca	Coachella	92236
2017	5/16/2017	Idling	Commercial	Pass	Love Truck Stop Dillon Rd/ Mecca Travel Center Hwy 86 Mecca	Coachella	92236
2017	5/16/2017	Idling	Commercial	Pass	Love Truck Stop Dillon Rd/ Mecca Travel Center Hwy 86 Mecca	Coachella	92236
2017	5/16/2017	Idling	Commercial	Pass	Love Truck Stop Dillon Rd/ Mecca Travel Center Hwy 86 Mecca	Coachella	92236
2017	5/16/2017	Idling	Commercial	Pass	Love Truck Stop Dillon Rd/ Mecca Travel Center Hwy 86 Mecca	Coachella	92236
2017	5/16/2017	Idling	Commercial	Pass	Love Truck Stop Dillon Rd/ Mecca Travel Center Hwy 86 Mecca	Coachella	92236
2017	5/16/2017	Idling	Commercial	Pass	Love Truck Stop Dillon Rd/ Mecca Travel Center Hwy 86 Mecca	Coachella	92236
2017	5/16/2017	Idling	Commercial	Pass	Love Truck Stop Dillon Rd/ Mecca Travel Center Hwy 86 Mecca	Coachella	92236
2017	5/16/2017	Idling	Commercial	Pass	Love Truck Stop Dillon Rd/ Mecca Travel Center Hwy 86 Mecca	Coachella	92236
2017	5/16/2017	Idling	Commercial	Pass	Love Truck Stop Dillon Rd/ Mecca Travel Center Hwy 86 Mecca	Coachella	92236
2017	5/16/2017	Idling	Commercial	Pass	Love Truck Stop Dillon Rd/ Mecca Travel Center Hwy 86 Mecca	Coachella	92236
2017	5/16/2017	Idling	Commercial	Pass	Love Truck Stop Dillon Rd/ Mecca Travel Center Hwy 86 Mecca	Coachella	92236
2017	5/16/2017	Idling	Commercial	Pass	Love Truck Stop Dillon Rd/ Mecca Travel Center Hwy 86 Mecca	Coachella	92236
2017	5/16/2017	Idling	Commercial	Pass	Love Truck Stop Dillon Rd/ Mecca Travel Center Hwy 86 Mecca	Coachella	92236
2017	5/16/2017	Idling	Commercial	Pass	Love Truck Stop Dillon Rd/ Mecca Travel Center Hwy 86 Mecca	Coachella	92236

2017	5/16/2017	Truck & Bus		Pass	Love Truck Stop Dillon Rd/ Mecca Travel Center Hwy 86 Mecca	Coachella	92236
2017	5/16/2017	Truck & Bus		Pass	Love Truck Stop Dillon Rd/ Mecca Travel Center Hwy 86 Mecca	Coachella	92236
2017	5/16/2017	Truck & Bus		Pass	Love Truck Stop Dillon Rd/ Mecca Travel Center Hwy 86 Mecca	Coachella	92236
2017	5/16/2017	Truck & Bus		Pass	Love Truck Stop Dillon Rd/ Mecca Travel Center Hwy 86 Mecca	Coachella	92236
2017	5/16/2017	Truck & Bus		Pass	Love Truck Stop Dillon Rd/ Mecca Travel Center Hwy 86 Mecca	Coachella	92236
2017	5/16/2017	Truck & Bus		Pass	Love Truck Stop Dillon Rd/ Mecca Travel Center Hwy 86 Mecca	Coachella	92236
2017	5/16/2017	Truck & Bus		Pass	Love Truck Stop Dillon Rd/ Mecca Travel Center Hwy 86 Mecca	Coachella	92236
2017	5/16/2017	Truck & Bus		Pass	Love Truck Stop Dillon Rd/ Mecca Travel Center Hwy 86 Mecca	Coachella	92236
2017	5/16/2017	Truck & Bus		Pass	Love Truck Stop Dillon Rd/ Mecca Travel Center Hwy 86 Mecca	Coachella	92236
2017	5/16/2017	Truck & Bus		Pass	Love Truck Stop Dillon Rd/ Mecca Travel Center Hwy 86 Mecca	Coachella	92236
2017	5/31/2017	Idling	Commercial	Fail	46155 DILLON RD	Coachella	92236
2017	5/31/2017	Truck & Bus		Non-Compliant	46155 DILLON RD	Coachella	92236
2017	5/31/2017	Truck & Bus		Non-Compliant	46155 DILLON RD	Coachella	92236
2017	6/7/2017	HDVIP	ECL	Fail	46155 DILLON RD	Coachella	92236
2017	6/7/2017	Idling	Commercial	Fail	46155 DILLON RD	Coachella	92236
2017	6/7/2017	Idling	Commercial	Fail	46155 DILLON RD	Coachella	92236
2017	6/7/2017	Truck & Bus		Non-Compliant	46155 DILLON RD	Coachella	92236
2017	6/7/2017	Truck & Bus		Non-Compliant	46155 DILLON RD	Coachella	92236
2017	6/7/2017	Truck & Bus		Non-Compliant	46155 DILLON RD	Coachella	92236
2017	9/5/2017	Idling	Commercial	Fail	45-761 DILLON RD	Coachella	92236
2017	9/5/2017	Idling	Commercial	Fail	45-761 DILLON RD	Coachella	92236
2017	9/5/2017	Truck & Bus		Non-Compliant	45-761 DILLON RD	Coachella	92236
2017	9/5/2017	Truck & Bus		Non-Compliant	45-761 DILLON RD	Coachella	92236
2017	10/3/2017	Idling	Commercial	Fail	85494 VISTA DEL NORTE	Coachella	92236
2017	10/3/2017	Smart Way		Pass	85494 VISTA DEL NORTE	Coachella	92236
2017	10/3/2017	Truck & Bus		Pass	85494 VISTA DEL NORTE	Coachella	92236

2017	10/4/2017	Truck & Bus		Non-Compliant	TA Truck Stop 46155 Dillon Rd	Coachella	92236
2017	10/4/2017	Truck & Bus		Non-Compliant	TA Truck Stop 46155 Dillon Rd	Coachella	92236
2017	10/4/2017	Truck & Bus		Non-Compliant	TA Truck Stop 46155 Dillon Rd	Coachella	92236
2017	10/4/2017	Truck & Bus		Non-Compliant	TA Truck Stop 46155 Dillon Rd	Coachella	92236
2017	10/4/2017	Idling	Commercial	Pass	TA Truck Stop 46155 Dillon Rd	Coachella	92236
2017	10/4/2017	Idling	Commercial	Pass	TA Truck Stop 46155 Dillon Rd	Coachella	92236
2017	10/4/2017	Idling	Commercial	Pass	TA Truck Stop 46155 Dillon Rd	Coachella	92236
2017	10/4/2017	Idling	Commercial	Pass	TA Truck Stop 46155 Dillon Rd	Coachella	92236
2017	10/4/2017	Idling	Commercial	Pass	TA Truck Stop 46155 Dillon Rd	Coachella	92236
2017	10/4/2017	Idling	Commercial	Pass	TA Truck Stop 46155 Dillon Rd	Coachella	92236
2017	10/4/2017	Idling	Commercial	Pass	TA Truck Stop 46155 Dillon Rd	Coachella	92236
2017	10/4/2017	Truck & Bus		Pass	TA Truck Stop 46155 Dillon Rd	Coachella	92236
2017	10/4/2017	Truck & Bus		Pass	TA Truck Stop 46155 Dillon Rd	Coachella	92236
2017	10/4/2017	Truck & Bus		Non-Compliant	45761 Loves Truck Stop	Coachella	92236
2017	10/4/2017	Truck & Bus		Non-Compliant	45761 Loves Truck Stop	Coachella	92236
2017	10/4/2017	Truck & Bus		Non-Compliant	45761 Loves Truck Stop	Coachella	92236
2017	10/4/2017	Idling	Commercial	Pass	45761 Loves Truck Stop	Coachella	92236
2017	10/4/2017	Idling	Commercial	Pass	45761 Loves Truck Stop	Coachella	92236
2017	10/4/2017	Idling	Commercial	Pass	45761 Loves Truck Stop	Coachella	92236
2017	10/4/2017	Idling	Commercial	Pass	45761 Loves Truck Stop	Coachella	92236
2017	10/4/2017	Idling	Commercial	Pass	45761 Loves Truck Stop	Coachella	92236
2017	10/4/2017	Idling	Commercial	Pass	45761 Loves Truck Stop	Coachella	92236
2017	10/4/2017	Idling	Commercial	Pass	45761 Loves Truck Stop	Coachella	92236
2017	10/4/2017	Truck & Bus		Pass	45761 Loves Truck Stop	Coachella	92236
2017	10/4/2017	Truck & Bus		Pass	45761 Loves Truck Stop	Coachella	92236
2017	10/5/2017	HDVIP	ECL	Fail	Loves Truck Stop Dillon Rd	Coachella	92236

2017	10/10/2017	Truck & Bus		Pass	90480 66TH AVE	MECCA	92254
2017	10/10/2017	Truck & Bus		Pass	90480 66TH AVE	MECCA	92254
2017	10/10/2017	Truck & Bus		Pass	90480 66TH AVE	MECCA	92254
2017	10/10/2017	Truck & Bus		Pass	90480 66TH AVE	MECCA	92254
2017	10/10/2017	Truck & Bus		Pass	90480 66TH AVE	MECCA	92254
2017	10/10/2017	Truck & Bus		Pass	90480 66TH AVE	MECCA	92254
2017	10/10/2017	Truck & Bus		Pass	90480 66TH AVE	MECCA	92254
2017	10/10/2017	Truck & Bus		Pass	ARCO TRAVEL CENTER TRUCK-STOP HWY 86	MECCA	92254
2017	10/10/2017	Truck & Bus		Pass	ARCO TRAVEL CENTER TRUCK-STOP HWY 86	MECCA	92254
2017	10/10/2017	Truck & Bus		Pass	ARCO TRAVEL CENTER TRUCK-STOP HWY 86	MECCA	92254
2017	10/10/2017	Truck & Bus		Pass	ARCO TRAVEL CENTER TRUCK-STOP HWY 86	MECCA	92254
2017	10/10/2017	Idling	Commercial	Fail	46155 DILLON RD (TA TRUCK STOP)	Coachella	92236
2017	10/10/2017	Truck & Bus		Non-Compliant	46155 DILLON RD (TA TRUCK STOP)	Coachella	92236
2017	10/10/2017	Truck & Bus		Non-Compliant	46155 DILLON RD (TA TRUCK STOP)	Coachella	92236
2017	10/10/2017	Idling	Commercial	Pass	46155 DILLON RD (TA TRUCK STOP)	Coachella	92236
2017	10/10/2017	Idling	Commercial	Pass	46155 DILLON RD (TA TRUCK STOP)	Coachella	92236
2017	10/10/2017	Idling	Commercial	Pass	46155 DILLON RD (TA TRUCK STOP)	Coachella	92236
2017	10/10/2017	Truck & Bus		Pass	46155 DILLON RD (TA TRUCK STOP)	Coachella	92236
2017	10/10/2017	Truck & Bus		Pass	46155 DILLON RD (TA TRUCK STOP)	Coachella	92236
2017	10/10/2017	Idling	Commercial	Fail	45-741 DILLON RD (LOVES TRUCK STOP)	Coachella	92236
2017	10/10/2017	Idling	Commercial	Fail	LOVES & TA TRUCK STOPS, DILLON RD	Coachella	92236
2017	10/10/2017	TRU		No IDN	LOVES & TA TRUCK STOPS, DILLON RD	Coachella	92236
2017	10/10/2017	Truck & Bus		Non-Compliant	45-741 DILLON RD (LOVES TRUCK STOP)	Coachella	92236
2017	10/10/2017	Truck & Bus		Non-Compliant	LOVES & TA TRUCK STOPS, DILLON RD	Coachella	92236
2017	10/10/2017	Truck & Bus		Non-Compliant	LOVES & TA TRUCK STOPS, DILLON RD	Coachella	92236
2017	10/10/2017	Truck & Bus		Non-Compliant	LOVES & TA TRUCK STOPS, DILLON RD	Coachella	92236
2017	10/10/2017	TRU		Not Registered	LOVES & TA TRUCK STOPS, DILLON RD	Coachella	92236

2017	10/17/2017	Idling	Commercial	Pass	45761 Dillon Rd LOVES TRUCK STOP	Coachella	92236
2017	10/17/2017	Idling	Commercial	Pass	45761 Dillon Rd LOVES TRUCK STOP	Coachella	92236
2017	10/17/2017	Idling	Commercial	Pass	45761 Dillon Rd LOVES TRUCK STOP	Coachella	92236
2017	10/17/2017	Truck & Bus		Pass	45761 Dillon Rd LOVES TRUCK STOP	Coachella	92236
2017	10/18/2017	Idling	Off-Road	Pass	90480 66TH Ave	Mecca	92254
2017	10/18/2017	Off-Road		No EIN	90480 66TH Ave	Mecca	92254
2017	10/18/2017	Truck & Bus		Non-Compliant	46155 Dillon Rd TA TRUCK STOP	Coachella	92236
2017	10/18/2017	Truck & Bus		Non-Compliant	46155 Dillon Rd TA TRUCK STOP	Coachella	92236
2017	10/18/2017	Idling	Commercial	Pass	46155 Dillon Rd TA TRUCK STOP	Coachella	92236
2017	10/18/2017	Idling	Commercial	Pass	46155 Dillon Rd TA TRUCK STOP	Coachella	92236
2017	10/18/2017	TRU		Pass	46155 Dillon Rd TA TRUCK STOP	Coachella	92236
2017	10/18/2017	Drayage		Non-Compliant	45761 Dillon Rd LovesTruck Stop	Coachella	92236
2017	10/18/2017	Truck & Bus		Non-Compliant	45761 Dillon Rd LovesTruck Stop	Coachella	92236
2017	10/18/2017	Truck & Bus		Non-Compliant	45761 Dillon Rd LovesTruck Stop	Coachella	92236
2017	10/18/2017	Idling	Commercial	Pass	45761 Dillon Rd LovesTruck Stop	Coachella	92236
2017	10/18/2017	Idling	Commercial	Pass	45761 Dillon Rd LovesTruck Stop	Coachella	92236
2017	10/18/2017	Idling	Commercial	Pass	45761 Dillon Rd LovesTruck Stop	Coachella	92236
2017	10/26/2017	Truck & Bus		Non-Compliant	46155 Dillon Rd	Coachella	92236
2017	10/26/2017	Truck & Bus		Non-Compliant	46155 Dillon Rd	Coachella	92236
2017	10/26/2017	Idling	Commercial	Pass	46155 Dillon Rd	Coachella	92236
2017	10/26/2017	Idling	Commercial	Pass	46155 Dillon Rd	Coachella	92236
2017	10/26/2017	Idling	Commercial	Pass	46155 Dillon Rd	Coachella	92236
2017	10/26/2017	Truck & Bus		Non-Compliant	45761 Dillon Rd	Coachella	92236
2017	10/26/2017	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2017	12/7/2017	Idling	Commercial	Pass	46155 Dillon Rd Coachella	Coachella	92236
2017	12/7/2017	Idling	Commercial	Pass	46155 Dillon Rd Coachella	Coachella	92236

2017	12/7/2017	Idling	Commercial	Pass	46155 Dillon Rd Coachella	Coachella	92236
2017	12/7/2017	Idling	Commercial	Pass	46155 Dillon Rd Coachella	Coachella	92236
2017	12/7/2017	Idling	Commercial	Pass	46155 Dillon Rd Coachella	Coachella	92236
2017	12/7/2017	Idling	Commercial	Pass	46155 Dillon Rd Coachella	Coachella	92236
2017	12/7/2017	Idling	Commercial	Pass	46155 Dillon Rd Coachella	Coachella	92236
2018	1/17/2018	Idling	Off-Road	Pass	90480 66th Ave	Mecca	92254
2018	1/17/2018	Off-Road		No EIN	90480 66th Ave	Mecca	92254
2018	1/17/2018	Off-Road		Not Registered	90480 66th Ave	Mecca	92254
2018	1/17/2018	Off-Road		Not Registered	90480 66th Ave	Mecca	92254
2018	1/17/2018	Off-Road		Not Registered	90480 66th Ave	Mecca	92254
2018	1/17/2018	Off-Road		Not Registered	90480 66th Ave	Mecca	92254
2018	1/17/2018	Off-Road		Not Registered	90480 66th Ave	Mecca	92254
2018	1/17/2018	Idling	Commercial	Pass	TA TRUCK STOP,@46155 DILLON RD	Coachella	92236
2018	1/17/2018	Idling	Commercial	Pass	TA TRUCK STOP,@46155 DILLON RD	Coachella	92236
2018	1/17/2018	Idling	Commercial	Pass	TA TRUCK STOP,@46155 DILLON RD	Coachella	92236
2018	1/17/2018	Idling	Commercial	Pass	TA TRUCK STOP,@46155 DILLON RD	Coachella	92236
2018	1/17/2018	Idling	Commercial	Pass	TA TRUCK STOP,@46155 DILLON RD	Coachella	92236
2018	1/17/2018	Idling	Commercial	Pass	TA TRUCK STOP,@46155 DILLON RD	Coachella	92236
2018	1/17/2018	Idling	Commercial	Pass	TA TRUCK STOP,@46155 DILLON RD	Coachella	92236
2018	1/17/2018	Idling	Commercial	Pass	TA TRUCK STOP,@46155 DILLON RD	Coachella	92236
2018	1/17/2018	Idling	Commercial	Pass	TA TRUCK STOP,@46155 DILLON RD	Coachella	92236
2018	1/17/2018	Idling	Commercial	Pass	TA TRUCK STOP,@46155 DILLON RD	Coachella	92236
2018	1/17/2018	Idling	Commercial	Pass	TA TRUCK STOP,@46155 DILLON RD	Coachella	92236
2018	1/17/2018	Idling	Commercial	Pass	TA TRUCK STOP,@46155 DILLON RD	Coachella	92236
2018	1/17/2018	Idling	Commercial	Pass	TA TRUCK STOP,@46155 DILLON RD	Coachella	92236
2018	1/17/2018	Idling	Commercial	Pass	TA TRUCK STOP,@46155 DILLON RD	Coachella	92236
2018	1/17/2018	Idling	Commercial	Pass	TA TRUCK STOP,@46155 DILLON RD	Coachella	92236
2018	1/17/2018	Idling	Commercial	Pass	TA TRUCK STOP,@46155 DILLON RD	Coachella	92236

2018	1/17/2018	Truck & Bus		Pass	TA TRUCK STOP,@46155 DILLON RD	Coachella	92236
2018	1/17/2018	Truck & Bus		Pass	TA TRUCK STOP,@46155 DILLON RD	Coachella	92236
2018	1/17/2018	HDVIP	ECL	Fail	LOVES TRUCK STOP & TA TRUCK STOP DILLON RD	Coachella	92236
2018	1/17/2018	TRU		No IDN	LOVES TRUCK STOP & TA TRUCK STOP DILLON RD	Coachella	92236
2018	1/17/2018	TRU		No IDN	LOVES TRUCK STOP & TA TRUCK STOP DILLON RD	Coachella	92236
2018	1/17/2018	Idling	Commercial	Fail	LOVES TRUCK STOP & TA TRUCK STOP DILLON RD	Coachella	92236
2018	1/17/2018	Idling	Commercial	Fail	LOVES TRUCK STOP & TA TRUCK STOP DILLON RD	Coachella	92236
2018	1/17/2018	Truck & Bus		Non-Compliant	LOVES TRUCK STOP & TA TRUCK STOP DILLON RD	Coachella	92236
2018	1/17/2018	Truck & Bus		Non-Compliant	LOVES TRUCK STOP & TA TRUCK STOP DILLON RD	Coachella	92236
2018	1/17/2018	Truck & Bus		Non-Compliant	LOVES TRUCK STOP & TA TRUCK STOP DILLON RD	Coachella	92236
2018	1/17/2018	Truck & Bus		Non-Compliant	LOVES TRUCK STOP & TA TRUCK STOP DILLON RD	Coachella	92236
2018	1/17/2018	Idling	Commercial	Pass	LOVES TRUCK STOP & TA TRUCK STOP DILLON RD	Coachella	92236
2018	1/17/2018	Idling	Commercial	Pass	LOVES TRUCK STOP & TA TRUCK STOP DILLON RD	Coachella	92236
2018	1/17/2018	Idling	Commercial	Pass	LOVE TRUCK STOP,@45-761 DILLON RD	Coachella	92236
2018	1/17/2018	Idling	Commercial	Pass	LOVE TRUCK STOP,@45-761 DILLON RD	Coachella	92236
2018	1/17/2018	Idling	Commercial	Pass	LOVE TRUCK STOP,@45-761 DILLON RD	Coachella	92236
2018	1/17/2018	Idling	Commercial	Pass	LOVE TRUCK STOP,@45-761 DILLON RD	Coachella	92236
2018	1/17/2018	Idling	Commercial	Pass	LOVE TRUCK STOP,@45-761 DILLON RD	Coachella	92236
2018	1/17/2018	Idling	Commercial	Pass	LOVE TRUCK STOP,@45-761 DILLON RD	Coachella	92236
2018	1/17/2018	Idling	Commercial	Pass	LOVE TRUCK STOP,@45-761 DILLON RD	Coachella	92236
2018	1/17/2018	Idling	Commercial	Pass	LOVE TRUCK STOP,@45-761 DILLON RD	Coachella	92236
2018	1/17/2018	Idling	Commercial	Pass	LOVE TRUCK STOP,@45-761 DILLON RD	Coachella	92236
2018	1/17/2018	Idling	Commercial	Pass	LOVE TRUCK STOP,@45-761 DILLON RD	Coachella	92236
2018	1/17/2018	Idling	Commercial	Pass	LOVE TRUCK STOP,@45-761 DILLON RD	Coachella	92236
2018	1/17/2018	Idling	Commercial	Pass	LOVE TRUCK STOP,@45-761 DILLON RD	Coachella	92236
2018	1/17/2018	Idling	Commercial	Pass	LOVE TRUCK STOP,@45-761 DILLON RD	Coachella	92236
2018	1/17/2018	Idling	Commercial	Pass	LOVE TRUCK STOP,@45-761 DILLON RD	Coachella	92236
2018	1/17/2018	Idling	Commercial	Pass	LOVE TRUCK STOP,@45-761 DILLON RD	Coachella	92236

2018	2/21/2018	Idling	Commercial	Pass	TA TRUCK STOP @ 46155 DILLON RD	Coachella	92236
2018	2/21/2018	TRU		Non-Compliant	TA TRUCK STOP @ 46155 DILLON RD	Coachella	92236
2018	2/21/2018	TRU		Non-Compliant	TA TRUCK STOP @ 46155 DILLON RD	Coachella	92236
2018	2/21/2018	TRU		Not Registered	TA TRUCK STOP @ 46155 DILLON RD	Coachella	92236
2018	2/21/2018	Truck & Bus		Non-Compliant	TA TRUCK STOP @ 46155 DILLON RD	Coachella	92236
2018	2/21/2018	Truck & Bus		Non-Compliant	TA TRUCK STOP @ 46155 DILLON RD	Coachella	92236
2018	2/21/2018	Truck & Bus		Non-Compliant	TA TRUCK STOP @ 46155 DILLON RD	Coachella	92236
2018	2/21/2018	Truck & Bus		Pass	TA TRUCK STOP @ 46155 DILLON RD	Coachella	92236
2018	2/21/2018	Truck & Bus		Pass	TA TRUCK STOP @ 46155 DILLON RD	Coachella	92236
2018	2/21/2018	Truck & Bus		Pass	TA TRUCK STOP @ 46155 DILLON RD	Coachella	92236
2018	2/21/2018	Truck & Bus		Pass	TA TRUCK STOP @ 46155 DILLON RD	Coachella	92236
2018	2/21/2018	Truck & Bus		Pass	TA TRUCK STOP @ 46155 DILLON RD	Coachella	92236
2018	2/21/2018	Truck & Bus		Pass	TA TRUCK STOP @ 46155 DILLON RD	Coachella	92236
2018	2/21/2018	Truck & Bus		Pass	TA TRUCK STOP @ 46155 DILLON RD	Coachella	92236
2018	2/21/2018	Truck & Bus		Pass	TA TRUCK STOP @ 46155 DILLON RD	Coachella	92236
2018	2/21/2018	Truck & Bus		Pass	TA TRUCK STOP @ 46155 DILLON RD	Coachella	92236
2018	2/21/2018	TRU		Not Registered	LOVES TRUCK STOP @ 45-761 DILLON RD	Coachella	92236
2018	2/21/2018	Idling	Commercial	Fail	LOVES TRUCK STOP @ 45-761 DILLON RD	Coachella	92236
2018	2/21/2018	Idling	Commercial	Fail	LOVES TRUCK STOP @ 45-761 DILLON RD	Coachella	92236
2018	2/21/2018	TRU		Non-Compliant	LOVES TRUCK STOP @ 45-761 DILLON RD	Coachella	92236
2018	2/21/2018	Truck & Bus		Non-Compliant	LOVES TRUCK STOP @ 45-761 DILLON RD	Coachella	92236
2018	2/21/2018	Idling	Commercial	Pass	LOVES TRUCK STOP @ 45-761 DILLON RD	Coachella	92236
2018	2/21/2018	Idling	Commercial	Pass	LOVES TRUCK STOP @ 45-761 DILLON RD	Coachella	92236

2018	2/21/2018	Truck & Bus		Pass	LOVES TRUCK STOP @ 45-761 DILLON RD	Coachella	92236
2018	2/21/2018	Truck & Bus		Pass	LOVES TRUCK STOP @ 45-761 DILLON RD	Coachella	92236
2018	2/21/2018	Truck & Bus		Pass	LOVES TRUCK STOP @ 45-761 DILLON RD	Coachella	92236
2018	2/21/2018	Truck & Bus		Pass	LOVES TRUCK STOP @ 45-761 DILLON RD	Coachella	92236
2018	2/21/2018	Truck & Bus		Pass	LOVES TRUCK STOP @ 45-761 DILLON RD	Coachella	92236
2018	2/21/2018	Truck & Bus		Pass	LOVES TRUCK STOP @ 45-761 DILLON RD	Coachella	92236
2018	2/21/2018	Truck & Bus		Pass	LOVES TRUCK STOP @ 45-761 DILLON RD	Coachella	92236
2018	2/21/2018	Truck & Bus		Pass	LOVES TRUCK STOP @ 45-761 DILLON RD	Coachella	92236
2018	2/21/2018	Truck & Bus		Pass	LOVES TRUCK STOP @ 45-761 DILLON RD	Coachella	92236
2018	2/22/2018	Idling	Commercial	Pass	90480 66th Ave	Mecca	92254
2018	2/22/2018	Idling	Commercial	Pass	90480 66th Ave	Mecca	92254
2018	2/22/2018	Idling	Commercial	Pass	90480 66th Ave	Mecca	92254
2018	2/22/2018	Idling	Commercial	Pass	90480 66th Ave	Mecca	92254
2018	2/22/2018	Idling	Commercial	Pass	90480 66th Ave	Mecca	92254
2018	2/22/2018	Truck & Bus		Non-Compliant	90480 66th Ave	Mecca	92254
2018	2/26/2018	Idling	Commercial	Pass	Caspian St & Ave 42	Indio	92203
2018	2/26/2018	Idling	Commercial	Pass	Caspian St & Ave 42	Indio	92203
2018	2/26/2018	Idling	Commercial	Pass	Caspian St & Ave 42	Indio	92203
2018	2/26/2018	Idling	Commercial	Pass	Caspian St & Ave 42	Indio	92203
2018	2/26/2018	Idling	Commercial	Pass	Caspian St & Ave 42	Indio	92203
2018	2/26/2018	Idling	Commercial	Pass	Caspian St & Ave 42	Indio	92203
2018	2/26/2018	Idling	Commercial	Pass	Caspian St & Ave 42	Indio	92203
2018	2/26/2018	Idling	Commercial	Pass	Caspian St & Ave 42	Indio	92203
2018	2/26/2018	Truck & Bus		Non-Compliant	Caspian St & Ave 42	Indio	92203
2018	2/26/2018	Truck & Bus		Non-Compliant	Caspian St & Ave 42	Indio	92203
2018	2/26/2018	Truck & Bus		Non-Compliant	Caspian St & Ave 42	Indio	92203
2018	3/12/2018	Idling	Commercial	Fail	66th AVE & HWY 86	MECCA	92254
2018	3/14/2018	Idling	Commercial	Fail	66TH AVE & HWY 86	MECCA	92254

2018	4/10/2018	TRU		No IDN	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	TRU		Not Registered	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	TRU		Not Registered	45-761 DILLON RD LOVE'S TRUCK STOP, TA TRUCK STOP ROAMING	Coachella	92236
2018	4/10/2018	Idling	Commercial	Fail	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Idling	Commercial	Fail	45-761 DILLON RD LOVE'S TRUCK STOP, TA TRUCK STOP ROAMING	Coachella	92236
2018	4/10/2018	Idling	Commercial	Fail	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Idling	Commercial	Fail	45-761 DILLON RD LOVE'S TRUCK STOP, TA TRUCK STOP ROAMING	Coachella	92236
2018	4/10/2018	Idling	Commercial	Fail	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Idling	Commercial	Fail	45-761 DILLON RD LOVE'S TRUCK STOP, TA TRUCK STOP ROAMING	Coachella	92236
2018	4/10/2018	Idling	Commercial	Fail	45-761 DILLON RD LOVE'S TRUCK STOP, TA TRUCK STOP ROAMING	Coachella	92236
2018	4/10/2018	TRU		Non-Compliant	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Idling	Commercial	Pass	45-761 DILLON RD LOVE'S TRUCK STOP, TA TRUCK STOP ROAMING	Coachella	92236
2018	4/10/2018	Idling	Commercial	Pass	45-761 DILLON RD LOVE'S TRUCK STOP, TA TRUCK STOP ROAMING	Coachella	92236
2018	4/10/2018	Idling	Commercial	Pass	45-761 DILLON RD LOVE'S TRUCK STOP, TA TRUCK STOP ROAMING	Coachella	92236
2018	4/10/2018	Idling	Commercial	Pass	45-761 DILLON RD LOVE'S TRUCK STOP, TA TRUCK STOP ROAMING	Coachella	92236
2018	4/10/2018	Idling	Commercial	Pass	45-761 DILLON RD LOVE'S TRUCK STOP, TA TRUCK STOP ROAMING	Coachella	92236
2018	4/10/2018	Idling	Commercial	Pass	45-761 DILLON RD LOVE'S TRUCK STOP, TA TRUCK STOP ROAMING	Coachella	92236
2018	4/10/2018	Idling	Commercial	Pass	45-761 DILLON RD LOVE'S TRUCK STOP, TA TRUCK STOP ROAMING	Coachella	92236
2018	4/10/2018	Idling	Commercial	Pass	45-761 DILLON RD LOVE'S TRUCK STOP, TA TRUCK STOP ROAMING	Coachella	92236
2018	4/10/2018	Idling	Commercial	Pass	45-761 DILLON RD LOVE'S TRUCK STOP, TA TRUCK STOP ROAMING	Coachella	92236
2018	4/10/2018	Idling	Commercial	Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236

2018	4/10/2018	Idling	Commercial	Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Idling	Commercial	Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Idling	Commercial	Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Idling	Commercial	Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Idling	Commercial	Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Idling	Commercial	Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Idling	Commercial	Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Idling	Commercial	Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Idling	Commercial	Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Idling	Commercial	Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Idling	Commercial	Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Idling	Commercial	Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Idling	Commercial	Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Idling	Commercial	Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Idling	Commercial	Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Idling	Commercial	Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Idling	Commercial	Pass	45-761 DILLON RD LOVE'S TRUCK STOP, TA TRUCK STOP ROAMING	Coachella	92236
2018	4/10/2018	Idling	Commercial	Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Idling	Commercial	Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Idling	Commercial	Pass	45-761 DILLON RD LOVE'S TRUCK STOP, TA TRUCK STOP ROAMING	Coachella	92236
2018	4/10/2018	Idling	Commercial	Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Idling	Commercial	Pass	45-761 DILLON RD LOVE'S TRUCK STOP, TA TRUCK STOP ROAMING	Coachella	92236
2018	4/10/2018	Idling	Commercial	Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Idling	Commercial	Pass	45-761 DILLON RD LOVE'S TRUCK STOP, TA TRUCK STOP ROAMING	Coachella	92236
2018	4/10/2018	Idling	Commercial	Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Idling	Commercial	Pass	45-761 DILLON RD LOVE'S TRUCK STOP, TA TRUCK STOP ROAMING	Coachella	92236
2018	4/10/2018	Idling	Commercial	Pass	45-761 DILLON RD LOVE'S TRUCK STOP, TA TRUCK STOP ROAMING	Coachella	92236

2018	4/10/2018	Idling	Commercial	Pass	45-761 DILLON RD LOVE'S TRUCK STOP, TA TRUCK STOP ROAMING	Coachella	92236
2018	4/10/2018	Idling	Commercial	Pass	45-761 DILLON RD LOVE'S TRUCK STOP, TA TRUCK STOP ROAMING	Coachella	92236
2018	4/10/2018	Idling	Commercial	Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Idling	Commercial	Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Smart Way		Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Smart Way		Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Smart Way		Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Smart Way		Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Smart Way		Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Smart Way		Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Smart Way		Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Smart Way		Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Smart Way		Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Smart Way		Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Smart Way		Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Smart Way		Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Smart Way		Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Smart Way		Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Smart Way		Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Smart Way		Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Smart Way		Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	TRU		Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	TRU		Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Truck & Bus		Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Truck & Bus		Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Truck & Bus		Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Truck & Bus		Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Truck & Bus		Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Truck & Bus		Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236

2018	4/10/2018	Truck & Bus		Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Truck & Bus		Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Truck & Bus		Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Truck & Bus		Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Truck & Bus		Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Truck & Bus		Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Truck & Bus		Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/10/2018	Truck & Bus		Pass	LOVES TRUCK STOP DILLON RD,	Coachella	92236
2018	4/19/2018	TRU		Non-Compliant	45761 Dillon Rd	Coachella	92236
2018	4/19/2018	TRU		Non-Compliant	45761 Dillon Rd	Coachella	92236
2018	4/19/2018	TRU		Non-Compliant	45761 Dillon Rd	Coachella	92236
2018	4/19/2018	TRU		Non-Compliant	45761 Dillon Rd	Coachella	92236
2018	4/19/2018	TRU		Non-Compliant	45761 Dillon Rd	Coachella	92236
2018	4/19/2018	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2018	4/19/2018	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2018	4/19/2018	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2018	4/19/2018	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2018	4/19/2018	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2018	4/19/2018	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2018	4/19/2018	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2018	4/19/2018	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2018	4/19/2018	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2018	5/3/2018	Idling	Commercial	Fail	46155 DILLON RD	Coachella	92236
2018	5/3/2018	Idling	Commercial	Fail	46155 DILLON RD	Coachella	92236
2018	5/3/2018	Idling	Commercial	Fail	46155 DILLON RD	Coachella	92236
2018	5/3/2018	Idling	Commercial	Fail	45-761 DILLON RD	Coachella	92236
2018	5/3/2018	Smart Way		Pass	46155 DILLON RD	Coachella	92236
2018	9/10/2018	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236

2018	9/13/2018	Truck & Bus		Pass	46155 Dillon Rd	Coachella	92236
2018	9/13/2018	Truck & Bus		Pass	46155 Dillon Rd	Coachella	92236
2018	9/13/2018	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2018	9/13/2018	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2018	9/13/2018	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2018	9/13/2018	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2018	9/13/2018	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2018	9/13/2018	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2018	9/13/2018	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2018	9/13/2018	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2018	9/13/2018	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2018	9/13/2018	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2018	9/13/2018	Truck & Bus		Pass	45761 Dillon Rd	Coachella	92236
2018	9/13/2018	Truck & Bus		Pass	45761 Dillon Rd	Coachella	92236
2018	9/13/2018	Truck & Bus		Pass	45761 Dillon Rd	Coachella	92236
2018	9/13/2018	Truck & Bus		Pass	45761 Dillon Rd	Coachella	92236
2018	9/13/2018	Truck & Bus		Pass	45761 Dillon Rd	Coachella	92236
2018	9/13/2018	Truck & Bus		Pass	45761 Dillon Rd	Coachella	92236
2018	9/13/2018	Truck & Bus		Pass	45761 Dillon Rd	Coachella	92236
2018	9/13/2018	Truck & Bus		Pass	45761 Dillon Rd	Coachella	92236
2018	9/13/2018	Truck & Bus		Pass	45761 Dillon Rd	Coachella	92236
2018	9/13/2018	Truck & Bus		Pass	45761 Dillon Rd	Coachella	92236
2019	1/10/2019	TRU		No IDN	LOVES TRUCK STOP @ DILLON RD	Coachella	92236
2019	1/10/2019	TRU		No IDN	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	TRU		No IDN	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	TRU		Not Registered	LOVES TRUCK STOP @ DILLON RD	Coachella	92236
2019	1/10/2019	Idling	Commercial	Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Idling	Commercial	Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236

2019	1/10/2019	Idling	Commercial	Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Idling	Commercial	Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Idling	Commercial	Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Idling	Commercial	Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Idling	Commercial	Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Idling	Commercial	Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Idling	Commercial	Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Idling	Commercial	Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Idling	Commercial	Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Idling	Commercial	Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Idling	Commercial	Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Idling	Commercial	Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Idling	Commercial	Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Idling	Commercial	Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Idling	Commercial	Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Idling	Commercial	Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Idling	Commercial	Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Idling	Commercial	Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Idling	Commercial	Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Idling	Commercial	Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236

2019	1/10/2019	Idling	Commercial	Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Idling	Commercial	Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Idling	Commercial	Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Idling	Commercial	Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Idling	Commercial	Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Idling	Commercial	Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Idling	Commercial	Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Idling	Commercial	Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Idling	Commercial	Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Idling	Commercial	Pass	LOVES TRUCK STOP @ DILLON RD	Coachella	92236
2019	1/10/2019	Idling	Commercial	Pass	LOVES TRUCK STOP @ DILLON RD	Coachella	92236
2019	1/10/2019	Idling	Commercial	Pass	LOVES TRUCK STOP @ DILLON RD	Coachella	92236
2019	1/10/2019	Idling	Commercial	Pass	LOVES TRUCK STOP @ DILLON RD	Coachella	92236
2019	1/10/2019	Idling	Commercial	Pass	LOVES TRUCK STOP @ DILLON RD	Coachella	92236
2019	1/10/2019	Idling	Commercial	Pass	LOVES TRUCK STOP @ DILLON RD	Coachella	92236
2019	1/10/2019	Smart Way		Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Smart Way		Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Smart Way		Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Smart Way		Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Smart Way		Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Smart Way		Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Smart Way		Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Truck & Bus		Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236

2019	1/10/2019	Truck & Bus		Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Truck & Bus		Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Truck & Bus		Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Truck & Bus		Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Truck & Bus		Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Truck & Bus		Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Truck & Bus		Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Truck & Bus		Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Truck & Bus		Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Truck & Bus		Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Truck & Bus		Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Truck & Bus		Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Truck & Bus		Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Truck & Bus		Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Truck & Bus		Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Truck & Bus		Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Truck & Bus		Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Truck & Bus		Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Truck & Bus		Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236

2019	1/10/2019	Truck & Bus		Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Truck & Bus		Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Truck & Bus		Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Truck & Bus		Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Truck & Bus		Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Truck & Bus		Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/10/2019	Truck & Bus		Pass	ROAMING @ FWY I-10 & DILLON RD. LOVES & TA TRUCK STOPS	Coachella	92236
2019	1/17/2019	Idling	Commercial	Fail	46155 Dillon Rd	Coachella	92236
2019	1/17/2019	Idling	Commercial	Fail	46155 Dillon Rd	Coachella	92236
2019	1/17/2019	Idling	Commercial	Pass	46155 Dillon Rd	Coachella	92236
2019	1/17/2019	Idling	Commercial	Pass	46155 Dillon Rd	Coachella	92236
2019	1/17/2019	Idling	Commercial	Pass	46155 Dillon Rd	Coachella	92236
2019	1/17/2019	Idling	Commercial	Pass	46155 Dillon Rd	Coachella	92236
2019	1/17/2019	Idling	Commercial	Pass	46155 Dillon Rd	Coachella	92236
2019	1/17/2019	Idling	Commercial	Pass	46155 Dillon Rd	Coachella	92236
2019	1/17/2019	Idling	Commercial	Pass	46155 Dillon Rd	Coachella	92236
2019	1/17/2019	Idling	Commercial	Pass	46155 Dillon Rd	Coachella	92236
2019	1/17/2019	Idling	Commercial	Pass	46155 Dillon Rd	Coachella	92236
2019	1/17/2019	Idling	Commercial	Pass	46155 Dillon Rd	Coachella	92236
2019	1/17/2019	Idling	Commercial	Pass	46155 Dillon Rd	Coachella	92236
2019	1/17/2019	Idling	Commercial	Pass	46155 Dillon Rd	Coachella	92236
2019	1/17/2019	Idling	Commercial	Pass	46155 Dillon Rd	Coachella	92236
2019	1/17/2019	Idling	Commercial	Pass	46155 Dillon Rd	Coachella	92236
2019	1/17/2019	Idling	Commercial	Pass	46155 Dillon Rd	Coachella	92236
2019	1/17/2019	Idling	Commercial	Pass	46155 Dillon Rd	Coachella	92236
2019	1/7/2019	TRU		No IDN	LOVES & TA TRUCK STOPS, DILLON RD	Coachella	92236

2019	1/7/2019	Truck & Bus		Pass	45-761 DILLON RD ROAMING	Coachella	92236
2019	1/7/2019	Truck & Bus		Pass	45-761 DILLON RD ROAMING	Coachella	92236
2019	1/7/2019	Truck & Bus		Pass	45-761 DILLON RD ROAMING	Coachella	92236
2019	1/7/2019	Truck & Bus		Pass	45-761 DILLON RD ROAMING	Coachella	92236
2019	1/7/2019	Truck & Bus		Pass	45-761 DILLON RD ROAMING	Coachella	92236
2019	1/7/2019	Truck & Bus		Pass	45-761 DILLON RD ROAMING	Coachella	92236
2019	1/7/2019	Truck & Bus		Pass	45-761 DILLON RD ROAMING	Coachella	92236
2019	1/7/2019	Truck & Bus		Pass	45-761 DILLON RD ROAMING	Coachella	92236
2019	1/7/2019	Truck & Bus		Pass	45-761 DILLON RD ROAMING	Coachella	92236
2019	11/5/2019	HDVIP	Tampering	1st Fail	45761 Dillon Rd	Coachella	92236
2019	11/5/2019	Idling	Commercial	Fail	45761 Dillon Rd	Coachella	92236
2019	11/5/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	11/5/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	11/5/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	11/5/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	11/5/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	11/5/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	11/5/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	11/5/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	11/5/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	11/5/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	11/5/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	11/5/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	11/5/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	11/5/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	11/5/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	11/5/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	11/5/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	11/5/2019	Smart Way		Pass	45761 Dillon Rd	Coachella	92236
2019	11/7/2019	Off-Road		Not Registered	42261 Spectrum St	Indio	92203
2019	11/7/2019	Off-Road		Not Registered	42261 Spectrum St	Indio	92203
2019	11/7/2019	Off-Road		Pass	42261 Spectrum St	Indio	92203
2019	11/7/2019	Off-Road		Pass	42261 Spectrum St	Indio	92203
2019	11/7/2019	Off-Road		Pass	42261 Spectrum St	Indio	92203

2019	11/7/2019	Off-Road		Pass	42261 Spectrum St	Indio	92203
2019	12/3/2019	Idling	Commercial	Pass	Hwy86 and 66th Ave	Mecca	92254
2019	12/3/2019	Idling	Commercial	Pass	Hwy86 and 66th Ave	Mecca	92254
2019	12/3/2019	Idling	Commercial	Pass	Hwy86 and 66th Ave	Mecca	92254
2019	12/3/2019	Idling	Commercial	Pass	Hwy86 and 66th Ave	Mecca	92254
2019	12/3/2019	Idling	Commercial	Pass	Hwy86 and 66th Ave	Mecca	92254
2019	12/3/2019	Truck & Bus		Pass	Hwy86 and 66th Ave	Mecca	92254
2019	12/3/2019	Truck & Bus		Pass	Hwy86 and 66th Ave	Mecca	92254
2019	12/3/2019	Truck & Bus		Pass	Hwy86 and 66th Ave	Mecca	92254
2019	12/3/2019	Truck & Bus		Pass	Hwy86 and 66th Ave	Mecca	92254
2019	2/14/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	2/14/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	2/14/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	2/14/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	2/14/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	2/14/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	2/14/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	2/14/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	2/14/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	2/14/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	2/14/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	2/14/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	2/14/2019	Truck & Bus		Pass	45761 Dillon Rd	Coachella	92236
2019	2/14/2019	Truck & Bus		Pass	45761 Dillon Rd	Coachella	92236
2019	3/11/2019	Idling	Commercial	Fail	45-761 DILLON RD	Coachella	92236
2019	3/14/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	3/14/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	3/14/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	3/14/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	3/14/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	3/14/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	3/14/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	3/14/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	3/14/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	3/14/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	3/14/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	3/14/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	3/14/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236

2019	3/14/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	3/14/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	3/14/2019	Idling	Commercial	Pass	45761 Dillon Rd	Coachella	92236
2019	4/22/2019	Idling	Commercial	Pass	90480 66Th Ave	Mecca	92254
2019	4/22/2019	Idling	Commercial	Pass	90480 66Th Ave	Mecca	92254
2019	4/22/2019	Idling	Commercial	Pass	90480 66Th Ave	Mecca	92254
2019	4/22/2019	Idling	Commercial	Pass	90480 66Th Ave	Mecca	92254
2019	4/22/2019	Idling	Commercial	Pass	90480 66Th Ave	Mecca	92254
2019	4/22/2019	Idling	Commercial	Pass	90480 66Th Ave	Mecca	92254
2019	4/22/2019	TRU		Non-Compliant	90480 66Th Ave	Mecca	92254
2019	4/22/2019	Idling	Commercial	Fail	45761 Dillon Rd Loves Truck stop	Coachella	92235
2019	4/22/2019	Idling	Commercial	Pass	45761 Dillon Rd Loves Truck stop	Coachella	92235
2019	4/22/2019	Idling	Commercial	Pass	45761 Dillon Rd Loves Truck stop	Coachella	92235
2019	4/22/2019	Idling	Commercial	Pass	45761 Dillon Rd Loves Truck stop	Coachella	92235
2019	4/22/2019	Idling	Commercial	Pass	45761 Dillon Rd Loves Truck stop	Coachella	92235
2019	4/22/2019	Idling	Commercial	Pass	45761 Dillon Rd Loves Truck stop	Coachella	92235
2019	4/22/2019	Idling	Commercial	Pass	45761 Dillon Rd Loves Truck stop	Coachella	92235
2019	4/22/2019	Idling	Commercial	Pass	45761 Dillon Rd Loves Truck stop	Coachella	92235
2019	4/22/2019	Idling	Commercial	Pass	45761 Dillon Rd Loves Truck stop	Coachella	92235
2019	4/22/2019	Idling	Commercial	Pass	45761 Dillon Rd Loves Truck stop	Coachella	92235
2019	5/7/2019	HDVIP	ECL	Fail	46155 DILLON RD	Coachella	92236
2019	9/24/2019	Idling	Commercial	Pass	90480 66th Ave	Mecca	92254
2019	9/24/2019	Idling	Commercial	Pass	90480 66th Ave	Mecca	92254
2019	9/24/2019	Idling	Commercial	Pass	90480 66th Ave	Mecca	92254
2019	9/24/2019	Idling	Commercial	Pass	90480 66th Ave	Mecca	92254
2019	9/24/2019	Idling	Commercial	Pass	90480 66th Ave	Mecca	92254
2019	9/24/2019	Truck & Bus		Pass	90480 66th Ave	Mecca	92254
2019	9/24/2019	Truck & Bus		Pass	90480 66th Ave	Mecca	92254
2019	9/24/2019	Truck & Bus		Pass	90480 66th Ave	Mecca	92254
2019	9/24/2019	Truck & Bus		Pass	90480 66th Ave	Mecca	92254

Summary

Both South Coast AQMD and CARB are committed to working closely with the CSC to identify and investigate air quality issues in the community. For the mobile sources regulated by CARB, this will include actively enhancing enforcement activities through a combination of improved complaint reporting, more focused inspections, and report-back meetings to update the CSC on the status of inspections and to obtain additional areas of mobile source concern. CARB plans to have, at a minimum, annual meetings with the CSC in order to prioritize strategies and identify possible locations where noncompliant vehicles are present. CARB will report-back to the community with the number of inspections performed and the number of citations and/or Notices of Violations (NOVs) issued. Further information about CARB's and South Coast AQMD's commitments can be found in Chapter 5.

APPENDIX 5

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Salton Sea

A. Informational Handout

Air Quality Priority: Salton Sea

Purpose of Document

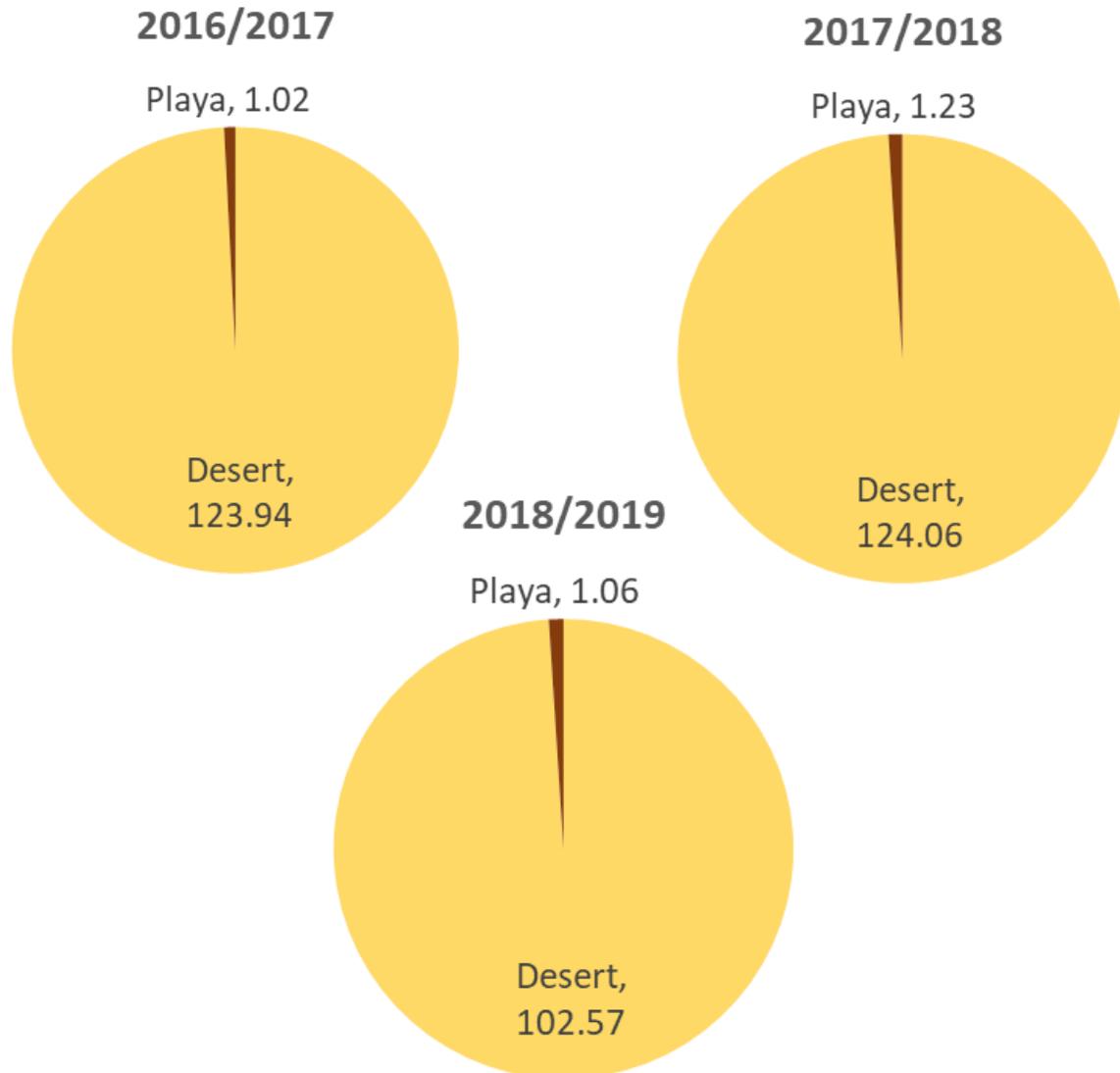
The purpose of this document is to summarize the Eastern Coachella Valley (ECV) Community Steering Committee (CSC) air quality concerns, and provide potential strategies and actions to address these concerns in the Community Emissions Reduction Plan (CERP). The CSC will determine the final strategies and actions proposed in the CERP. The ECV CERP will be considered for adoption by the South Coast AQMD Governing Board.

Community Concerns (CC)

The ECV CSC has expressed air quality concerns about the Salton Sea. The CSC concerns about emissions from the Salton Sea are provided below:

- CC-1 The Salton Sea is drying up due to decreased inflow of water. As the Salton Sea evaporates, its receding shoreline exposes sediments that are deposited at the bottom of the Sea, also referred to as the “playa”. The loose soil is blown off by strong gusty winds, contributing to PM10 (inhalable particulate matter) emissions that could impact air quality.
- CC-2 The soil from the playa may contain components from agricultural runoff, which could pose a risk to human health. Previous tests have detected selenium, cadmium and nickel in the playa.
- CC-3 Elevated levels of hydrogen sulfide (H₂S) occur from natural processes in the Salton Sea and cause a strong odor that causes health effects and negatively affects the quality of life in ECV.
- CC-4 CSC members would like Imperial Irrigation District (IID) and the State of California to move more quickly to develop and implement dust suppression projects around the Salton Sea.
- CC-5 CSC members experience acute health effects (e.g., headaches and nosebleeds) during windblown dust and Salton Sea H₂S odor events.
- CC-6 Additional monitoring and improvements to notification systems are needed to better understand emissions from the Salton Sea.

Salton Sea Playa Emissions Estimates

PM10 Emissions Estimates (tons/day)^{1,2,3}

¹ Data from IID's Salton Sea Air Quality Mitigation Program Annual Report and Emissions Estimates: [https://saltonseaprogram.com/aqm/docs/2018 2019 Annual Report and Emissions Estimates w attachments.pdf](https://saltonseaprogram.com/aqm/docs/2018%202019%20Annual%20Report%20and%20Emissions%20Estimates%20w%20attachments.pdf)

² PM emissions from the Salton Sea are expected to increase as more playa becomes exposed in future years

³ Additional information on the Salton Sea was provided at CSC meetings and workshops. Presentations on the Salton Sea, factsheets, and other handouts are posted on the ECV community website:

<http://www.aqmd.gov/nav/about/initiatives/community-efforts/environmental-justice/ab617-134/eastern-coachella-valley>

Potential Strategies and Actions to Address Salton Sea

Below are potential strategies and actions to address CSC concerns about emissions from the Salton Sea. The final strategies and actions in the proposed CERP will be determined by the CSC. The proposed CERP will be considered for adoption by the South Coast AQMD Governing Board.

Goals	Potential Strategies and Actions
Reduce emissions from the Salton Sea	<ul style="list-style-type: none"> Provide additional air quality expertise to the State for the implementation of the Salton Sea Management Program <p>Community Concern(s) addressed: CC-1, CC-2, CC-3, CC-4, CC-5, CC-6</p>
	<ul style="list-style-type: none"> Work with other agencies (e.g., IID and the State of California) to collect emissivity and dust emissions data to improve South Coast AQMD’s emissions inventory <p>Community Concern(s) addressed: CC-1, CC-5, CC-6</p>
	<ul style="list-style-type: none"> Pursue a collaborative partnership and support IID and the State of California with implementing dust suppression projects around the Salton Sea by: <ul style="list-style-type: none"> Helping to identify locations for future dust suppression projects in the ECV community; and Providing letters of support for additional funding to help expedite dust suppression projects near population centers (e.g., North Shore) in the Riverside County portion of the Salton Sea. <p>Community Concern(s) addressed: CC-1, CC-2, CC-4, CC-5, CC-6</p>
	<ul style="list-style-type: none"> Pursue a collaborative partnership with Imperial County Air Pollution Control District to address cross-jurisdictional air pollution emissions from the Sea and dust suppression projects around the Salton Sea <p>Community Concern(s) addressed: CC-1, CC-2, CC-5, CC-6</p>
	<ul style="list-style-type: none"> Conduct outreach on South Coast AQMD’s Rule 403, Rule 403.1 and conservation practices to project implementation contractors to reduce dust while dust suppression projects are being implemented <p>Community Concern(s) addressed: CC-1, CC-4, CC-5</p>
	<ul style="list-style-type: none"> Conduct outreach to community members on how to file dust complaints <p>Community Concern(s) addressed: CC-1, CC-4, CC-5</p>
Expand monitoring networks and improve notification systems	<ul style="list-style-type: none"> Expand the existing South Coast AQMD’s hydrogen sulfide (H₂S) monitoring network in ECV to: <ul style="list-style-type: none"> Provide real-time H₂S data and inform the community members about the odors they smell and where they come from, including a notification system for when ambient levels exceed the State standard Determine community impact and extent to which the odors may transport in the community and beyond <p>Community Concern(s) addressed: CC-3, CC-5, CC-6</p>
	<ul style="list-style-type: none"> Identify opportunities to expand the current South Coast AQMD’s PM₁₀ monitoring network in the ECV to: <ul style="list-style-type: none"> Provide real-time PM₁₀ and wind data and inform community members of PM₁₀ levels in ECV, where they come from, and if they exceed Federal and/or State standards

	<ul style="list-style-type: none"> ○ Gain a better understanding of dust emissions and distinguish between windblown dust from desert areas and playa dust emissions from the Salton Sea ○ Track the emission reduction progress and success of dust suppression projects <p>Community Concern(s) addressed: CC-1, CC-6</p> <ul style="list-style-type: none"> ● Establish baseline air monitoring to: <ul style="list-style-type: none"> ○ Characterize the chemical composition of fugitive dust emissions from different sources to help distinguish between windblown dust from desert areas and playa dust emissions from the Salton Sea ○ Track the progress of emission reduction strategies <p>Community Concern(s) addressed: CC-1, CC-6</p> <ul style="list-style-type: none"> ● Seek new opportunities and work with the CSC to expand low-cost sensor deployments in ECV to: <ul style="list-style-type: none"> ○ Provide real-time PM10 data ○ Supplement the PM10 monitoring network in the ECV and cover a larger area in the community ○ Co-locate low-cost sensors at monitoring stations with reference PM10 monitors and develop a systematic data calibration and correction protocol to enhance low-cost sensor PM10 data quality <p>Community Concern(s) addressed: CC-1, CC-2, CC-6</p> <ul style="list-style-type: none"> ● Pursue a collaborative partnership with other entities (e.g., University of California – Riverside) to support the ongoing study on soil chemical and microbiome composition of the Salton Sea playa dust samples <p>Community Concern(s) addressed: CC-1, CC-2, CC-6</p>
Reduce exposure from the Salton Sea	<ul style="list-style-type: none"> ● Install air filtration systems at schools and homes located near the Salton Sea to reduce odors and exposure to dust emissions <p>Community Concern(s) addressed: CC-3, CC-5</p> <ul style="list-style-type: none"> ● Identify funding to implement home weatherization projects near the Salton Sea <p>Community Concern(s) addressed: CC-3, CC-5</p> <ul style="list-style-type: none"> ● Conduct outreach in the community to inform community members on how to subscribe for alerts and how to use the South Coast AQMD app to obtain air quality information <p>Community Concern(s) addressed: CC-3, CC-5, CC-6</p> <ul style="list-style-type: none"> ● Pursue a collaborative partnership with community organizations to conduct outreach in the community to inform community members what to do when H2S levels surpass the California Ambient Air Quality Standard (0.3 ppm) <p>Community Concern(s) addressed: CC-1, CC-5, CC-2</p>

Pesticides

A. Informational Handout

Air Quality Priority: Pesticides

Purpose of Document

The purpose of this document is to summarize the Eastern Coachella Valley (ECV) Community Steering Committee (CSC) air quality concerns and provide potential strategies and actions to address these concerns in the Community Emissions Reduction Plan (CERP). The CSC will determine the final strategies and actions proposed in the CERP. The ECV CERP will be considered for adoption by the South Coast AQMD Governing Board.

Community Concerns (CC)

The ECV CSC expressed air quality concerns about the use and application of pesticides. The concerns raised by the CSC include:

- CC-1 The unknown adverse health effects of pesticides applied in ECV and the odors emitted from them.
- CC-2 Pesticide drift into homes and schools near application sites.
- CC-3 The application of pesticides during school hours and a lack of regulatory enforcement.
- CC-4 The impacts on farm workers regularly exposed to pesticides, often in excessive amounts, and without proper personal protective equipment and/or training.
- CC-5 Pesticide run-off into streams and other tributaries that flow into the Salton Sea.
- CC-6 Pesticide toxicity and whether some pesticides should be banned or more heavily regulated.
- CC-7 The lack of a system to notify community members of pesticide applications and provides information to residents in order for them to make informed decisions about participating in outdoor activities (e.g., outdoor exercise).
- CC-8 Agricultural operators should find alternatives to pesticide use (e.g., organic farming).

Emissions Inventory or Data

To Be Determined

Potential Strategies and Actions to Address Pesticides

Below are potential strategies and actions to address CSC concerns. The final strategies and actions in the proposed CERP will be determined by the CSC. The proposed CERP will be considered for adoption by the South Coast AQMD Governing Board.

Goals	Potential Strategies and Actions
<p>Reduce pesticide emissions and/or exposures</p>	<ul style="list-style-type: none"> • Pursue a collaborative partnership with the California Department of Pesticide Regulation (DPR), the Riverside County Agricultural Commissioner, and the California Air Resources Board (CARB) to: <ul style="list-style-type: none"> ○ Gather data about the use of pesticides in the community (e.g. the frequency, volume, and toxicity of pesticides applied to agricultural crops) ○ Conduct air monitoring to identify potential local air quality impacts from the use of pesticides (see air monitoring details below) ○ Evaluate community impacts from pesticide use in ECV ○ Evaluate opportunities to reduce pesticide emissions and/or exposures (e.g., best management practices, alternative pest management approaches, modified application methods, focused enforcement and additional regulatory measures) <p>Community Concerns Addressed: CC-1, CC-2, CC-3, CC-4, CC-5, CC-6, and CC-8</p>
	<ul style="list-style-type: none"> • Pursue a collaborative partnership with DPR and the Riverside County Agricultural Commissioner to: <ul style="list-style-type: none"> ○ Develop a pilot project in ECV for a pesticide application notification system ○ Provide community members with information (e.g., material safety data sheet) relating to pesticide types and usage and ways to report pesticide drift <p>Community Concerns Addressed: CC-1, CC-2, CC-7</p>
	<ul style="list-style-type: none"> • Pursue a collaborative partnership with the Agricultural Commissioner to make pesticide use data more easily accessible for community members, including farm workers. <p>Community Concerns Addressed: CC-1, CC-4, CC-6, CC-7</p>
	<ul style="list-style-type: none"> • Pursue a collaborative partnership with DPR and Occupational Safety and Health Administration (OSHA) to consider providing training, information on personal protective equipment and ways to reduce worker exposure during pesticide application <p>Community Concerns Addressed: CC-1, CC-4</p>
<p>Air Monitoring for Pesticides</p>	<ul style="list-style-type: none"> • Pursue collaborative partnerships with DPR, CARB and Riverside County Agricultural Commissioner to consider developing an air monitoring concept and work with California Office of Environmental Health Hazard Assessment (OEHHA) to make pesticide and toxicity data more accessible <ul style="list-style-type: none"> ○ Work with DPR to define the air monitoring purpose and develop a detailed plan that identifies the sampling equipment that will be used and where the sampling will take place

- Determine if a pesticide is present and at what levels to help determine the community impact
- Assess the monitoring data and if monitoring finds unacceptable pesticide levels in ambient air, work with DPR and Riverside County Agricultural Commissioner to take steps to identify potential exposure reduction measures, or to develop new use restrictions administered by the Riverside County Agricultural Commissioner, or pesticide regulations

Community Concerns Addressed: CC-1, CC-2, CC-3, CC-6

Fugitive Road Dust

A. Informational Handout

Air Quality Priority: Fugitive Road Dust

Purpose of Document

The purpose of this document is to summarize the Eastern Coachella Valley (ECV) Community Steering Committee (CSC) air quality concerns and provide potential strategies and actions to address these concerns in the Community Emissions Reduction Plan (CERP). The CSC will determine the final strategies and actions proposed in the CERP. The ECV CERP will be considered for adoption by the South Coast AQMD Governing Board.

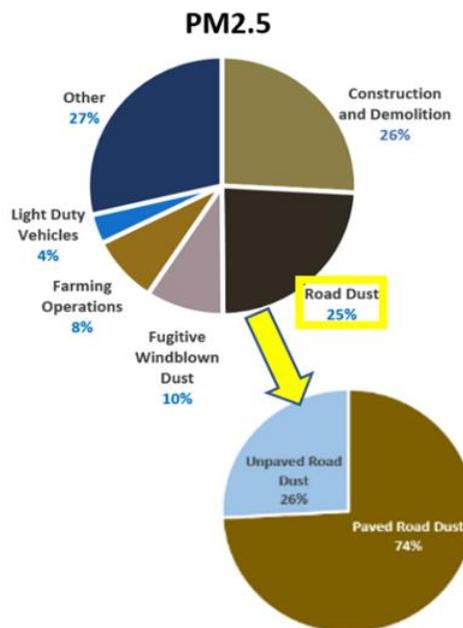
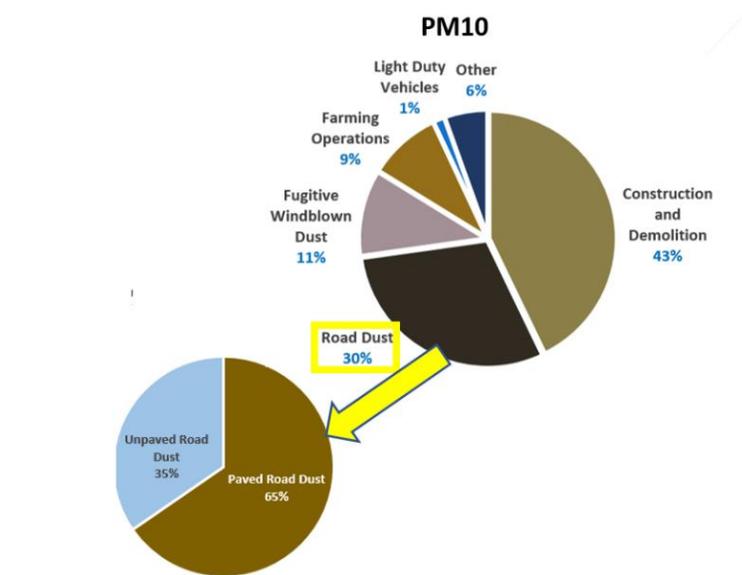
Community Concerns (CC)

The ECV CSC has expressed air quality concerns about Fugitive Road Dust. The CSC concerns about fugitive dust emissions from roads are provided below:

- CC-1 Road dust from unpaved roadways is a major concern. Roadway paving projects implemented in the past have improved particulate matter (PM10) levels in the community.
- CC-2 CSC members are concerned about health effects experienced from high PM10 levels in ECV.
- CC-3 CSC members expressed concerns about dust emissions from off-road vehicles.
- CC-4 CSC members requested additional PM monitoring in ECV.

Road Dust Compared to Other PM Sources in ECV

Emissions Estimates in ECV (tons/day)^{1,2}



¹Road dust information was calculated using the Vehicle Miles Traveled (VMT) reported by the California State Highway System and emissions information from 2017.

²This information was provided to the CSC:

- Handout: <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/fugitive-road-dust.pdf?sfvrsn=8>
- CSC meeting presentation: <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/presentation-feb20-2020.pdf?sfvrsn=8>

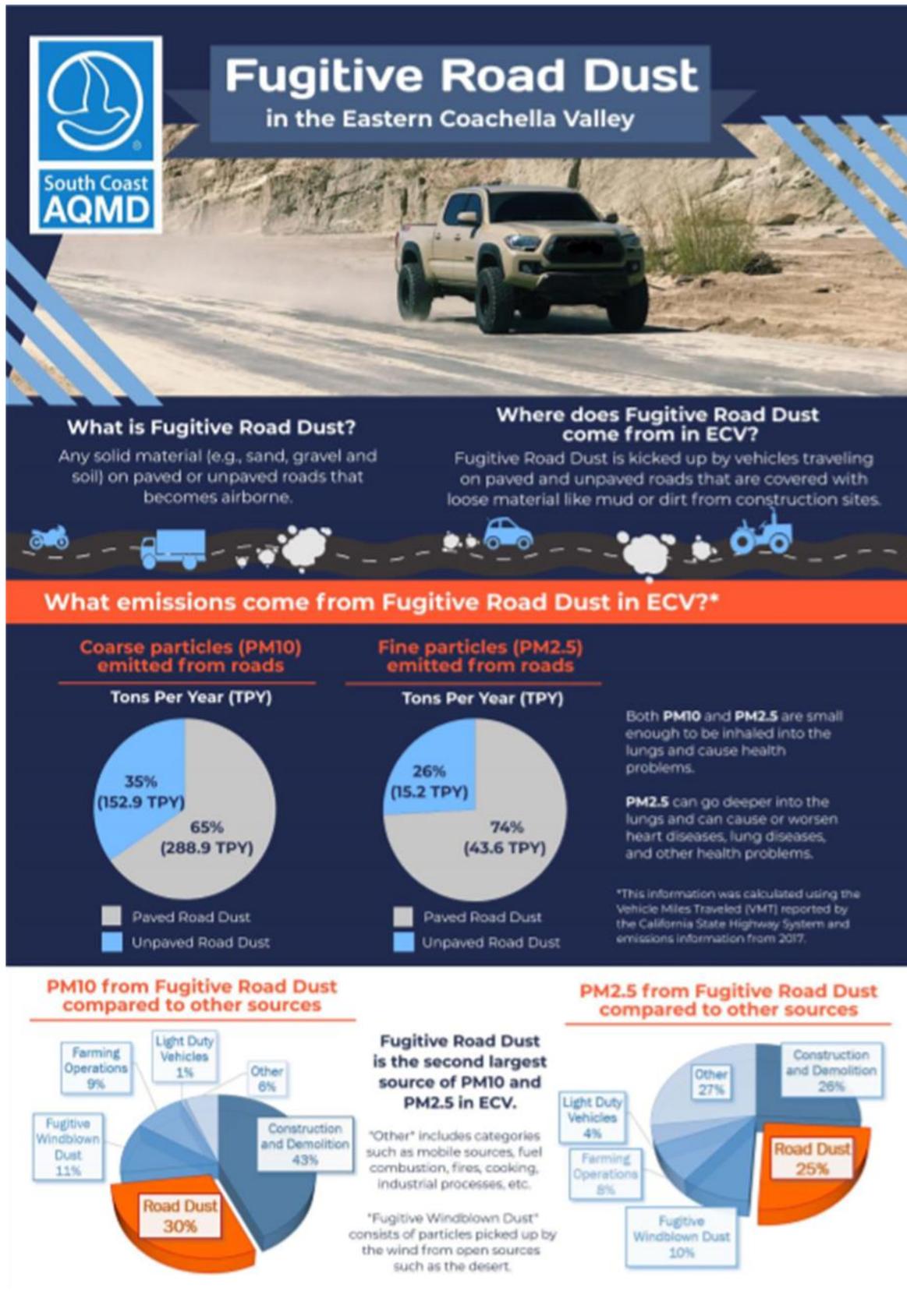
Potential Strategies and Actions to Address Fugitive Road Dust

Below are potential strategies and actions to address CSC concerns about fugitive road dust in ECV. The final strategies and actions in the proposed CERP will be determined by the CSC. The proposed ECV CERP will be considered for adoption by the South Coast AQMD Governing Board.

Goals	Potential Strategies and Actions
Reduce emissions from fugitive road dust	<ul style="list-style-type: none"> ● Pursue a collaborative partnership with the Cities within ECV and the County of Riverside to: <ul style="list-style-type: none"> ○ Restrict unnecessary public access to unpaved roads (e.g., installing signs and physical barriers); ○ Reduce speed limits on unpaved roads; ○ Identify funding to plant natural vegetation on unpaved surfaces no longer being used; ○ Treat unpaved roads with chemical stabilizers to stabilize loose road surface; ○ Improve dust removal from paved roadways (e.g., street sweeping); and ○ Identify funding to expand street sweeping services beyond existing levels <p>Community Concern(s) addressed: CC-1, CC-2, CC-3</p>
	<ul style="list-style-type: none"> ● Pursue a collaborative partnership with homeowners’ associations and the County of Riverside to pave unpaved roads and parks <p>Community Concern(s) addressed: CC-1, CC-2</p>
	<ul style="list-style-type: none"> ● Pursue a collaborative partnership with Comité Civico del Valle to obtain complaint data from their IVAN’s community-based reporting system to address road dust- related air quality concerns within the ECV community <p>Community Concern(s) addressed: CC-1, CC-2, CC-3</p>
	<ul style="list-style-type: none"> ● Conduct outreach to off-road equipment operators on Rule 403 and Rule 403.1, and practices to reduce fugitive dust from roads <p>Community Concern(s) addressed: CC-1, CC-2, CC-3</p>
	<ul style="list-style-type: none"> ● Conduct outreach to the general public on how to file dust complaints <p>Community Concern(s) addressed: CC-1, CC-2, CC-3</p>
Expand monitoring networks	<ul style="list-style-type: none"> ● Identify opportunities to expand the current South Coast AQMD’s PM10 monitoring network in the ECV to: <ul style="list-style-type: none"> ○ Provide real-time PM10 and wind data and inform community members of PM10 levels in the ECV, and if they exceed Federal and/or State standards ○ Track the progress of emission reduction strategies <p>Community Concern(s) addressed: CC-1, CC-2, CC-3, CC-4</p>
	<ul style="list-style-type: none"> ● Seek new opportunities and work with the CSC to expand low-cost sensor deployments to: <ul style="list-style-type: none"> ○ Provide real-time PM10 data

	<ul style="list-style-type: none"> ○ Supplement the PM10 monitoring network in the ECV and cover a larger area in the community, prioritizing areas where the public spends a significant amount of time (e.g. schools and residential areas) and areas close to sources of fugitive dust ○ Co-locate low-cost sensors at monitoring stations with reference PM10 monitors and develop a systematic data calibration and correction protocol to enhance low-cost sensor PM10 data quality <p>Community Concern(s) addressed: CC-1, CC-2, CC-3, CC-4</p>
Reduce exposure from fugitive road dust	<ul style="list-style-type: none"> • Conduct community outreach on subscribing to air quality alerts using the South Coast AQMD app to check air quality information (e.g., high wind advisories, air quality index, and air quality forecasts) <p>Community Concern(s) addressed: CC-2</p>
	<ul style="list-style-type: none"> • Install air filtration systems at schools, community centers, and homes to reduce exposure to dust emissions <p>Community Concern(s) addressed: CC-2</p>
	<ul style="list-style-type: none"> • Identify funding to implement home weatherization projects <p>Community Concern(s) addressed: CC-2</p>

B. Infographic





WHAT ACTIONS CAN HELP REDUCE FUGITIVE ROAD DUST?

Unpaved roads:

- Pave unpaved roads
- Consider restricting public access to unpaved roads with signs or physical barriers
- Reduce speed limits to 15 miles per hour (mph) on unpaved roads
- Establish natural vegetation on unpaved surfaces no longer being used
- Treating unpaved roads with chemicals to help stabilize loose road surfaces

Paved roads:

- Remove dust from paved roadways (e.g., street sweeping)
- Work with off-road equipment operators (e.g., farmers) to reduce dust tracked onto paved roadway

Other:

- Clean the underside of haul trucks before leaving parking or staging area

WHAT SOUTH COAST AQMD RULES APPLY TO FUGITIVE ROAD DUST?

Rules 403 and 403.1

Applies to operations that emit or track out fugitive dust, for example, construction sites or mining sites



Rule 1186

Applies to vehicle travel on paved public roads and at livestock operations

WHAT SHOULD I DO IF I SEE FUGITIVE ROAD DUST?

Call 1-800-CUT SMOG (1-800-288-7664) and report:



Time, date, and whether it is continuing at the time of your call



Location (e.g., address or intersection) and specifics of what's happening (e.g., trucks exiting a construction site)



Your name, address, and phone number*



*This information is kept confidential, unless needed for legal purposes. We accept complaints from anonymous callers. However, inspectors will not be able to follow up with additional details or to advise of findings.

www.aqmd.gov/ab617
@SouthCoastAQMD


Open Burning and Illegal Dumping

A. Informational Handout

Air Quality Priority: Open Burning and Illegal Dumping

Purpose of Document

The purpose of this document is to summarize the Eastern Coachella Valley (ECV) Community Steering Committee (CSC) air quality concerns and provide potential strategies and actions to address these concerns in the Community Emissions Reduction Plan (CERP). The CSC will determine the final strategies and actions proposed in the CERP. **The ECV CERP will be considered for adoption by the South Coast AQMD Governing Board.**

Community Concerns (CC)

The ECV CSC expressed air quality concerns about open burning and illegal dumping. The concerns raised by the CSC include:

- CC-1 Adverse health effects of air pollution from open burning (i.e., smoke, particulate matter (pm), potential pesticides being burned).
- CC-2 Emissions from burning occurring near schools, childcare centers, and homes, and the health impacts on those community members.
- CC-3 Burns that are not permitted and burn uncontrollably (e.g., the 2019 50-acre mulch fire at a recycling center in thermal).
- CC-4 Open burning (e.g., agricultural and non-agricultural) occurring on tribal lands, which falls outside of South Coast AQMD's jurisdiction, and are therefore not subject to South Coast AQMD's open burning regulation.
- CC-5 Emissions from permitted agricultural burning, where there may be opportunities to further reduce emissions (e.g., rule amendment, incentivize alternatives to burning).
- CC-6 Waste is being illegally dumped because of a lack of regulatory enforcement and may subsequently catch fire.

Emissions from Agricultural Burning⁵

2017 Criteria Pollutants (in tons per year)*

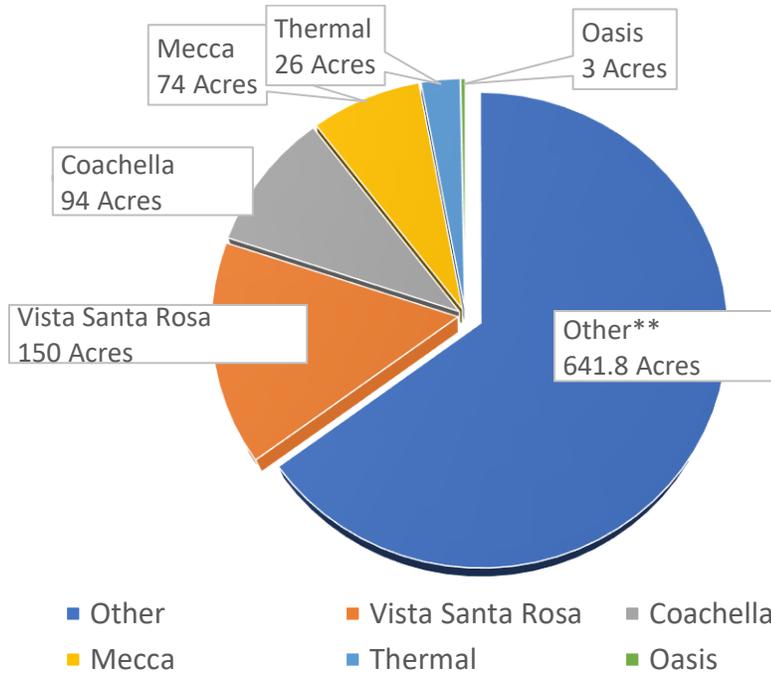
	VOC** (tons/year)	NOx** (tons/year)	CO** (tons/year)	PM10** (tons/year)	PM2.5** (tons/year)
Agricultural Burning	2.15	24.87	1.43	2.97	2.82

*Emissions data from 2017 was developed by South Coast AQMD staff.

**VOC= volatile organic compounds; NOx=oxides of nitrogen; CO=carbon monoxide; PM10=particulate matter of less than or equal to 10 microns in diameter (inhalable PM); PM2.5=particulate matter less than or equal to 2.5 microns in diameter (fine PM).

⁵ The information in this section was provided to the CSC in the Open Burning (agriculture and non-agriculture) Infographic: [Open Burning \(agriculture and non-agriculture\)](#)

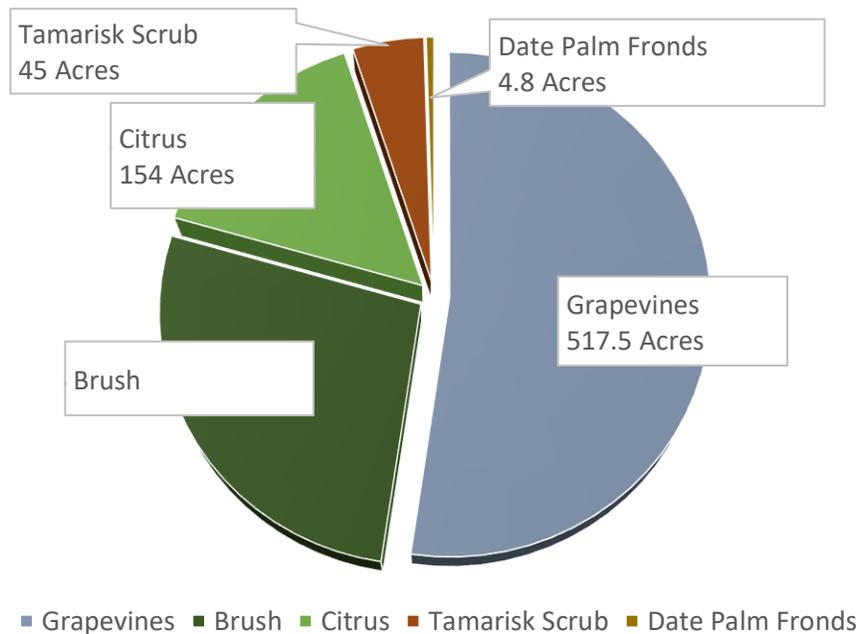
Total Acres Burned by Location – Year 2017*



*Data does not include burns on tribal lands, nor burns that are not permitted by the South Coast AQMD (e.g., illegal burns).

**Areas outside cities and census designated places.

Type of Material Burned in Acres – Year 2017



Potential Strategies and Actions to Address Open Burning and Illegal Dumping

Below are potential strategies and actions to address CSC concerns. The final strategies and actions in the proposed CERP will be determined by the CSC. The proposed CERP will be considered for adoption by the South Coast AQMD Governing Board.

Goals:	Potential Strategies and Actions
Reduce emissions from open burning	<ul style="list-style-type: none"> ● Pursue emission reductions from open burning by: <ul style="list-style-type: none"> ○ Developing a list of available technologies, best practices and alternatives to be distributed to farm owners and operators, and ○ Assessing the feasibility of new requirements for open burning (e.g., alternatives to open burning of agricultural waste) based on the list <p>Community Concern(s) Addressed: CC-1, CC-2, CC-5</p>
	<ul style="list-style-type: none"> ● Continue existing and pursue additional collaborative partnerships with: <ul style="list-style-type: none"> ○ local tribes to identify opportunities to reduce open burning through outreach, enforcement, and/or open burning regulations (e.g., technical guidance, burn and no-burn days, permitting system) ○ Riverside County Fire Department to conduct focused enforcement at illegal burn sites ○ Combustible Material Task Force to support green waste complaint-reporting and follow-up investigations <p>Community Concern(s) Addressed: CC-1, CC-2, CC-3, CC-4, CC-6</p>
	<ul style="list-style-type: none"> ● Pursue funding opportunities for equipment to be used as an alternative to: <ul style="list-style-type: none"> ○ agricultural burning (e.g., chippers, grinders, digesters, air curtain destructors, etc.) ○ emergency burning for freeze-prevention (e.g., fan systems) <p>Community Concern(s) Addressed: CC-1, CC-4, CC-5</p>
	<ul style="list-style-type: none"> ● Conduct outreach to farm owners/operators/workers to encourage best burn practices/methods to reduce emissions (e.g., conservation burning, cleaner piles, no rolling, cleaner ignition device) <p>Community Concern(s) Addressed: CC-1</p>
	<ul style="list-style-type: none"> ● Provide community members and farm owners/operators/workers information (e.g., workshops/presentations) relating to rules and regulations on open burning and ways to report burning <p>Community Concern(s) Addressed: CC-1, CC-2, CC-3, CC-6</p>
	<ul style="list-style-type: none"> ● Deploy low-cost sensors to establish a monitoring network to identify illegal burning emissions and conduct follow-up investigations, as needed <p>Community Concern(s) Addressed: CC-1, CC-2, CC-3, CC-5, CC-6</p>
	<ul style="list-style-type: none"> ● Pursue collaborative partnerships with:

Reduce exposure from open burning	<ul style="list-style-type: none"> ○ Riverside County Fire Department to develop informational materials relating to open burning, fire safety, and air pollution ○ community organizations to distribute informational materials relating to open burning, fire safety, and air pollution in the community (e.g., Growing Coachella Valley, Alianza, Leadership Counsel, Communities for a New California) <p>Community Concern(s) Addressed: CC-1, CC-3, CC-4, CC-5</p>
	<ul style="list-style-type: none"> ● Pursue opportunities to develop an online system (e.g., notification system, database) that informs the community when South Coast AQMD permitted burning is expected to occur <p>Community Concern(s) Addressed: CC-1, CC-5</p>
	<ul style="list-style-type: none"> ● Pursue funding opportunities to install air filtration systems at schools, and homes located near frequent burn sites <p>Community Concern(s) Addressed: CC-1, CC-2, CC-6</p>
Improve monitoring network	<ul style="list-style-type: none"> ● Deploy low-cost sensors to establish a monitoring network to: <ul style="list-style-type: none"> ○ gain a better understanding of the locations, frequency, and magnitude of smoke impacts from legal and illegal burning occurring in the community ○ identify pollution hotspots and gather more information to identify potential source(s) of emissions ○ improve public information on PM2.5 levels in the community (e.g. better characterize the spatial and temporal variability of PM2.5 in the community) <p>Community Concern(s) Addressed: CC-1, CC-2, CC-3, CC-4, CC-5, CC-6</p>
Reduce illegal dumping	<ul style="list-style-type: none"> ● Pursue collaborative partnerships with: <ul style="list-style-type: none"> ○ Riverside County Code Enforcement to conduct focused enforcement of illegal dumping laws and to improve reporting system ○ Riverside County Fire Department to notify them of potential fire hazards resulting from illegal dumping ○ community-based organizations to establish a complaint-report tracking system to better track illegal dumping activities <p>Community Concern(s) Addressed: CC-1, CC-2, CC-3, CC-4, CC-6</p>
	<ul style="list-style-type: none"> ● Conduct outreach to community members and farm workers on how to report illegal dumping activities <p>Community Concern(s) Addressed: CC-1, CC-3, CC-4, CC-6</p>
	<ul style="list-style-type: none"> ● Pursue funding opportunities to provide funding for: <ul style="list-style-type: none"> ○ waste collection services (agricultural and non-agricultural waste that has been dumped illegally) ○ non-agricultural waste disposal (e.g., tire disposal) <p>Community Concern(s) Addressed: CC-1, CC-3, CC-6</p>

B. Infographic



South Coast AQMD

Agricultural Burning Rule

Assembly Bill (AB) 617 Community Air Protection Program - Eastern Coachella Valley

Rule 444 Open Burning

minimizes emissions from open burning to protect public health and safety.

This rule applies to:



Agricultural burning



Emergency burning to prevent crops from freezing



Fire department training



Burning required to reduce fire hazard



Tumbleweed disposal



Other

Agricultural Burning Requirements

Agricultural burning:

- must be at least 1,000 feet away from homes, schools, daycare centers, and hospitals
- must begin one hour after sunrise and be finished two hours before sunset
- must be less than 41 acres per day
- must contain only agricultural waste (free of dirt, soil, and other debris)
- must be lit with an approved device (does not produce black smoke)



Waste allowed to be burned*

- Citrus
- Fruit bearing trees
- Grape vines
- Date palm fronds
- Brush
- Vegetables
- Other land clearing for agricultural operations (e.g., tamarisk scrub)

*All agricultural waste must be free of trash, non-agricultural waste, dirt, soil, and visible moisture.



Waste NOT allowed to be burned

- Trash, plastics, tires, oil filters
- Pallets, chemically treated wood
- Material with asbestos
- Packaging material
- Pesticide and fertilizer containers
- Construction and demolition material
- Ornamental or landscape vegetation (e.g., grass, weeds, and trimmings)

Agricultural Burn Permit Process

- 1

Burn Management Plan & Pre-Burn Inspection

Submit a Burn Management Plan and request a Pre-Burn Inspection from the South Coast AQMD by calling (909) 396-3403.
- 2

The Day Before a Burn

Obtain a Burn Authorization Number from the South Coast AQMD by calling (909) 396-3403 before 4:00 p.m.
- 3

Contact Local Fire Department

After receiving a Burn Authorization Number, contact your local fire department the morning of the burn to see if burning is allowed.
- 4

Burn and Report Back

Follow rule requirements and use best practices to reduce emissions.

Submit an annual burn report including information such as material(s) burned, amount burned, and the total emissions.



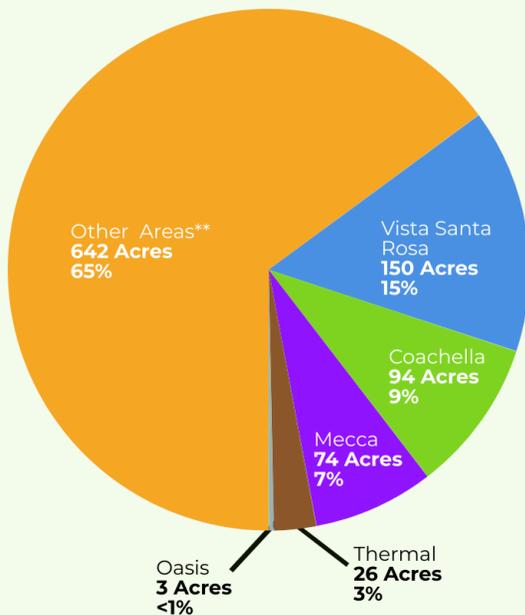
Agricultural Burning in Eastern Coachella Valley (ECV)

Emissions from Agricultural Burning in ECV in Tons Per Year (tons/year)*

	VOC** (tons/year)	NOx** (tons/year)	CO** (tons/year)	PM10** (tons/year)	PM2.5** (tons/year)
Agricultural Burning	2.15	24.87	1.43	2.97	2.82

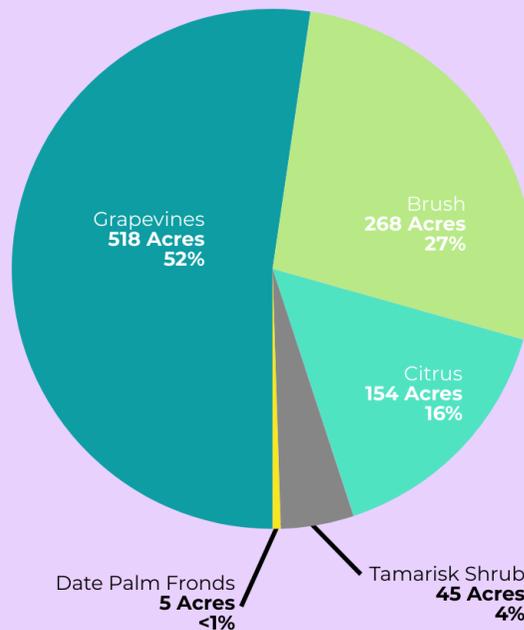
*Emissions data from 2017 was developed by South Coast AQMD staff and based on agricultural burn permits.
 **VOC = volatile organic compounds; NOx = nitrogen oxides; CO = carbon monoxide; PM10 = particulate matter less than or equal to 10 microns in diameter; PM2.5 = particulate matter less than or equal to 2.5 microns in diameter.

Acres Burned in ECV by Location - Year 2017*



*Data does not include burns on tribal lands, nor burns that are not permitted by the South Coast AQMD (e.g., illegal burns).
 **Areas outside cities and census designated places.

Type of Materials Burned in ECV - Year 2017



Who do I call if I see burning that is not allowed?

County of Riverside Fire Department: 760-396-2173
 City of Coachella Fire Department: 760-398-8895
 City of Indio Fire Department: 760-347-0726
 South Coast AQMD: 1-800-CUT-SMOG or 1-800-288-7664

For additional information on South Coast AQMD's Open Burn Program please visit: www.aqmd.gov/open-burn

www.aqmd.gov/ab617

@SouthCoastAQMD



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APPENDIX 6:

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) ANALYSIS

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Appendix 6: California Environmental Quality Act (CEQA) Analysis

The California Environmental Quality Act (CEQA) is a state law that requires agencies to consider the environmental impacts of a proposed project. CEQA describes and imposes specific legal requirements that agencies must follow when evaluating and making decisions about whether a project will cause a significant environmental impact. The information below describes South Coast AQMD staff's analysis and CEQA determination with respect to this project – the Community Emissions Reduction Plan (CERP) for Eastern Coachella Valley (ECV). The information below contains some legal terms because that is the language contained in the law and use of that language is part of how an agency demonstrates compliance with CEQA. As noted below, South Coast AQMD staff has reviewed all aspects of the CERP and has concluded that the CERP is exempt from the requirements of CEQA. The paragraphs below identify the CEQA exemptions that apply to the CERP. If the South Coast AQMD Governing Board agrees with staff and determines that the CERP is exempt from CEQA, and adopts the CERP, a Notice of Exemption will be electronically filed with the State Clearinghouse of the Governor's Office of Planning and Research to be posted on their CEQAnet Web Portal which, upon posting, may be accessed via the following weblink: <https://ceqanet.opr.ca.gov/search/recent>. In addition, the Notice of Exemption will be electronically posted on the South Coast AQMD's webpage which can be accessed via the following weblink: <http://www.aqmd.gov/nav/about/public-notice/ceqa-notice/notices-of-exemption/noe---year-2020>. The electronic filing and posting of the Notice of Exemption is being implemented in accordance with Governor Newsom's Executive Orders N-54-20 and N-80-20 issued on April 22, 2020 and September 23, 2020, respectively, for the State of Emergency in California as a result of the threat of COVID-19.

Pursuant to CEQA, the South Coast AQMD, as lead agency, has reviewed the proposed project pursuant to: 1) CEQA Guidelines Section 15002(k) – General Concepts, the three-step process for deciding which document to prepare for a project subject to CEQA; and 2) CEQA Guidelines Section 15061 – Review for Exemption, procedures for determining if a project is exempt from CEQA. Because the physical changes that may occur as a result of implementing portions of the proposed project would only require minimal construction activities and cause negligible physical impacts, it can be seen with certainty that there is no possibility that any physical actions that may be associated with the proposed project may have a significant adverse effect on the environment. Therefore, the project is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) – Common Sense Exemption. Further, the overall purpose of this project is to improve the environment and health of residents of this selected community and all of the action items within the CERP support this goal. Thus, the proposed project is also categorically exempt from CEQA pursuant to CEQA Guidelines Section 15308 – Actions by Regulatory Agencies for Protection of the Environment.

The following action items within the CERP involve feasibility and planning studies, because the collection of information is needed in order to make an informed decision about whether to take further actions such as rule development for certain emission sources. However, these action items neither prescribe or commit to specific rule requirements, nor require advance approval or adoption of future actions because they require an open public process. Specifically, after the portion that qualifies as a feasibility or planning

study is completed, and if it results in a decision to go forward with future rule development, the regulated community, stakeholders, interested parties, and the public will be invited to participate in the rule development process in a public forum. For these reasons, the following action items for the CERP are statutorily exempt from CEQA pursuant to CEQA Guidelines Section 15262 – Feasibility and Planning Studies:

- Explore the development of an odor event notification system;
- Collaborate with and support state and local agencies in implementing dust suppression projects, addressing cross-jurisdictional air pollution emissions from the Salton Sea and identifying opportunities to mitigate pesticide run-off into the Sea;
- Provide an update on the Shafter Pilot Notification System project, evaluate the feasibility of a pilot notification system, provide information on pesticides applied, reporting pesticide drift, and ways to reduce exposure; and
- Assessing the feasibility of new requirements for open burning, enhanced and focused enforcement efforts.

The following action item within the CERP involves minor physical modifications to existing structures or buildings which are categorically exempt from CEQA pursuant to CEQA Guidelines Section 15301 – Existing Facilities:

- Identify funding for air filtration system installation and maintenance and home weatherization project implementation; assess the benefits and feasibility of filtered “clean rooms.”

The following action item within the CERP involves minor construction of small structures which is categorically exempt from CEQA pursuant to CEQA Guidelines Section 15303 – New Construction or Conversion of Small Structures:

- Pursue funding opportunities to discourage illegal dumping such as non-agricultural waste disposal, fencing or berm construction or camera/drone technology.

The following action items within the CERP involve information collection activities which are categorically exempt from CEQA pursuant to CEQA Guidelines Section 15306 – Information Collection:

- Expand South Coast AQMD’s monitoring networks and seek new opportunities to create an air quality sensor network in the ECV community;
- Work with other agencies to collect emissivity and dust emissions data to improve South Coast AQMD’s emissions inventory;
- Collaborate with the various entities to support the ongoing study on Salton Sea playa dust;
- Identify key pesticides of concern to develop an air monitoring strategy and gather pesticide use data, evaluate community impacts, and identify opportunities to reduce pesticide emissions and exposure;
- Identify opportunities to expand the PM10 monitoring network and seek new opportunities to create an air quality sensor network;
- Pursue a collaborative partnership with Comité Civico del Valle (CCV) to obtain complaint data to address road dust-related air quality concerns within the ECV community and to identify potential high priority areas for surface stabilizing projects;
- Work with the CSC to establish an air quality sensor network and conduct follow-up investigations, as needed;
- Pursue emission reductions from open burning by developing a list of available technologies, best practices and alternatives;

- Pursue opportunities to develop an online permitted burning notification system;
- Establish a complaint-report tracking system regarding illegal dumping;
- Work with the CSC to identify air quality concerns, quantify emissions and provide information on trucks;
- Prioritize actions around diesel mobile source pollution such as an air quality sensor network; and
- Work with the CSC and federal government entities to reduce emissions from the Greenleaf Desert View Power Plant facility by identifying air quality concerns, compiling air quality data, identifying locations for air quality sensor deployment, and developing strategies.

The following action items within the CERP involve inspection activities that check for performance or compliance, and/or involve enforcement activities. They are categorically exempt from CEQA pursuant to CEQA Guidelines Section 15309 – Inspections and CEQA Guidelines Section 15321 – Enforcement Actions by Regulatory Agencies:

- Continue existing and pursue additional collaborations with local tribes and county agency to identify opportunities to reduce open burning through outreach, enforcement or regulations;
- Support green waste complaint reporting and follow-up investigations;
- Conduct focused enforcement and improve the reporting system to reduce illegal dumping; and
- Collaborating with CARB for focused enforcement around diesel mobile sources.

The following action items, which are speculative at this time as they require collaboration with other entities, might have some secondary air quality impacts: 1) paving unpaved roads and mobile home parks, stabilizing loose road surfaces with grading and gravel on unpaved roads; 2) replacing agricultural and/or emergency open burning with alternative equipment or services such as chippers and grinders and digesters, and 3) funding waste collection services to discourage illegal dumping. However, activities associated with those action items are subject to existing South Coast AQMD rule requirements. For instance, South Coast AQMD Rules 403, 1120, and 1186 cover paving related activities, Rule 1133.1 covers chipping and grinding activities, Rule 1133.2 and 1133.3 cover digesters, and Rule 1196 requires acquiring alternative fuel refuse collection heavy-duty vehicles. These existing rules not only require reducing any potential air quality impact to the minimum, but also have gone through CEQA review during the rulemaking process. If a discretionary action triggering CEQA review is needed to implement those action items, a CEQA review will be conducted at that time.

Further, there is no substantial evidence indicating that any of the exceptions to the categorical exemptions apply to the proposed project pursuant to CEQA Guidelines Section 15300.2 – Exceptions. Therefore, the proposed project is exempt from CEQA.

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APPENDIX 7:

BRACKETED COMMENT LETTERS

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November 13, 2020

Wayne Nastri
 Executive Officer
 South Coast Air Quality Management District

RE: Comments on the Eastern Coachella Valley Draft Community Emission Reduction Plan

Dear Mr. Nastri,

On behalf of the undersigned entities and members of the Community Steering Committee (CSC), we respectfully submit the following comments with concerns and recommendations for the draft Community Emissions Reduction Plan (draft CERP) for the Eastern Coachella Valley (ECV). These comments build on past written correspondence as well as concerns, questions, and recommendations raised during CSC and workshop meetings throughout the AB 617 implementation process. Given the extremely short one-week period South Coast AQMD has allowed for public comments on the draft plans, we reserve the right to raise additional concerns prior to the District’s Governing Board meeting on December 4, 2020 and to continue to make revisions and suggestions even after this period. The CERP and Community Air Monitoring Plan (CAMP) should be living documents even after its adoption on December 4, 2020, and the CSC

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should have the authority to revise and incorporate additional strategies and input in future years. As currently drafted, the CERP fails to comply with the requirements set forth by AB 617 and fails to adequately respond to CSC priorities with meaningful action to improve air quality in the region. The California Air Resources Board (CARB) must reject this plan should it be submitted without recommendations included below and additional time for meaningful public input.

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Process, Timeline, and Review

Unfortunately, the draft CERP development process has been far from community-led. South Coast AQMD did not allow the CSC to make decisions on the process or timeline for development of these plans. It was inappropriate and contrary to AB 617 for South Coast AQMD to try to push for a 1-strategy CERP when the CSC felt and asked for more, if not all, priorities to be addressed in the draft CERP in 2020. This poorly facilitated process and dismissal of community and CSC requests resulted in a great loss of time.

South Coast AQMD released the draft CERP in chapters starting on the evening of November 5th. As of November 10th, South Coast AQMD had not released Chapter 4 or any of the appendices for the draft CERP. Chapter 4 was released late on November 10th without notice and only in English. Despite requests from the CSC to expand its public review period, South Coast AQMD provided less than a week for the CSC and the public to review the available chapters, with a comment deadline of November 13th. In addition, the CAMP has not been released or co-developed with the CSC, and is intended to also be presented to the board on December 4th, without giving substantial time for the CSC and the public to thoroughly review. We believe this to be an unacceptable timeline which has resulted in making the CSC disillusioned with the process, and residents especially, feel very stressed and rushed to review the draft CERP and provide comments.

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Additionally, the CSC requested South Coast AQMD to try it's best in calling special meetings for its November 20th Stationary Source Committee meeting and its December 4th Governing Board meeting in order to provide more time for development and review, but the request was not given fair consideration.

Overall, South Coast AQMD has mismanaged the implementation of AB 617 in the ECV by not following an authentic and meaningful community-led process. The draft CERP does not accurately represent all the priorities or recommendations of the CSC and community, nor does it serve its intended purpose of reducing emissions and improving public health which falls short of expectations and is unacceptable. South Coast AQMD has failed consistently by ignoring the CSC's requests and only following certain guidelines and rules set in the CSC charter. South Coast AQMD needs to improve it's process and facilitation of CSC meetings, develop a follow

up process for requests and recommendations, and fully allow the CSC to make decisions and govern itself.

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Comments on Chapter 1, 2, and 3

The CERP should require progress reports to the CSC and opportunities for CSC decisions based on new monitoring data. The draft CERP is intended to “provide flexibility for plan adjustments when new information becomes available.” *See* Ch.1, at 1-2. However, the draft CERP does not contain any requirement that the South Coast AQMD update the CSC on new information to allow the CSC to decide on appropriate reduction measures based on the new data. Instead, the draft CERP provides that staff will provide an annual progress report to the Governing Board on CERP implementation. This undermines the purpose of the draft CERPs “flexibility,” and potentially cuts the CSC out of the implementation process. The CERP should require progress reports to the CSC on at least a monthly basis. In addition, the CERP should require at least quarterly meetings with the CSC to decide on appropriate actions to address new air quality information.

Chapter 2 notes how South Coast AQMD heavily relies on community meetings conducted outside of the CSC process, including meetings from 2018-2019 conducted by Leadership Counsel for Justice and Accountability.

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The draft CERP does not provide a detailed inventory of emissions by each permitted source in ECV. The Blueprint requires “granular community-scale emissions inventories” in CERPs because such inventories are critical” for understanding current emissions and tracking future emissions reductions.¹ Indeed, CERPs in other AB 617 communities provide detailed inventories of permitted facilities’ emissions.² Thus, the draft CERP should provide a spreadsheet which sets forth each facility and the annual criteria and toxic pollutants emitted from each facility.

Additionally, South Coast AQMD should elevate the native and indigenous communities that live in the ECV in the community narrative. The draft CERP fails to extensively recognize these communities or provide any significant support to tribal governments.

Enforcement Plan

The CERP should include South Coast AQMD’s best available retrofit control technology (BARCT) evaluation of rules and sources in the ECV. The draft CERP does not contain any

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¹ Blueprint, Appendix C at C-14.

² *See, e.g.*, South Central Fresno CERP, Appendix C at C-4, http://community.valleyair.org/media/1504/09scfresno_appc.pdf (last visited November 13, 2020).

discussion of AB 617's expedited BARCT review requirements. AB 617 requires air districts in nonattainment areas such as ECV to perform a BARCT analysis of existing rules for all categories of facilities subject to AB 32 and to propose an expedited schedule for sources that are found to not meet BARCT requirements. Health & Safety Code § 40920.6(c). Facilities are to upgrade at the earliest possible time, and no later than December 31, 2023. *Id.* Accordingly, the CERP should set forth the District's expedited BARCT analysis schedule, identifying each District Rule and source in ECV that will be reevaluated for BARCT under AB 617. Other air districts have implemented robust BARCT analysis processes subject to public review as part of AB 617 implementation.³ In fact, South Coast AQMD itself has included BARCT evaluations in CERPs for other AB 617 communities.⁴ The South Coast AQMD should do the same here.

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In addition, the draft CERP should confirm that the California Air Resources Board (CARB) is responsible for resolving any disputes between South Coast AQMD and the CSC regarding implementation. The draft CERP's enforcement chapter does not say how the draft CERP is to be enforced should there be disagreements between the CSC and South Coast AQMD regarding implementation. The CERP should be revised to state that CARB will resolve any disputes regarding implementation. CARB is responsible for overseeing AB 617 implementation, including ensuring that: (1) CERPs result in emissions reductions in the community; and (2) effective community air monitoring is implemented. *See* Health & Safety Code §§ 42705.5, 44391.2(c)(5). Moreover, CARB has a wide range of oversight powers and responsibilities as to the air districts. *See id.* §§ 39002, 41500. For example, CARB has broad authority to take action when it determines that an air district has failed to meet the responsibilities given to it by any provision of law. *Id.* § 39002. Accordingly, the draft CERP should be revised to state that the CSC and community members may file a complaint with CARB if there are disputes about implementation, and that CARB will resolve such complaints expeditiously.

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Furthermore, the CERP should identify all permitted facilities in the ECV and their compliance status. As other CERPs have done, the CERP should: (1) identify each permitted facility; (2) provide a summary of complaints as to each facility; (3) describe the inspection history of each facility; and (4) detail all enforcement actions against each facility.⁵

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Community Concerns and Requests Remain Unaddressed

³ San Joaquin Valley Air Pollution Control District Website, <http://community.valleyair.org/best-available-retrofit-control-technology-barct> (last visited November 13, 2020).

⁴ SCAQMD Website, Wilmington, Carson, West Long Beach, <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/wilmington/cerp/blueprint-checklist-wcwlw.pdf?sfvrsn=8> (last visited November 13, 2020).

⁵ Shafter CERP, Appendix F, http://community.valleyair.org/media/1495/12-shafterappf_enforcementplan.pdf (last visited November 13, 2020).

The CSC initially identified over 20 air quality priorities that were grouped into six final priorities. Six of these issues are not addressed in the draft CERP: offroading vehicles and activities, the Thermal racetrack, the Thermal Airport, the freight train, land use, outreach and education.

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1. Offroading

Offroading is a top concern for residents in the ECV, particularly for the communities of Mecca and North Shore. This topic was raised consistently during the CSC meetings and was specifically identified as an air quality priority during the AB 617 Kick-Off meeting in January 2020. However, the draft CERP does not address this air quality concern at all. Testimony provided by community residents during community meetings informs us that while offroading activity has been a constant occurrence within the ECV, it has actually increased significantly during the COVID-19 pandemic. Given the stay at home ordinances, more residents and outside visitors can be found offroading through the Mecca and North Shore areas on a daily basis. With the air quality concerns in the ECV, we know that residents already experience numerous public health concerns in terms of dust exposure, and this increase in offroading activity has increased those respiratory and health impacts faced by residents. South Coast AQMD should identify additional actions, monitoring, and strategies to address offroading emissions in Chapters 5d (Fugitive Road Dust) and 5g (Diesel Mobile Sources).

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Recommended strategies include:

2. The Thermal Club and the Jacqueline Cochran Regional Airport

Both of these air quality priorities were raised at our first CSC meeting in early 2020, but are not included in the draft CERP. The concerns raised around these issues include gentrification, increased air pollution, and traffic. There are direct pollution impacts to residents living nearby in mobile home parks, apartments, and houses, including CVUSD schools like John Kelley Elementary, La Familia, Las Palmitas Elementary, Toro Canyon Middle School, and Desert Mirage High School. This pollution also harms farm workers working in fields nearby.

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South Coast AQMD should conduct further research on the reach of this pollution, identify the type of contaminants being released, conduct air monitoring at these sites, and engage in land-use discussions with the community and Riverside County to deter these environmentally harmful projects from being placed in an already disadvantaged community.

3. Freight Train

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Chapter 5f also fails to address the freight/rail corridor that passes through the ECV, directly impacting traffic and air quality in all of the unincorporated communities, including the Cities of Indio and Coachella. The freight train is known to pass through at least 5 times a day, with passenger trains occasionally travelling through the night. Residents raised this issue during CSC meetings, but no additional information was provided to the CSC and South Coast AQMD failed to conduct further research. Actions and strategies for this air quality priority should include coordination with federal agencies that hold primary jurisdiction over freight emissions.

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4. Land Use

CSC members have also identified land use issues as a crucial and underlying issue for air quality in the ECV. Although the South Coast AQMD does not have direct jurisdiction over land use decisions, it can take actions to reduce emissions such as incentivizing low/zero-emission vehicles and alternative modes of transportation, as well as supporting the planning process in the ECV to reduce pollution. Other CERPs have adopted detailed land use strategies.⁶ Here, South Coast AQMD has the opportunity to engage with Riverside County, Torres Martinez Desert Cahuilla Indians and Cabazon Band of Mission Indians, recognizing their tribal sovereignty, and other land use entities to ensure that land use practices, policies, and future decisions do not adversely affect the air quality and public health of the ECV. This is a good way in which South Coast AQMD can serve as a good and supportive partner to the community.

We recommend that South Coast AQMD add a separate section for land use strategies, but to also incorporate individualized land use strategies within each of the priority chapters. One topic that South Coast AQMD should be aware of is the possible development of warehouses in the ECV in the future. Given the growing concerns in the Inland Empire regarding warehouse and diesel pollution, South Coast AQMD should work to identify land use strategies that prevent these harmful and degrading land use patterns in environmental justice communities.

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Actions and strategies for this section include:

- South Coast AQMD will work with the various jurisdictions to limit the approval and permitting of polluting land use projects within the AB 617 ECV boundary.
- South Coast AQMD will be an active partner in the implementation of the current City of Coachella, City of Indio, and County of Riverside Climate Action plans and programs. This also includes the Transformative Climate Communities Program and the Regional and Neighborhood Mobility Plans for the ECV unincorporated communities.

⁶ See West Oakland CERP, at 6-2, <https://www.baaqmd.gov/~media/files/ab617-community-health/west-oakland/100219-files/final-plan-vol-1-100219-pdf.pdf?la=en> (last visited November 13, 2020).

- South Coast AQMD will be an active partner in the planning and implementation of SB 1000 in the City of Coachella, City of Indio, and Riverside County, as well as engage in general plan updates.

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5. Outreach and Education

The CSC has also uplifted the importance of outreach and education towards youth and community members. While we recognize that the COVID-19 pandemic has made it harder to reach the general public and community within the AB 617 boundaries, we continue to believe that identifying ways to support community education and engagement is an important component of AB 617.

South Coast AQMD has identified several outreach strategies throughout the different sections of Chapter 5. However, these strategies rely heavily on community-based and non-profit organizations to do this on the groundwork. Community-based and non-profit organizations can support and provide guidance on how to conduct strong outreach and education, responsibility still lies primarily with South Coast AQMD to fund and implement these actions.

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Additionally, we recommend that as implementation of the program moves forward, South Coast AQMD should drastically increase its outreach and education efforts to the larger public on the program overall. The draft CERP should include actions for outreach and education that are appropriate and safe to be conducted during a pandemic. Local community-based and non-profit organizations have quickly adapted and found new ways to conduct these activities to stay in touch with the community. Sunline has also adopted some of these strategies thanks to the support and guidance from local organizations.

Actions and strategies for this section include:

- Create a public participation and outreach plan.
- Adopt a resolution or ordinance that commits South Coast AQMD to provide all material, resources, websites, and apps in Spanish and/or other languages as requested.
- Partner with the DMHS and CVHS green academies and other youth groups (e.g. Sierra Club Youth Group) to do education and community service programs to improve air quality

Draft CERP does not Establish Clear Quantifiable Emission Reduction Actions, Strategies, or Targets

The draft CERP and CAMP do not provide sufficiently concrete commitments by South Coast AQMD to ensure meaningful reductions in cumulative air pollution burdens on ECV residents. CERPs are the “cornerstone” of AB 617. AB 617 requires CERPs to include: (1) emissions reduction targets; (2) specific reduction measures; (3) a schedule for the implementation of

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measures; (4) and an enforcement plan. *Id.* § 44391.2(c). CERPs must result in measurable emissions reductions in the community. *Id.* § 44391.2(c)(3).

Here, the draft CERP largely requires “incentives,” “outreach,” and suggestions that South Coast AQMD “pursue” collaborations with other agencies to possibly monitor or reduce pollution. While all of this is extremely important to include in the draft CERP, these vague commitments fall short of the specific, enforceable, and measurable reduction strategies required by AB 617. For example, CARB’s Community Air Protection Blueprint (Blueprint) requires CERPs to set forth health-based and quantifiable emission reduction targets.⁷ Here, the draft CERP does not contain any such targets. *See, e.g.*, CERP at 5a-1 & 5a-2. The plans must be revised to comply with AB 617 and CARB’s Blueprint.

Based on community advocacy from the past several years, including meetings and workshops on separate efforts like the Salton Sea, residents and stakeholders front the ECV have consistently elevated the need for South Coast AQMD to be engaged and build relationships with different local, regional, and state agencies. These concerns and recommendations have also been raised in CSC meetings, but the draft CERP clearly demonstrates that those relationships and partnerships have not been developed throughout this year of AB 617 implementation in the ECV.

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The CERP must include quantifiable emission reduction targets for all criteria and toxic air contaminants of concern in ECV. The Blueprint requires CERPs to include “quantifiable emissions reduction targets for applicable pollutants contributing to the cumulative exposure burden.”⁸ Although the draft CERP identifies significant toxic air contaminants and PM pollution in ECV, the draft CERP does not specify reduction targets for these pollutants. Rather, the CERP merely states that reduction targets for NO_x and diesel are “to be determined.” This failure to identify reduction targets violates AB 617 and the Blueprint. The draft CERP should be revised to include reduction targets for all toxic air contaminants and criteria air pollutants identified in Chapter 3b, as well as for pesticides.

Another area that’s lacking in the draft CERP is mitigation. In addition to emission reduction actions, we believe that mitigation strategies and actions are also important to include in order to be able to provide public health benefits in the short term.

1. Salton Sea

The draft CERP should be revised to include enforceable measures to reduce pollution from the Salton Sea. The draft CERP proposes nothing more than a monitoring program for Salton Sea emissions. The draft CERPs proposal to consult with other agencies is important but is

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⁷ Blueprint, Appendix C at C-18.

⁸ Blueprint, Appendix C at C-17.

ultimately insufficient under AB 617 and the Blueprint. In addition to outreach and inter-agency coordination, the draft CERP must identify quantifiable reduction targets and measures, such as committing to implementing dust reduction measures.

CSC members and residents have been actively involved in the California Natural Resources Agency's (CNRA) planning efforts to rehabilitate the Sea. As we've mentioned before, there needs to be much better and more transparent communication and coordination between South Coast AQMD, CNRA, Riverside County, the Salton Sea Authority, and other stakeholders so that the AB 617 process can reflect, contribute to, and complement CNRA's and others' efforts to reduce emissions and dust exposure at the Sea. With that comes the identification and acknowledgement of mitigation efforts and projects that the community has been pushing for. This includes reforestation and greening, recreational projects, and other dust calming and mitigating measures.

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Below are additional recommendations for Chapter 5b:

- The Salton Sea air monitoring network needs better timelines and for actually installing and making data available to the community. The current timeline proposal with a start date of the 2nd quarter of 2021 with completion in the 4th quarter of 2025 is unacceptable. South Coast AQMD should collaborate with CNRA and the Imperial Irrigation District (IID) to expedite this process by starting in the 1st quarter of 2021.
- South Coast AQMD should conduct a thorough review and update of Rule 403 - Fugitive Dust and Rule 403.1 - Supplemental Fugitive Dust Control Requirements for Coachella Valley Sources. Conducting outreach to facility operators/workers/owners is not sufficient. This action shall be completed by the 3rd quarter of 2021.
- All air quality data must be made fully available to the public, including health care providers. Any member of the public should not be required to make a formal request in order to access real-time data.
- The monitoring network must include toxics and address other pollutants in addition to hydrogen sulfide. This includes pollutants coming from pesticide drift and agricultural runoff and various contaminants in sea spray blowing to nearby communities from the surface of the Salton Sea.

2. Pesticides

As previously mentioned, Chapter 5c also relies heavily on partnerships and collaborations, but doesn't provide significant emission reduction actions, or mitigation and exposure reduction measures. Chapter 5c should address the following recommendations:

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- The CERP should require comprehensive monitoring for toxic pesticide emissions. The draft CERPs monitoring “goal” is inadequate. The draft CERP merely commits South Coast AQMD to “[p]ursue a collaborative partnership” and “consult” with other agencies regarding pesticide monitoring. However, the South Coast AQMD has authority to monitor emissions of toxic air contaminants including pesticides; the South Coast AQMD does not need any other agency’s permission to do so. *See Harbor Fumigation, Inc. v. County of San Diego Air Pollution Control Dist.*, 50 Cal. Rptr. 2d 874 (Cal. App. 4th Dist. 1996). Moreover, under AB 617, South Coast AQMD has an affirmative duty to create a monitoring system to measure exposures to toxic air contaminants and health risks at or near sensitive receptor locations in disadvantaged communities. Health & Safety Code § 42705.5(a)(1). The CERP and/or CAMP must include monitoring for pesticide emissions.
- It is critical that the CERP and CAMP require that monitors are placed at residential areas and sensitive receptors (such as schools, nursery homes, and daycares) located near fields where toxic pesticide exposures occur. ECV has one of the highest pesticide burdens for exposures and environmental effects in the state.⁹ In Riverside County, soil fumigants such as metam sodium (aka metham sodium) and 1,3-Dichloropropene (1,3-D) are used in significant amounts.¹⁰ Metam sodium, and its byproduct MITC, and 1,3-D are toxic air contaminants under California law and are subject to AB 617’s monitoring requirements. Although toxic pesticide emissions are widespread in ECV, South Coast AQMD does not presently monitor them. The CERP and CAMP should remedy this monitoring vacuum.
- While we generally support interagency collaboration in the AB 617 process, the draft CERP must do more than commit to attempting to work with other agencies to reduce pesticide exposures. The CSC will, of course, assist the South Coast AQMD with identifying residential areas and sensitive receptors in ECV that are impacted by pesticide air emissions.
- The draft CERP’s emission and exposure reduction goals are not sufficient under AB 617. These goals merely require the South Coast AQMD to “[i]dentify and evaluate opportunities to reduce pesticide emissions and exposures based on the evaluation of community impacts.” Conducting an evaluation and providing a yearly update on the Shafter Pilot Notification System project is inadequate. These evaluations fall short of AB 617’s requirement that CERPs include enforceable measures that ensure quantifiable reductions in cumulative exposures. We recommend that a similar process be implemented immediately (1st quarter of 2021) in the ECV. It’s feasibility does not need to be evaluated. This is a minimal task that South Coast AQMD, the Riverside County

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⁹ CARB Community Air Protection Program, 2019 Community Recommendations, Staff Report https://ww2.arb.ca.gov/sites/default/files/2019-12/2019_community_recommendations_staff_report_november_8_acc_3.pdf, at 33, Table 6.

¹⁰ DPR Pesticide Use Reporting tool <https://www.cdpr.ca.gov/docs/pur/purmain.htm>

Agricultural Commissioner, and the Department of Pesticide Regulation (DPR) should already be implementing in the region.

- The CERP should also include a commitment from South Coast AQMD to work with DPR to require setbacks for pesticide applications near residences and sensitive receptors. And the CERP must identify the target amount of contaminants and toxic pesticide exposures that will be reduced by the CERP strategies.
- In addition, the draft CERP says the South Coast AQMD will provide the community with “information on the types of pesticides applied in ECV.” However, this information is already readily available to the District. As South Coast AQMD knows, the Riverside County Agricultural Commissioner and DPR are in custody of detailed data concerning all pesticides applied in ECV. Accordingly, all relevant information concerning the pesticides applied in ECV should be included in the CERP and made easily accessible and easily readable to the larger community. An important detail is that pesticide use information should be posted on a publically viewable website in real time. Pesticide application data that is older than 3 months may be of no use to the local community and sensitive receptors.
- South Coast AQMD needs to vastly improve the timelines for this chapter's actions. It is unclear what will be accomplished when or how the draft actions will be implemented within the expansive timelines provided.

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3. Fugitive Road Dust

The draft CERP does not contain sufficiently concrete commitments to reduce fugitive dust. Instead, South Coast AQMD says it will “pursue” partnerships, “conduct outreach” and “identify funding.” Although these actions are certainly part of achieving reductions, South Coast AQMD must specifically identify enforceable mitigation measures in the CERP. This includes the following:

- The draft CERP should include a requirement that South Coast AQMD increase its efforts to enforce its fugitive dust rules, Rules 403 and 403.1. Under AB 617 and the Blueprint, it is not adequate to merely “conduct outreach” regarding the fugitive dust rules. The draft CERP should be revised accordingly.
- All mobile home parks and Polanco Parks in the ECV should be equipped with air monitors for particulate matter and specific toxics that are identified to be of concern.

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4. Open Burning and Illegal Dumping

The draft CERP consists of outreach and incentives aimed at reducing open burning by the agricultural industry. This is not enough to meet AB 617’s requirements. For instance, the draft CERP does not discuss the District’s open burning program (Rule 444), which is intended to “ensure open burning in the South Coast AQMD is conducted in a manner that minimizes

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emissions and impacts, and that smoke is managed consistent with state and federal law in order to protect public health and safety.” The draft CERP should require the South Coast AQMD to increase enforcement of the rule to materially reduce open burning. Likewise, the draft CERP should specify a quantifiable reduction target for reductions in open burning.

South Coast AQMD should also identify feasible alternatives to agricultural burning by doing the following:

- Enforce agricultural burning rules.
- Identify alternatives to agricultural burning.
- Require agricultural companies and growers to comply with such rules by the end of 2025.
- Develop and implement a plan to phase out agricultural burning entirely.
- South Coast AQMD can look for guidance from similar actions by the San Joaquin Valley Air Pollution Control District

5. Diesel Mobile Sources

As with the pollution sources discussed above, the draft CERP fails to require meaningful reduction measures and does not identify any reduction targets. Stating that monitoring will be conducted is only part of the CERP process; the CERP must actually adopt strategies for reducing the emissions. Accordingly, the CERP must be revised to specifically describe how the South Coast AQMD will reduce diesel emissions and identify quantifiable emission targets. The draft CERP also fails to address the Thermal Club and airport as noted in previous sections. South Coast AQMD should include necessary strategies from CARB’s Concept Paper for the Freight Handbook in the draft CERP as well. This section should also address the DTSC’s Air Toxic Control Measure (ATCM) for Stationary Compression Ignition (CI) Engines that includes on farm diesel equipment and yard trucks used in some agricultural packing houses and other facilities.

6. Greenleaf Desert View Power Plant

In addition, we note that the proposed monitoring regarding the Greenleaf power plant is inadequate. The plant is located near a populated area in Mecca. It emits, among other things, significant amounts of benzene and formaldehyde according to CARB data. Accordingly, fence-line monitors for criteria and toxic air pollutants should be installed on the facility. In addition, at least ten monitors should be strategically placed near homes and sensitive receptors near the facility. Mobile monitoring should take place to identify and quantify pollutants that occur at this facility during early mornings and late evenings as the plant operates over 24 hours. This will help inform what kind of fixed monitoring should be placed near the facility to inform

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emission reduction measures. South Coast AQMD has successfully used mobile monitoring to identify hotspots and unknown sources over the fence in Wilmington and these practices should be adopted in the ECV on sites like the Greenleaf Desert View Power Plant. The CERP should be revised to incorporate these measures.

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Overall, Chapter 5 needs significant improvement in order to develop a plan that actually includes quantifiable measures and drives enforcement. The draft CERP should incorporate CARB's role and responsibility over mobile source emissions in the ECV. In terms of funding, South Coast AQMD should not rely solely on external sources to implement the draft actions, but should also note how it plans on using it's own internal budget and allocated funding for this program.

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Additional actions and strategies can be found in our attached file titled: Draft CERP Edits 11/13.

Coordination with Community Plans

AB 617 is only one of the opportunities to improve public health and the environment in the ECV. In the past several years, all cities and communities within the AB 617 boundaries have undergone extensive planning efforts to advance active transportation and mobility, climate resilience and sustainability, as well as land use policies. Some of these plans include the following:

- The Regional and Neighborhood Mobility Plan for the Eastern Coachella Valley (Thermal, Oasis, Mecca and North Shore)
- The Eastern Coachella Valley's Action Plan for Climate Resilience (Coachella, Thermal, Oasis, Mecca, and North Shore)
- The City of Indio's Transformative Climate Communities Plan
- Dust Suppression Action Plan
- Salton Sea Management Program
- Coachella Valley Extreme Ozone State Implementation Plan

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It is important for South Coast AQMD to review and coordinate with these plans as needed to identify ways that can benefit the AB 617 process. This process should be institutionalized within South Coast AQMD and other agencies to facilitate coordination and implementation. There are many mitigation and other types of strategies, actions, and projects identified in a few of these plans that should be included in the draft CERP. The ECV's Action Plan for Climate Resilience in particular includes several dust suppression and air monitoring projects that are not identified in the draft CERP.

CAMP Development and Summary

The CSC has not had the time to discuss the development of the Community Air Monitoring Plan (CAMP) in any meaningful way during the past year. Since there is no statutory deadline or formal approval process for CAMP's, it seems that South Coast AQMD has not prioritized it appropriately. It is now November 2020, and the CSC has yet to discuss opportunities for expanding air monitoring in the ECV. Many of the actions and strategies identified in the draft CERP state that South Coast AQMD will work with the CSC to identify opportunities for additional air monitoring in the ECV. Is unacceptable for these actions to be included when the draft CERP and CAMP should already identify the ways in which South Coast AQMD will conduct or enhance air monitoring.

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There has also been additional air monitoring and environmental justice work done in the ECV, as noted in our 2019 AB 617 Nomination and CSC meetings. It is important for South Coast AQMD to acknowledge these past efforts and utilize these systems and data to inform the draft CERP. Additionally, the lack of air monitoring and emission reduction strategies point to the larger problem of South Coast AQMD not investing in the ECV in the past to properly conduct comprehensive air monitoring.

* * * * *

We appreciate the work that South Coast AQMD has done in the past year to work with the CSC, but as described above, this process has been difficult and stressful for us as the CSC. The draft CERP falls short of what we expected from South Coast AQMD and it is disappointing to see that our comments for the past year alone have not been fully addressed or incorporated in the draft CERP. We ask that our comments and edits be incorporated into the draft CERP and that South Coast AQMD develop a review and response mechanism to manage public comments, questions, and requests moving forward. We also ask that all public comments and feedback received on the draft CERP be made publicly available on the South Coast AQMD AB 617 website and that the CSC have the right to make additions or changes to the CERP in the future.

1-23

If you have any questions, please email Rebecca Zaragoza at rzaragoza@leadershipcounsel.org.

Sincerely,

Rebecca Zaragoza, CSC Member
Senior Policy Advocate
Leadership Counsel for Justice and
Accountability

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 Karina Lizeth Andalón, CSC Member
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María Griselda García, CSC Member
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Nancy Del Castillo, CSC Member
 Thermal Resident

Adriana Chavez, CSC Member

UCR School of Medicine

Dr. Ann M. Cheney, Ph.D., CSC Member
 UCR School of Medicine

Josefina Sosa, CSC Member
 North Shore Resident

Mario Bautista, CSC Member
 North Shore Residents

Ryan Sinclair PhD, MPH
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Guadalupe Rosales, CSC Member
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 La Unión Hace La Fuerza

Monica Mandujano, CSC Member
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Anna Lisa Vargas, CSC Member
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 Communities for a New California

Olivia Rodriguez, CSC Member
 Thermal Resident

Bryan Mendez, CSC Member
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Patricia Leal-Gutiérrez, CSC Member
 Program Manager
 Alianza Coachella Valley

Sandra Ramirez, CSC Member
 Director
 Coachella Valley Parents

Adriana Torres, CSC Member
North Shore Resident

CC:

Richard Corey
California Air Resources Board

Trish Johnson
California Air Resources Board

Gideon Kracov, Board Member
South Coast AQMD

V. Manuel Pérez, Board Member
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Arlene Farol, Sr. Public Information Specialist
South Coast AQMD

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Jo Kay Ghosh, Health Effects Officer
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Daniel Garcia, CERPs Manager
South Coast AQMD

Payam Pakbin
South Coast AQMD

Andrea Polidori
South Coast AQMD

Philip Fine
South Coast AQMD

[Executive Summary](#)

Executive Summary

The Eastern Coachella Valley (ECV) Community Emissions Reduction Plan (CERP) is a critical part of implementing Assembly Bill (AB) 617 (Health and Safety Code Section 44391.2), a California law that addresses the disproportionate impacts of air pollution in environmental justice communities. The AB 617 program invests new resources and focuses on improving air quality in environmental justice communities. The CERP outlines goals and actions by the Community Steering Committee (CSC), the South Coast AQMD, and the California Air Resources Board (CARB) to reduce air pollution in the ECV community [and improve public health](#). An essential piece of the program is partnership and collaboration with the community to address the community’s air quality priorities in the CERP. The CSC is a diverse group of people, including youth, who live, work, own businesses, or attend school, within the community. Local public health agencies, regulatory agencies, tribal organizations, and elected officials are represented on the CSC. The CSC guides the development and implementation of the CERP.

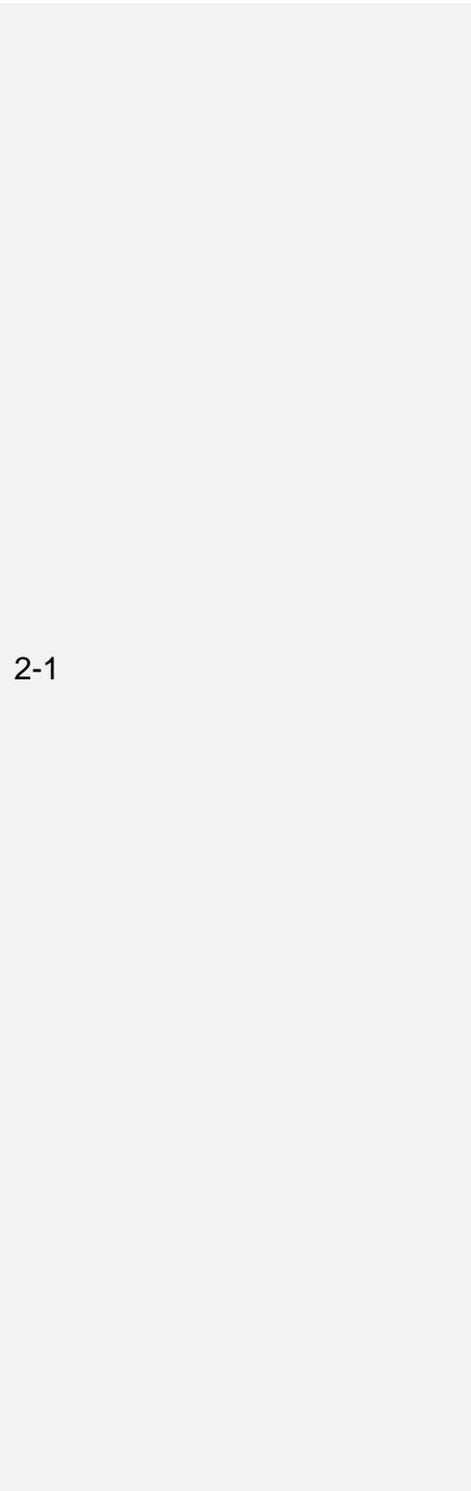
One year from the date that CARB designates a new AB 617 community, the local air district must develop and adopt a CERP in consultation with CARB, community-based organizations, affected sources, and local governmental bodies.¹ The ECV community had to account for the onset of the COVID-19 pandemic and its impact on the CERP development schedule. Despite a delay in the schedule, the ECV CSC and South Coast AQMD staff worked together to develop this plan for consideration by South Coast AQMD’s Governing Board in December 2020.

Based on the sources of air pollution impacting the community, the ECV CSC identified the following air quality priorities to be addressed by this plan:

- Salton Sea
- Pesticides
- Open Burning and Illegal Dumping
- Fugitive Road Dust
- Diesel Mobile Sources
- Greenleaf Desert View Power Plant

At its core, this plan seeks to address the air quality priorities with actions that reduce air pollution emissions from sources within the community and reduce air pollution exposure to people in the community [and improve public health](#). This plan includes actions, such as developing and enforcing regulations, providing incentives to accelerate the adoption of cleaner technologies, [implementing mitigation projects](#), and conducting outreach to provide useful information to support the public in making informed choices. Additionally, air monitoring efforts will provide critical information to help guide investigations, provide public information, and track progress. Collaborative efforts with other agencies, organizations, businesses and other stakeholders will amplify the impact of these actions. Many of the actions will only be conducted during the implementation timeframe of this plan; however, there are also many actions (such as regulations, ongoing enforcement activities and certain incentive programs) that will be continuing activities conducted by the South Coast AQMD.

¹ Assembly Bill 617 44391.2(b)(2)



2-1

Executive Summary

This plan focuses on improving air quality in the ECV community through concentrated efforts and community partnerships. The CSC will continue to engage in the process of implementing the CERP and tracking its progress.

The Reader’s Guide to the CERP

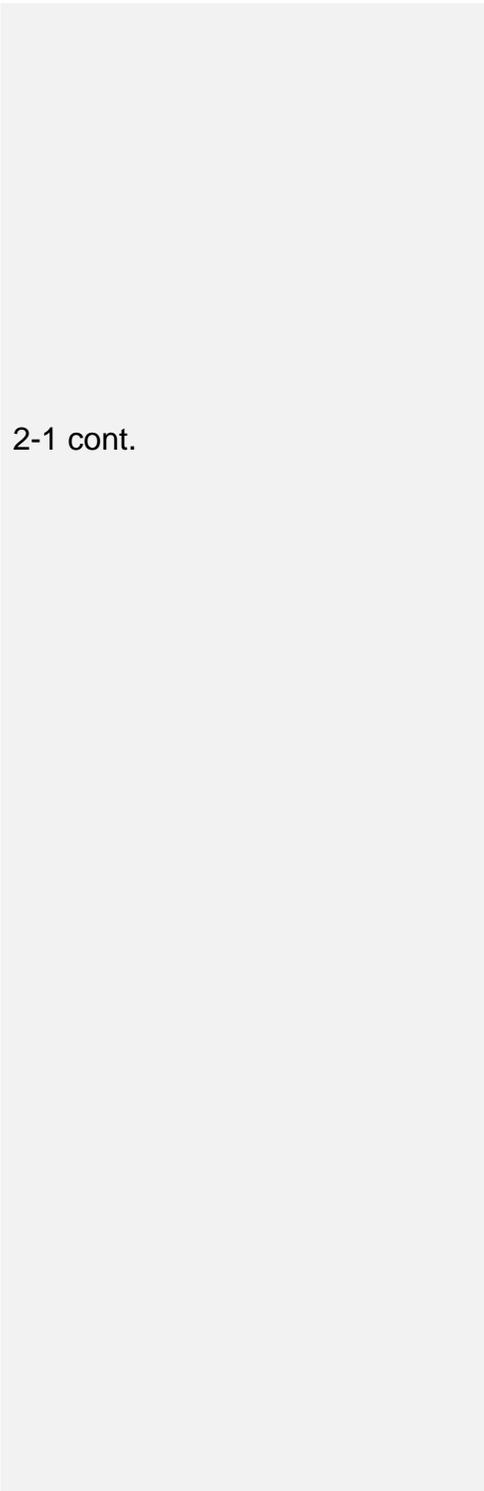
The opening chapters provide background information about the AB 617 program and timeline (Chapter 1), the CSC process and community engagement (Chapter 2), and information about the air pollution sources in the community (Chapter 3).

Information about past and ongoing enforcement activities conducted by both the South Coast AQMD and CARB staff is provided in Chapter 4. This information will provide insights into future enforcement activities.

The specific actions for emissions and exposure reductions are in Chapter 5 – Actions to Reduce Community Air Pollution. Chapter 5 is organized by air quality priorities, followed by goals and actions to address each air quality priority. The actions are organized in a table that identifies the entities responsible for each action and specifies the timeframe for implementing them. The CERP actions are numbered in the order in which they are presented in each section. The proposed plan will include a California Environmental Quality Act (CEQA) analysis based on the proposed actions.

A summary of the air monitoring approach is in Chapter 6. These efforts are described in much greater detail in the Appendix 6 for the Community Air Monitoring Plan (CAMP).² The actions described in Chapter 5 also include specific air monitoring activities related to specific actions in the CERP. Findings from air monitoring will help evaluate next steps, and South Coast AQMD staff will work with the CSC to review findings and make necessary adjustments to the CERP.

The Appendices to the CERP include additional reference material related to the CERP content.



2-1 cont.

² South Coast AQMD, Community Air Monitoring Plan for ECV, ([Link Coming Soon](#))

Chapter 1: Introduction

AB 617 was signed into California law in July 2017 and focused on addressing local air pollution impacts in environmental justice communities. The bill recognizes that while California has seen tremendous regional air quality improvement, some communities are still disproportionately impacted. Many communities in the South Coast AQMD experience impacts from air pollution sources near places where people live. Major air pollution sources in EJ communities include mobile sources (trucks, locomotives, etc.) and industrial facilities. These communities also experience social and economic disadvantages that add to their cumulative burdens. The AB 617 program accelerates actions and provides additional resources to address air quality in these communities.

In 2018 (Year 1), CARB designated ten AB 617 communities statewide (see Figure 1-1), including three South Coast AQMD communities. On December 13, 2019 (Year 2), CARB designated two additional AB 617 communities (see Figure 1-1) in South Coast AQMD, including Eastern Coachella Valley (ECV) and Southeast Los Angeles.

Figure 1-1: Statewide AB 617 Communities as of 2019



2-2

Local air districts are tasked with developing and implementing Community Emissions Reduction Plans (CERPs) and Community Air Monitoring Plans (CAMPs) in partnership with residents and community stakeholders. The CAMP includes air monitoring efforts to enhance our understanding of air pollution in the designated communities and support CERP implementation.

Purpose of the Community Emissions Reduction Plan (CERP)

The CERP is developed to achieve air pollution emission and exposure reductions within the ECV community and address this community’s air quality priorities. The plan describes the community outreach conducted to develop

ⁱECV, Stockton, and Southeast Los Angeles were designated in 2019 to develop both a community emissions reduction plan and a community air monitoring plan. San Diego designated in 2018 to develop a community air monitoring plan, which was expanded in 2019 to develop a community emissions reduction plan.

Chapter 1

the CERP and provides emissions and exposure reduction actions, an implementation schedule and an enforcement plan.

Some actions in the CERP include a series of steps to address certain air quality concerns raised by the CSC. These actions provide flexibility for plan adjustments when new information becomes available. Staff will provide an annual progress report to the South Coast AQMD Governing Board on CERP implementation and identify actions that may require Board action.

CERP Development Process and Emphasis on Community Input

Community engagement and input to inform both the process and the actions in the CERP are a primary element of the AB 617 program. Figure 1-2 provides the CERP development process. Public meetings, workshops, conversations, and communications among committee members, South Coast AQMD staff and CARB staff contributed to development of the plan. Chapter 2 describes the CSC and outreach efforts for CERP development.

Figure 1-2: Overview of ECV Community Emissions Reduction Plan (CERP) Timeline

- CARB designated AB 617 Year 2 communities

- Community Kickoff meeting

- CSC convened, developed and finalized charter, finalized community boundary, and identified air quality priorities

- Community workshops on air quality priorities and Technical Advisory Group (TAG) meeting, begin CERP development

- CSC discussion on potential draft CERP actions
- Draft CERP released to CSC for review

- Draft CERP revised to address CSC comments
- Draft CERP presented to Stationary Source Committee

- Draft CERP considered by South Coast AQMD Governing Board for adoption

*Meetings include CSC meetings, workshops, and Technical Advisory Group (TAG) meetings.

Commented [RZ1]: Charter was adopted in September not July and draft CERP was released in November.

2-2 cont.

About this Community

The community extends from the City of Indio south to the Riverside County boundary along the Salton Sea. It includes the City of Indio, the City of Coachella, a small portion of the City of La Quinta (southern part of the city), and the unincorporated areas of Thermal, Mecca, Oasis and North Shore (Figures 1-3 and 1-4).

Figure 1-3: ECV Community Boundary

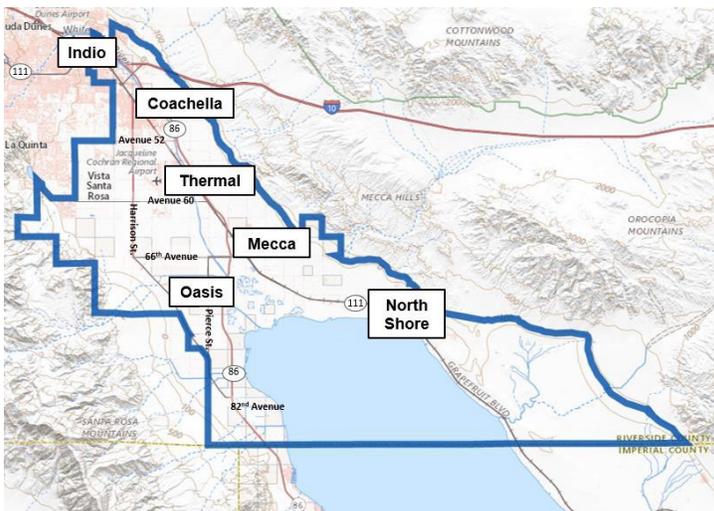
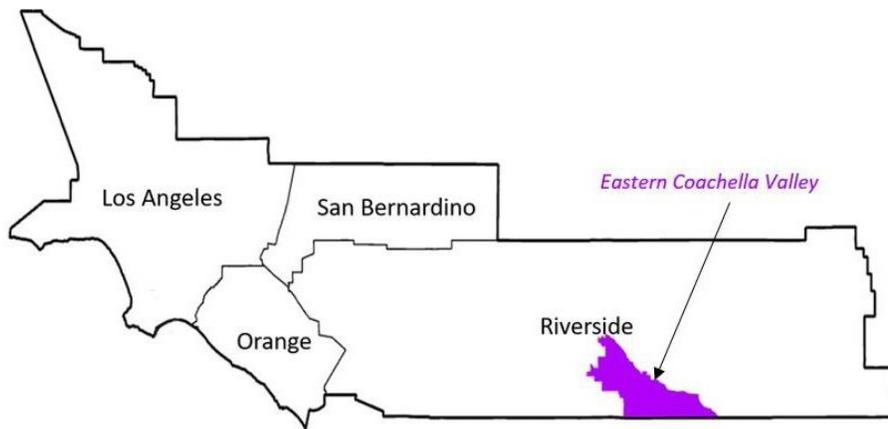


Figure 1-4: Location of the ECV community in the South Coast AQMD jurisdiction

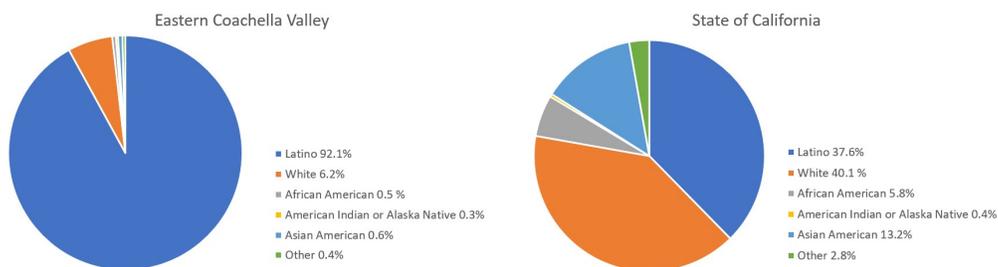


2-2 cont.

Figure 1-5: Population of the ECV community, based on 2010 Census

80,592
Total Population

Figure 1-6: Population by Race/Ethnicity in ECV and the state of California, based on 2010 Censusⁱⁱ



More than 80,000 people live within the ECV community (Figure 1-5). Most of the people living in this community are Hispanic or Latino (Figure 1-6). About 6.2% of the residents in this community are White, 0.5% are African American, and 0.3% are American Indian or Alaska Native. The population in this community is younger than the California population, with about 21.4% of children under the age of 10 years and 6.5% adults over the age of 65 years (Figure 1-7). These age categories are particularly important because young children and older adults can be more sensitive to air pollution's health effects.

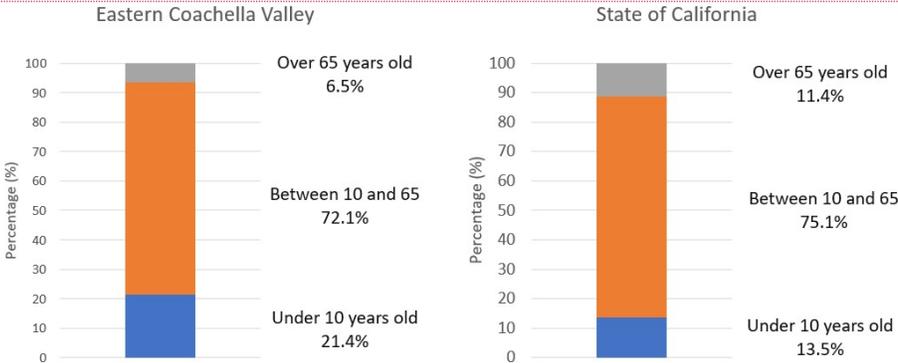
2-2 cont.

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ⁱⁱ Definitions of races are the same as CalEnviroScreen 3.0.

Chapter 1

Figure 1-7: Age profile in ECV and the state of California, based on 2010 Census



Commented [RZ2]: I don't think this chapter depicts an accurate or meaningful reflection of the ECV. Maybe it's not necessary for this type of document, but it feels very superficial and focused on numbers.

2-2 cont.

Chapter 2: Community Outreach, Community Steering Committee and Public Process

Introduction

Community engagement, outreach, and public process were crucial to developing the Eastern Coachella Valley (ECV) Community Emission Reduction Plan (CERP). Key features of the outreach efforts include establishing a Community Steering Committee (CSC), monthly CSC meetings, CSC member and South Coast AQMD staff presentations, providing materials (in English and Spanish) via email and a webpage, live-streaming all CSC meetings (with English and Spanish interpretation), and establishing a Technical Advisory Group (TAG). Also, numerous interactions between CSC members and South Coast AQMD staff occurred in one-on-one or small group meetings, allowing for in-depth discussions on joint development and creating the CERP.

- The Community Steering Committee (CSC) and Technical Advisory Group worked with South Coast AQMD staff to develop the CERP
- Despite the COVID-19 Stay-At-Home Order, regularly scheduled CSC meetings resumed using a virtual platform to engage with the CSC and public
- The Community Liaison served as the point of contact
- A series of Charter Working Group Meetings were held to develop a CSC Charter
- Additional one-on-one, small group, and community meetings also played an important part in community engagement
- A Community Webpage was created as an information portal

Community Liaisons

A Community Liaison from the South Coast AQMD served as the point of contact to communicate with members of the CSC and members of the public to address concerns regarding logistics and development of the CERP and Community Air Monitoring Plan (CAMP) (Figure 2-1). The Community Liaison ensured communication throughout the CERP development process and worked with community members to identify the best ways to make information accessible and user-friendly. The South Coast AQMD Community Liaison for the Eastern Coachella Valley (ECV) is Arlene Farol (afarol@aqmd.gov). In addition, Pedro Piqueras (ppiqueras@aqmd.gov) serves as the South Coast AQMD point of contact for CERP-related discussions.

2-3

Commented [RZ3]: Spanish recordings were not provided until much later, probably summer or later when requested by CSC.

Figure 2-1: South Coast AQMD staff assisting CSC members and the public at a meeting in the city of Coachella



Community Steering Committee (CSC)

A steering committee was formed in late January 2020 for the ECV community, and monthly in-person meetings were organized, starting February 19, 2020 (Figure 2-2). However, due to the COVID-19 pandemic and the resulting executive orders from the Governor¹, the remaining CSC meetings were transitioned to a video conferencing format. The March and April CSC meetings were cancelled and resumed in May using the Zoom platform. The main role of the CSC is to provide input and guidance as well as to propose actions for the community plans (i.e., CERP and CAMP). The CSC is comprised of stakeholders with community knowledge to help drive community action and develop the CERP and CAMP. The CSC creates a way to incorporate community expertise and direction in developing and implementing clean air programs in each community. Staff will continue to seek recommendations and feedback from the CSC during CERP implementation and adjust the outreach approaches to be more effective.

The ECV CSC has 50 primary members and 12 alternate members representing active residents, community organizations, and businesses. While 20 primary members are on the roster representing active residents, an additional 10 primary members also reside within the community (resident percentage on the CSC = 60%). Additionally, there are 10 primary members and 8 alternate members representing agencies, schools/universities, or offices of elected officials who serve this community.² The roster is available at: <http://www.aqmd.gov/nav/about/initiatives/community-efforts/environmental-justice/ab617-134/eastern-coachella-valley>

Commented [RZ4]: Should include updated roster info as well and that changes were requested in the fall.

2-3 cont.

¹ Governor Newsom issued Executive Order N-25-20 on March 12, 2020 and Executive Order N-29-20 on March 17, 2020.

² Per discussion with CARB staff, members representing agencies, schools, universities, hospitals, and offices of elected officials are not included in the calculation of resident percentage on the CSC.

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Figure 2-2: Community Steering Committee meeting in Coachella



CSC Charter Working Group

The South Coast AQMD's original draft charter was presented at the February 20th CSC meeting. In March 2020 meeting, CSC member Rebecca Zaragoza provided a revised charter based on input from some of her fellow CSC members. Because they felt it was important for the CSC as a whole to discuss the Charter, the CSC recommended forming a Charter Working Group to draft the charter to include all CSC input. At the May 20th CSC meeting, all CSC members were invited to participate in the Charter Working Group/CSC meetings, and updates were provided to the full membership during CSC meetings. The first Charter Working Group meeting was held on June 23, 2020 followed by subsequent weekly meetings (a total of 4 meetings of this Working Group).

During the Charter Working Group meetings, CSC members discussed ideas for the committee meeting process, including a request to incorporate elements of the Brown Act into the charter and to form subcommittees to discuss specific topics. Additionally, Committee members requested stipends, transit, childcare, availability of alternative community locations with internet access for future meetings, outreach via mass mailing of materials, air quality training and workshops, printed meeting materials to be delivered to organizations and residents, and that materials be provided far in advance of meetings.

A Google document was created for CSC members to provide recommendations and direct edits to the draft charter. At each Charter Working Group meeting, CSC members discussed the edits and suggestions provided in the draft charter. CSC members edited the Google document until July 29th when a draft was presented to members at the Charter Working Group meeting. CSC members provided comments and the feedback received was included in the revised charter. A vote was taken by CSC members recommending not to bring the Brown Act item to the next CSC meeting for a vote, and instead continue developing the language in the charter, removing the sentence that mentions the Brown Act. Additionally, the CSC also recommended presenting a clean version of the charter for consideration the next CSC meeting.

2-3 cont.

Commented [RZ5]: This section lacks background and context. LCJA worked with residents, Alianza, PUCCD, LLU, and others who advocated for the selection of the ECV in 2019 to get a head start on the charter so that once the CSC started meeting, we could focus on developing the CERP and CAMP and use our time wisely.

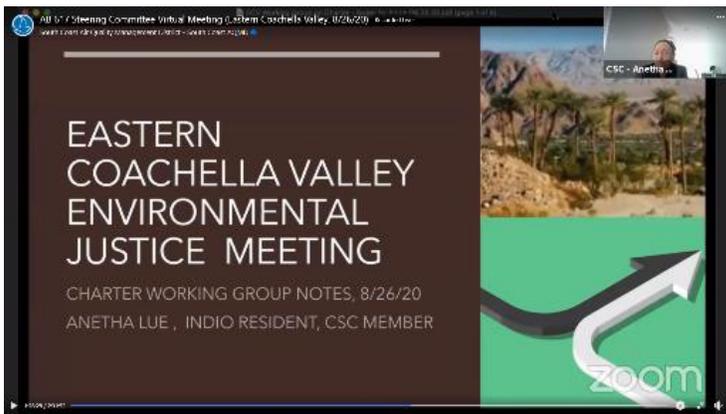
2-3 cont.

Commented [RZ6]: Presented in English only. This should note that there was a full months delay in approving the charter after it was conditionally finalized, because it was not provided in Spanish.

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At the August 26th CSC meeting, CSC member Anetha Lue presented a thorough summary of the discussions during the various Charter Working Group meetings. In her summary, she stated the general agreement that the charter should ensure inclusion and fairness, achieving results and a leadership role for the community (Figure 2-3).

Figure 2-3: CSC Member Anetha Lue presented an update at the August 26th CSC meeting



2-3 cont.

The final charter was approved by the CSC on September 24th and is available at the links below.

CSC Final Charter - September 24, 2020 version:

- English: <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/final-charter.pdf?sfvrsn=8>
- Spanish: <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/eastern-coachella-valley/final-charter-span.pdf?sfvrsn=8>

Committee Presenters

A critical aspect of the CERP is development and implementation through collaboration with committee members and the agencies, organizations, businesses, or other entities that they represent. Committee members were invited to share their work that is complementary to the actions being developed in the CERP, such as programs carried out by their organization that help address air quality issues in the community.

On July 31st, an informational workshop on Salton Sea and Pesticides was held to identify the roles of various public agencies dealing with the Salton Sea and pesticides. The workshop included presentations from CARB, Department of Pesticide Regulation, Imperial Irrigation District, Riverside County Agricultural Commissioner’s Office and UC Riverside.

Committee members Dr. Ann Cheney, Adriana Chavez and Conchita Pozar provided information about ongoing studies related to the Salton Sea. Daniel Delgado represented committee member Ruben Arroyo

Chapter 2

from the Riverside County Department of Agriculture and Measurement (Agricultural Commissioner) Standards and described the role of the Agricultural Commissioner in implementing pesticide regulations.

Community Testimonials

On February 2019, South Coast AQMD, along with the California Air Resources Board (CARB) invited residents from the ECV community to learn about the AB 617 program. Community members were invited

Figure 2-4: Community members are invited to share their personal air pollution concerns



to share personal stories, outline their concerns with air pollution and describe how it has negatively impacted their lives and community. A video documentary, "Estamos Aquí" was presented by local filmmakers. These types of conversations from the community during CSC meetings have helped provide perspective and context to frame the discussions during the CSC meetings (Figure 2-4).

Community Meetings

In February 2019, a community meeting was held at the North Shore Community Center to provide an introduction to the AB 617 program. Since CARB designated the ECV community for the AB 617 program in December 2019, South Coast AQMD staff has hosted community meetings on a regular basis in the community or through virtual meetings. This included one kick-off meeting, a series of CSC meetings, community workshops, Q&A sessions, and Charter Working Group meetings.

Community Kick-Off Meeting

The Community Kick-Off Meeting in the ECV community was held on Wednesday, January 22, 2020 at the Coachella Library Conference Center (Figure 2-5). During this meeting, staff presented information about the AB 617 program and explained the critical role of the CSC in the development and implementation of the CERP and CAMP. During the kick-off meeting, community members were invited to fill out an interest form to express their interest in becoming a CSC member, and were then notified by mail or phone if they were selected to be a member or an alternate.

Figure 2-5: Community kick-off meeting at the Coachella Library



2-3 cont.

Commented [RZ7]: This meeting was organized by LCJA in which AQMD and CARB were invited to. It is important to acknowledge the work that residents and community organizations have done to bring AB 617 to the ECV.

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Commented [RZ8]: The filmmakers should be named as their contributions are highly recognized and important. They are also CSC members.

Commented [RZ9]: Same comments as above.

2-3 cont.

Chapter 2

CSC Meeting Schedule

The CSC meetings were held on an approximately monthly basis, and all meetings were intended to be held in various locations throughout the community. However, due to the COVID-19 pandemic and the resulting executive orders from the Governor³, only one in-person meeting was held in February, and the remaining CSC meetings were transitioned to a video conferencing format. Because of the additional work needed to manage this transition to virtual formats, two meetings (March and April) were postponed, but CSC meetings resumed in May using the Zoom videoconferencing platform (Figure 2-6). Each meeting was open to the public, and Spanish interpretation was available at the kick-off meeting and at every CSC meeting. A full list of the meetings and details are provided in Table 2-1 of Appendix 2.

In response to the CSC members' requests for additional meetings to discuss the charter and to develop the CERP and CAMP, staff added several CSC meetings over the course of the year, for a total of 15 meetings for the ECV community.

Figure 2-6: Community Steering Committee meeting via Zoom



2-3 cont.

Meeting Facilitator

CSC meetings were facilitated by Jeanette Flores and Valerie Martinez of VMA Communications (www.vmapr.com).

Social Media

Staff received a suggestion from one committee member to live-stream meetings on social media in order to engage youth who use this technology and who may not be able to attend the meetings in person. All

³ Governor Newsom issued Executive Order N-25-20 on March 12, 2020 and Executive Order N-29-20 on March 17, 2020.

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CSC meetings were subsequently live-streamed using Facebook Live (Figure 2-7). The links to the live-stream recording were also posted on the South Coast AQMD community webpage, so that members who could not attend or view the meeting live could view the recorded video of the meeting. All CSC meetings are publicized on Instagram (Figure 2-8), Twitter, and Facebook events, and are available in English and Spanish. Each video received more than 100 views.

Figure 2-7: Screen shot of Facebook Live recording of ECV CSC

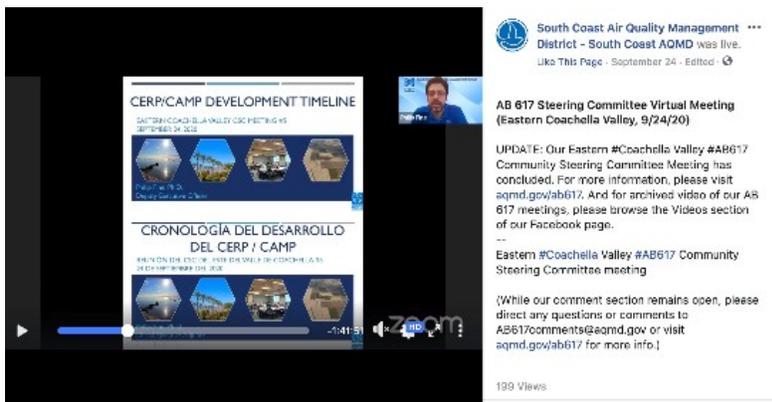


Figure 2-8. Screen shot of Instagram post of ECV CSC

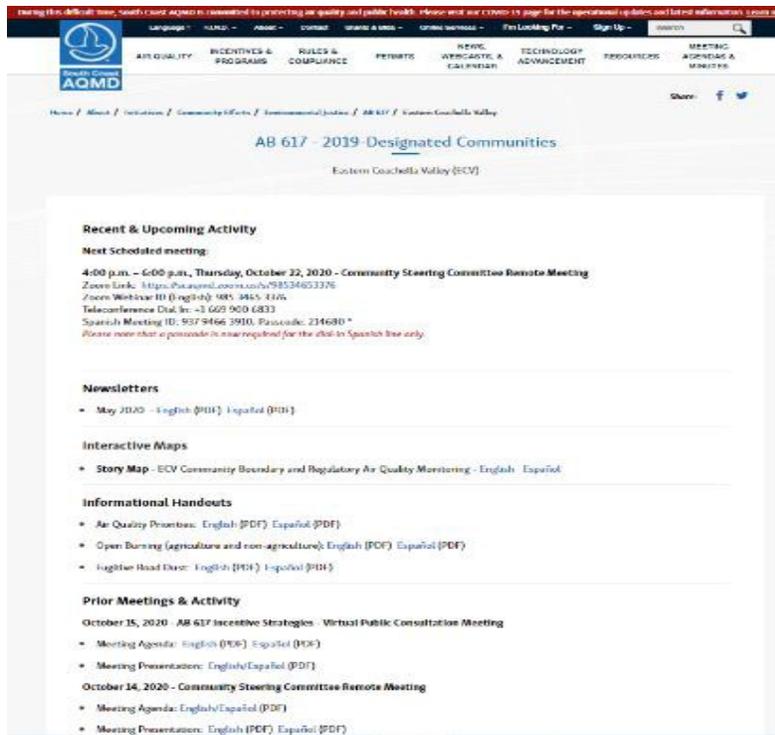


2-3 cont.

Community Webpage

A community webpage (Figure 2-9) was created for the ECV community. The webpage includes information about upcoming meetings, meeting materials (flyers, agendas, presentations, handouts, live stream links, and meeting summaries). Additionally, the ECV community page includes interactive maps, the CSC roster, and the CAMP and CERP documents. All flyers, agendas, social media posts, presentations, and handouts to the CSC and the CAMP and CERP documents were made available in English and Spanish. Webpage: <http://www.aqmd.gov/nav/about/initiatives/community-efforts/environmental-justice/ab617-134/eastern-coachella-valley>

Figure 2-9: Community webpage for the Eastern Coachella Valley community



2-3 cont.

The interactive maps on the webpage presented data about the community. Figure 2-10 is an example of an interactive map that was created for the ECV community. These interactive maps provide data on land use, locations of facilities, schools, hospitals, and daycare centers, and the air quality concerns identified by the CSC and members of the public. This information was provided to help inform air quality priorities for the CERP.

Figure 2-10: Interactive map showing land use in the ECV community



Community Bus Tour

A critical part of the CERP development and implementation is collaboration with committee members and the agencies, organizations, businesses, or other entities that they represent. In early 2020, a Community Bus Tour was being organized by some committee members in collaboration with South Coast AQMD staff. However, due to the Governor’s executive orders related to the COVID-19 pandemic, the community bus tour remains on hold until it is deemed safe to hold such an event.

Technical Advisory Group

In February 2019, the AB 617 Technical Advisory Group (TAG) was established to provide a forum to discuss technical details related to the development and implementation of the CAMPs and CERPs.⁴

In 2020, the TAG met twice to discuss technical details related to the CERP and CAMP development for the two 2019-designated communities (SELA and Eastern Coachella Valley). Topics discussed included monitoring equipment and laboratory capabilities, methodology and data sources for developing an air toxics emissions inventory at a community scale, methodology for forecasting emissions in future years, and methodology for modeling air toxics levels across geographical areas. All meetings were open to the public, webcast on the www.aqmd.gov webpage, and included an email option to send questions to be answered during the meeting.

Many of these technical considerations apply to all five AB 617 designated communities, thus the TAG includes up to 3 members from each CSC, and additional technical experts from academia, research institutes, and governmental agencies. The ECV CSC members who served as TAG members in 2020 are

⁴ The webpage for the TAG: <http://www.aqmd.gov/nav/about/initiatives/environmental-justice/ab617-134/technical-advisory-group>

2-3 cont.

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Chapter 2

Lilian Garcia and Ryan Sinclair. Additional information about the TAG and the 2020 TAG meeting schedule are provided in the Chapter 2 Appendix.

Additional Community Engagement

In addition to establishing the CSC and convening monthly meetings, South Coast AQMD staff participated in one-on-one or small group meetings with members, and attended meetings led by various community organizations. These meetings gave committee members an opportunity to communicate directly with staff. Additionally, these meetings give staff an opportunity to answer questions and clarify information requested from CSC members. Staff was able to gain a better understanding of the unique issues faced by each community by attending and participating in meetings led by community organizations.

Broader public engagement is also important to the AB 617 program. Every CSC meeting agenda includes an opportunity for committee members to suggest agenda items to co-create future agendas for upcoming meetings. Staff reviews comments after each CSC meeting, and responds as needed. (Figure 2-11).

Figure 2-11: Community members are invited to share community information on air pollution concerns

2-3 cont.

Throughout the development of the CERP, community liaisons and other staff met with community members, environmental justice organizations, industry, and other stakeholders to provide assistance and prompt response to concerns raised about the CSC process. Community liaisons also attended meetings from local organizations, environmental justice groups, city and county government to promote participation in the development and implementation of the CERP. Staff attended meetings hosted by other entities in this community to give presentations on AB 617 CERP development and had more than 35 in-person, phone, and meetings with committee members to discuss the CSC process and seek input on CERP actions. South Coast AQMD staff will continue to work with the CSC to implement the CERP actions and provide periodic community updates on implementing the plan. Community engagement is

Chapter 2

essential to the success of the CERP and the AB 617 program as a whole, and all parties are committed to building and improving upon existing outreach efforts.

Figure 2-12: Small group air quality priority exercises with CSC members and South Coast AQMD staff



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Chapter 3a: Community Profile

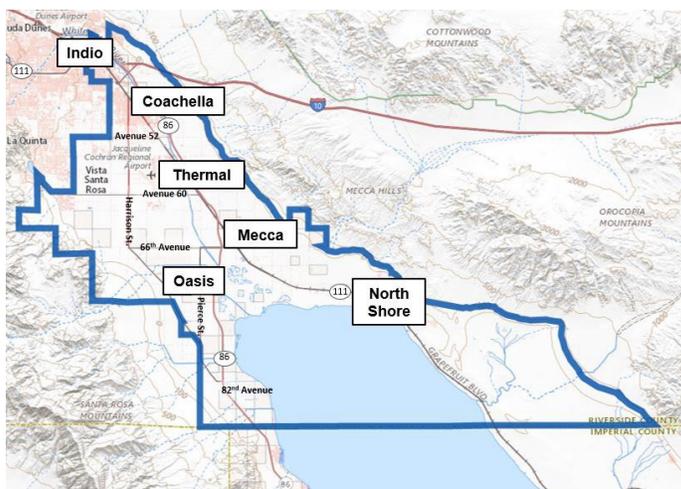
Introduction

The community profile describes the characteristics of Eastern Coachella Valley (ECV) and the types of air pollution sources that impact the community. Understanding the characteristics of ECV and the air pollution sources affecting the community is crucial to addressing the air quality priorities outlined in Chapter 5. Additional community details (e.g., types of stationary sources and socioeconomic information) are available in Appendix 3a – Community Profile.

Community Boundary and Air Quality Priorities

The AB 617 community of ECV stretches from the City of Indio south to the Riverside County portion of the Salton Sea; it includes the City of Indio, the City of Coachella, a small portion of the City of La Quinta (southern part of the city), and the unincorporated areas of Thermal, Mecca, Oasis and North Shore (Figure 3a-1). This community is located within Riverside County and within the Salton Sea Air Basin and shares its southern border with the Imperial County Air Pollution Control District.

Figure 3a-1: ECV Community Boundary



2-4

During the development of the Discussion Draft CERP, the ECV CSC discussed the geographic areas and neighborhoods to include in the ECV community boundary under the AB 617 program. The CSC members focused on the most populated areas that are most burdened by environmental impacts.

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The ECV CSC established one distinct geographic boundary to represent this community for the purpose of the CERP (Figure 3a-1). The “community boundary” focuses on places in the community where residents live, work, attend school, and spend most of their time, and also includes nearby air pollution sources (e.g., facilities and major truck routes), normally included in the “emissions study area.”

Chapter 3a

A member of Comite Civico del Valle described the community in the following way during the self-nomination process for AB 617 consideration in 2019:

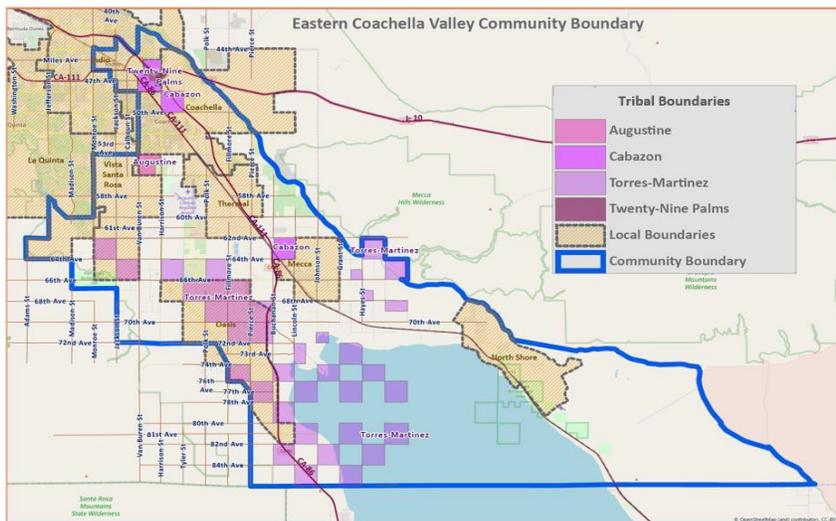
“The Eastern Coachella Valley is subject to extreme heat, gusty winds, sandstorms, and reduced precipitations patterns that regularly occur in the region, increasing exposures to harmful dusts from fields, roads, and the receding shores of the Salton Sea. Its highly transited transport corridor connecting Los Angeles, Phoenix and Northern Mexico truck routes are among the largest contributors of regional air pollutions. Furthermore, ECV a heavily undeserved (sic: underserved) agricultural community lacks the most basic infrastructure and subjective to high levels of pollution burdens. Monitoring the air quality and developing emissions reductions program will give the community the opportunity to a better quality of life in the proces transforming the entire regions characteristic.”

During the community selection process, it was widely recognized that the ECV has many unique air pollution issues (e.g., the Salton Sea, agricultural pollution, and particulate matter (PM10) in windblown dust) that are very different from those for the South Coast Air Basin. Local sources of air pollution in the ECV include fugitive dust from construction activities, vehicles on roadways (including unpaved roads), agricultural burning, and the increased exposure of the Salton Sea playa. Strong and sustained wind conditions transport particulates and contribute to high PM10 levels.

This is an area that includes several cities and rural communities within Riverside County. There are multiple sources of pollution in the region that are associated with agricultural activities, goods movement, industrial facilities and hazardous waste facilities. ECV is home to four Tribal Reservations (Figure 3a-2). These include the Twenty-Nine Palms Band of Mission Indians Tribe, the Cabazon Band of Mission Indians Tribe, the Torres-Martinez Desert Cahuilla Indians Tribe, and the Augustine Band of Cahuilla Indians Tribe. These Tribal reservations include off-reservation trust land areas recognized by the federal and state government. Another characteristic that makes this community unique is that it is highly impacted by the declining Salton Sea levels.

2-4 cont.

Figure 3a-2: Eastern Coachella Valley Community Boundary with Local Boundaries and Tribal Reservation Boundaries



Chapter 3a

Indio

The City of Indio is located in the northern most portion of the community boundary, northwest of Coachella and approximately 23 miles east of Palm Springs, CA.

Coachella

The City of Coachella is located southeast of Indio, and approximately 40 miles east of Palm Springs, California - east of Jackson Street, between Avenues 44 and Airport Boulevard with two main highways that intersect: Highway 111 and CA-86.

Thermal

Thermal is an unincorporated community located south of the City of Coachella. Its rough boundaries are Harrison Street and CA-86; Airport Boulevard and Avenue 66, about halfway between the City of Coachella and the Salton Sea. Some residents in this community are not connected to a public water or sewer system and rely on groundwater from wells for their water.

Oasis

Oasis is an unincorporated community located south of Thermal from Avenues 66 to 82 and between Harrison Street and CA-86. It also edges up to the northwestern part of the Salton Sea.

Mecca

Mecca is an unincorporated community located east of Thermal. Its boundaries are CA-86 and Johnson Street, and Avenues 64 and 66, about halfway between Thermal and the Salton Sea. Mecca is the most developed and clustered community out of the four unincorporated communities in the ECV. Mecca is surrounded by agricultural fields and is located right next to Grapefruit Boulevard (Highway 111) and about one mile from CA-86. This community also houses an industrial facility adjacent to housing projects named Greenleaf Desert View Power Plant. In addition, tribal lands near the Mecca community have been hotspots for illegal dumping from outside sources and produce odors to neighboring residents and passersby.

North Shore

North Shore is an unincorporated community located east of Oasis and southeast of Mecca edging up to the northeastern part of the Salton Sea. This community is about 20 miles from the City of Coachella and comprised of three different clusters of homes.

Community Characteristics

In the ECV, residents work primarily in agriculture, contributing to one of the most vital agricultural regions in both the state and country. Coachella Valley's agricultural industry is the second largest contributor to the local economy. ECV residents are also the backbone of the hospitality and tourism industries in the western Coachella Valley.

The ECV is an area where the population is increasing relatively quickly. Its location is of great importance due to the proximity to the California/Mexico Border, in which most immigrants tend to settle in search of year-round or seasonal work. Those communities within the ECV community boundary are home to underserved, low-income, immigrant communities of color, Tribes, and other indigenous populations, reflecting rich, vibrant and resilient cultures that have allowed cross-cultural interaction between community members. Parts of the east side of the community lack access to the most basic and fundamental services such as potable drinking water, sewer systems, reliable transportation, and other amenities that residents need daily.



2-4 cont.

Chapter 3a

After finalizing the community boundary, the CSC discussed their air quality concerns and identified a set of air quality priorities. The CSC built consensus to determine the top air quality priorities and the actions necessary to address them. The top air quality priorities for the ECV community are:

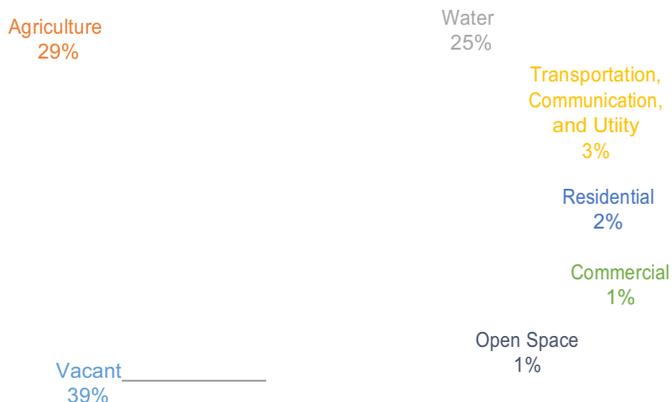
- Salton Sea
- Pesticides
- Open Burning and Illegal Dumping
- Fugitive Road Dust
- Diesel Mobile Sources
- Greenleaf Desert View Power Plant

The actions to address each air quality priority are described in Chapter 5.

Community Land Use Profile and Related Data

The ECV community is shown in Figure 3a-1. The community boundary includes a land area of approximately 288 square miles. About 2% of this land area is used for residential living, 1% is zoned for commercial uses, 1% is zoned for industrial uses, 3% is used for freeways, roadways, and utilities and communications services, 29% is used for agriculture which is land that is used primarily for the production of food, fiber, and livestock, 39% is used for vacant land which is land that had not been built-up with man-made structures, and 25% is water which includes open water bodies which are greater than 2.5 acres in size. (Figure 3a-3).¹

Figure 3a-3: Land use profile in ECV



¹ Land use refers to how certain areas of land are classified for development and use. Land use data is often used for city or county planning, such as the placement of housing developments and transportation hubs. Land use data is derived from the 2016 Southern California Association of Governments (SCAG) Regional Transportation Plan/ Sustainable Communities Strategy, which is based on 2012 data.

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Chapter 3a

Appendix 3a presents data based on previous cumulative impact studiesⁱⁱ to describe the impacts of toxic air pollutants in this community, as well as other environmental pollution, public health factors, and social and economic factors that make people more sensitive or vulnerable to the health effects of pollution.¹ The Multiple Air Toxics Exposure Study IV (MATES IV) and CalEnviroScreen 3.0 are two tools used to evaluate the characteristics that describe this community. The South Coast AQMD conducts the MATES study, which used air toxics monitoring, emissions inventories, modeling, and health risk assessment techniques to calculate the cancer risk due to toxic air pollutants (“air toxics cancer risk”). CalEnviroScreen3.0 is a screening tool developed by the California Office of Environmental Health Hazard Assessment (OEHHA) that is used to identify communities that are most affected by various sources of pollution, and where people are especially vulnerable to the effects of pollution.

References

1. Office of Environmental Health Hazard Assessment. CalEnviroScreen 3.0. <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30>, Accessed September 10, 2020.

2-4 cont.

ⁱⁱ More information regarding MATES IV and the final report can be found on South Coast AQMD’s website at: <http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/matesiv>.

Chapter 3b: Fugitive Emissions and Source Attribution

The Community Emissions Reduction Plan (CERP) identifies air quality priorities based on community input and from evaluating technical data on emission sources in the community. The CERP defines actions and strategies to reduce the emissions and exposure burden from sources of criteria air pollutants (CAPs) and toxic air contaminants (TACs). To

accurately determine emission reductions from these actions and strategies, a baseline emissions profile needs to be established. Baseline emissions can be determined through an emissions inventory that includes accounting of sources and their emissions. Source attribution analysis is the accounting of sources, their emissions and their contribution to the cumulative exposure burden and is required to meet AB 617 statutory requirements. The baseline reference year is 2018.

There are many possible approaches to a source attribution analysis. Based on the data that were available for this community, this source attribution analysis emphasizes identifying sources

within the community (emissions inventory) and an air quality modeling analysis to identify how much these different sources contribute to air pollution levels in the community. More information on source attribution methods is included in the Source Attribution Methodology report¹. The most recent air quality modeling analysis was conducted as part of the Multiple Air Toxics Exposure Study (MATES IV) conducted in 2012 and 2013. MATES V is currently underway and will update cancer risk estimation for the Eastern Coachella Valley (ECV) as well as other parts of the South Coast AQMD jurisdiction. Previous special monitoring campaigns also identified sources of odors and hydrogen sulfide and analyzed the contribution of dust from the Salton Sea playa. More information on earlier analyses can be found in the community identification profiles². The detailed methodology used to develop the emissions inventory is provided in the Source Attribution Methodology report³. A community-specific emissions inventory was developed

- Information about the sources of air pollution in this community is presented in a “source attribution” analysis
- Diesel particulate matter (DPM) is currently the main air toxic pollutant in this community, and it comes mostly from on-road and off-road mobile sources
- Other key air toxic pollutants in this community are cadmium and arsenic from construction and demolition, and 1,3-butadiene (from mobile sources and industry)
- In future years, diesel emissions will decrease substantially due to ongoing and newly proposed regulations, but these emissions continue to be the main driver of toxicity in this community

2-5

¹ Methodology for Source Attribution Analyses for the first year AB 617 Communities in the South Coast Air Basin (Technical Report), 2019. <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/technical-advisory-group/source-attribution-methodology.pdf?sfvrsn=8>

² Submittal to CARB – AB617 2019 Designated Communities: <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/year-2/community-identification-prioritization/final-submittal-year-2.pdf>

³ Methodology for Source Attribution Analyses for the first year AB 617 Communities in the South Coast Air Basin (Technical Report), 2019. <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/technical-advisory-group/source-attribution-methodology.pdf?sfvrsn=8>

Chapter 3b

for CAPs, including Nitrogen Oxides (NOx), volatile organic compounds (VOC), and fine particulate matter (PM 2.5), and TACs based on the most recent available datas.

The primary sources of air pollution emissions in the ECV community are on-road vehicles, farming equipment, trains, off-road equipment, and certain industrial activities. This community is also highly impacted by the declining Salton Sea levels, resulting in increasing dust emissions from the Salton Sea playa. Figure 3b-1 shows the primary source categories contributing to CAPs in the ECV community in 2018.

Below is a summary of the CAP emissions in 2018:

- NOx emissions in this community are dominated by mobile sources – both on-road and off-road – which account for more than 80% of the total emissions. Heavy-duty truck traffic, trains, and off-road equipment are the largest sources for NOx. Stationary sources contribute less than 10% of NOx emissions in this community, mostly from fuel combustion in the industrial sectors.
- VOC emissions are dominated by stationary sources, with consumer products being the largest source. Passenger vehicles and off-road equipment, such as lawn mowers and small gasoline engines, are the largest contributors to VOC from on-road and off-road mobile sources, respectively.
- PM2.5 emissions are largely from stationary source emissions, with construction and demolition being the most important source. Other sources include paved and unpaved road dust and farming operations. While paved road dust is also related to vehicles traveling on roads, it is considered as a stationary source rather than a mobile source.

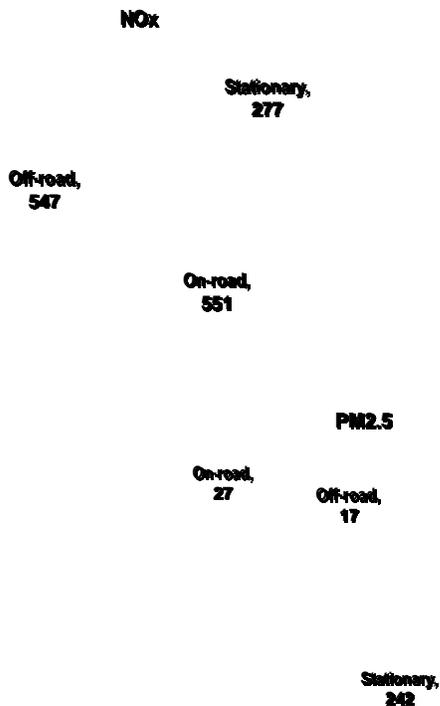
It is important to note that the inventory does not account for some sources of particulate matters such as unpermitted or illegal burning of waste, wildfire emissions, windblown dust from dust storms, or dust blown from the Salton Sea playa. These sources affect air quality in specific events, but are challenging to quantify due to their inherent uncertainty. Although these emissions are not able to be quantified using available scientific methods, they are important sources of emissions that are being addressed in this CERP.



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Figure 3b-1: Primary source categories of NO_x, VOC, and PM_{2.5} emissions in the ECV community in 2018 (tons/year)

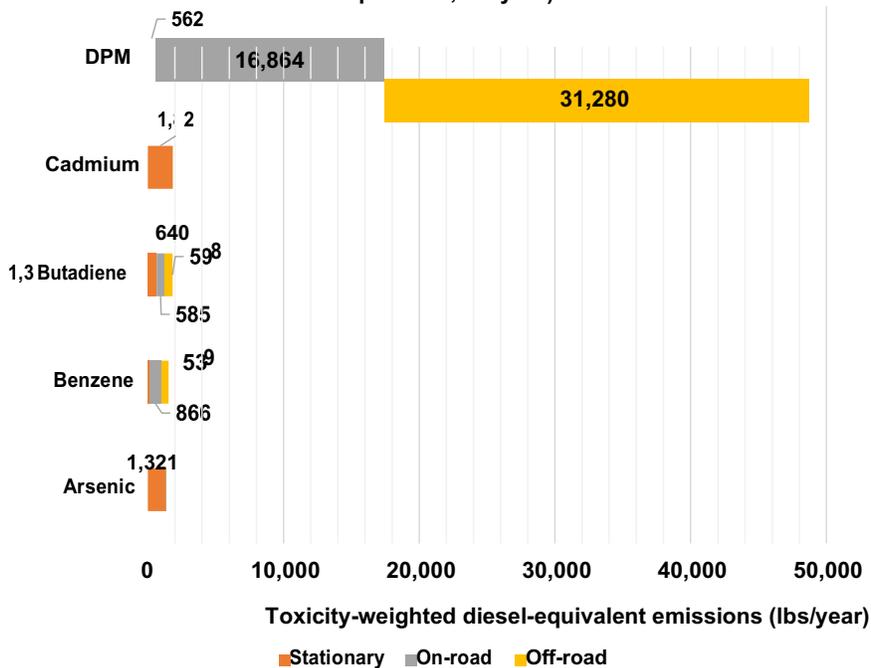


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For TACs in the baseline year 2018, DPM is the main air toxic pollutant in this community, with on-road and off-road mobile sources as the predominant sources. The primary contributors of DPM are heavy-duty trucks, trains, farm equipment, and industrial off-road diesel equipment. Stationary sources contribute to the emissions of cadmium and arsenic from the construction and demolition sector, and to emissions of 1,3-butadiene from the chemical industry. Other significant TACs include benzene and formaldehyde from on-road mobile sources. Figure 3b-2 shows TACs in ECV by toxicity-weighted diesel-equivalent emissions in 2018. The emissions are weighted based on the cancer potency of each TAC relative to DPM. For example, cancer potency of arsenic is approximately 11 times higher than that of DPM per unit of mass. Thus, arsenic emissions are multiplied by 11 to estimate the toxicity-weighted emissions of arsenic. This weighting approach shows a comparison of the contribution of each TAC to overall toxicity using a consistent scale.

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Figure 3b-2: TAC emissions in the ECV community in 2018 (toxicity-weighted diesel-equivalent, lbs/year)



2-5 cont.

As part of the source attribution analysis, emission trends are determined for two future milestone years. The future milestone years are 2025 and 2030. Future emission trends of CAPs and TACs in the ECV community are projected using the best available information on population growth, economic growth and emission adjustments reflecting the ongoing implementation of existing regulations that reduce specific air pollutants. Regulations reflected in these projections include South Coast AQMD and CARB regulations.

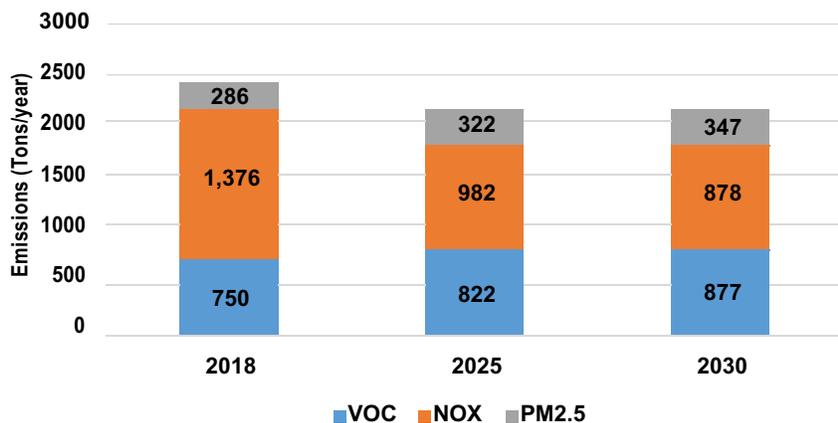
Figure 3b-3 shows the projected CAP emissions (NOx, VOC and PM2.5) in the ECV community in the two future milestone years 2025 and 2030, along with the baseline year 2018. Below is a summary of the CAP emissions between 2018 to 2030:

- NOx emissions in the community are expected to decrease substantially between the year 2018 through 2030, due to the existing regulations on mobile sources, despite the expected increase in industrial and mobile source activities.
- VOC emissions are expected to increase between 2018 and 2030, mostly due to increased consumer product use and industrial activities, including industries in degreasing, coatings, adhesives, and waste disposal.

Chapter 3b

- PM2.5 emissions are also projected to increase between 2018 and 2030, due to increases in construction and demolition activities.

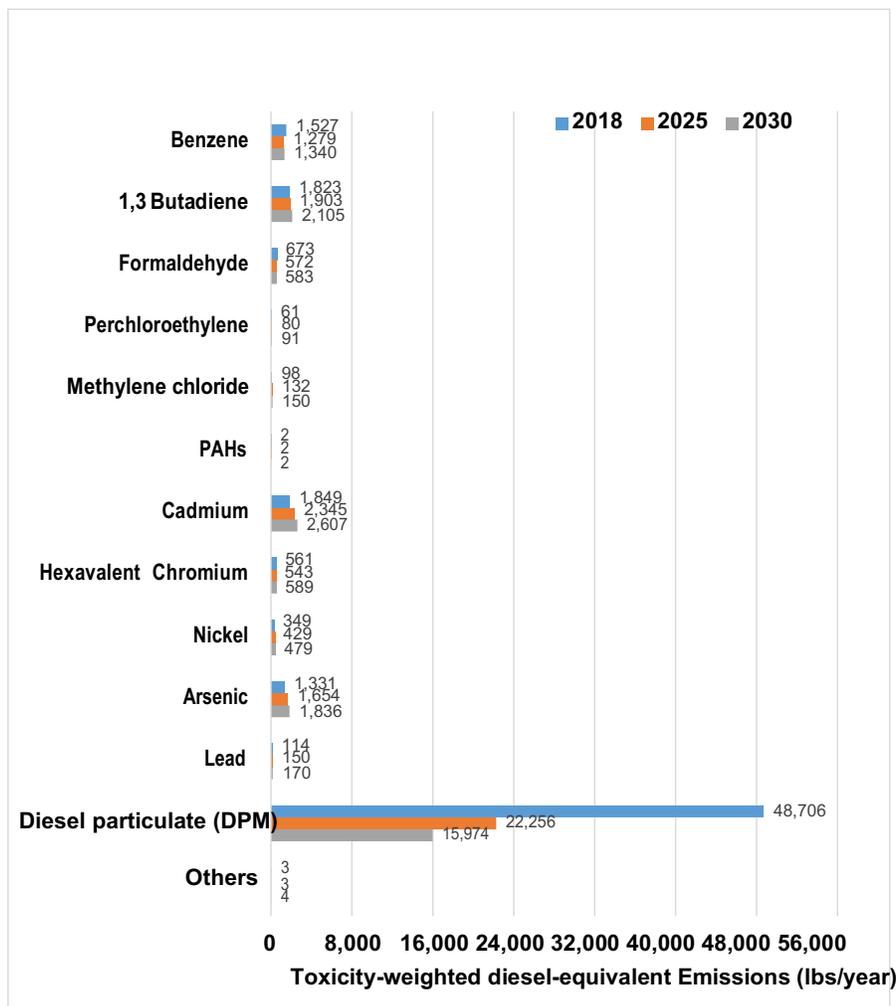
Figure 3b-3: Emission trends in ECV for NOx, VOC, and PM2.5 (tons/year) for the years 2018, 2025 and 2030



Trends for TAC emissions are shown in Figure 3b-4. DPM continues to dominate the TAC emissions inventory in future years, despite a significant reduction in DPM from heavy-duty trucks and off-road equipment. DPM emissions are projected to decrease by 67% between 2018 and 2030. Emissions of cadmium, arsenic, nickel and lead are projected to increase due to the increase in construction and demolition activities as well as paved road dust. Emissions of 1,3-butadiene are expected to increase due to an increase in industrial activity in the chemical sector and in off-road equipment emissions. Benzene and formaldehyde emissions are projected to decrease from 2018 to 2025 due to decreases in the emissions from vehicles, but they are expected to increase slightly through 2030 due to increasing emissions from industry and off-road equipment. Additional details on the source attribution for ECV can be found in Appendix 3b.

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Figure 3b-4: Emission trends in ECV for TACs (toxicity-weighted diesel-equivalent, lbs/year) for the years 2018, 2025 and 2030



2-5 cont.

Chapter 5a: Introduction

Introduction

The Community Emissions Reduction Plan (CERP) and the Community Air Monitoring Plan (CAMP) provide an overall path to reducing air pollution in the ECV community. Through the development of the CERP and CAMP, the Community Steering Committee (CSC) identified air quality priorities based on sources of air pollution that are of concern to the community (e.g., Salton Sea, potentially toxic dust, open burning). To reduce air pollution from these sources, the CSC identified a set of actions for inclusion in the CERP to be implemented by government agencies, organizations, businesses and other entities.

The CSC identified the Salton Sea, pesticides, open burning and illegal dumping, fugitive road dust, diesel sources, and the Greenleaf Desert View Power Plant (formerly Colmac Energy, Inc.) as air quality priorities to address in the CERP and CAMP. These air pollution sources are often near homes, schools, and other community areas where the public can be exposed to harmful pollutants. Therefore, additional air monitoring in the community to inform emissions and exposure reduction measures is also important to the CSC.

Ongoing Efforts

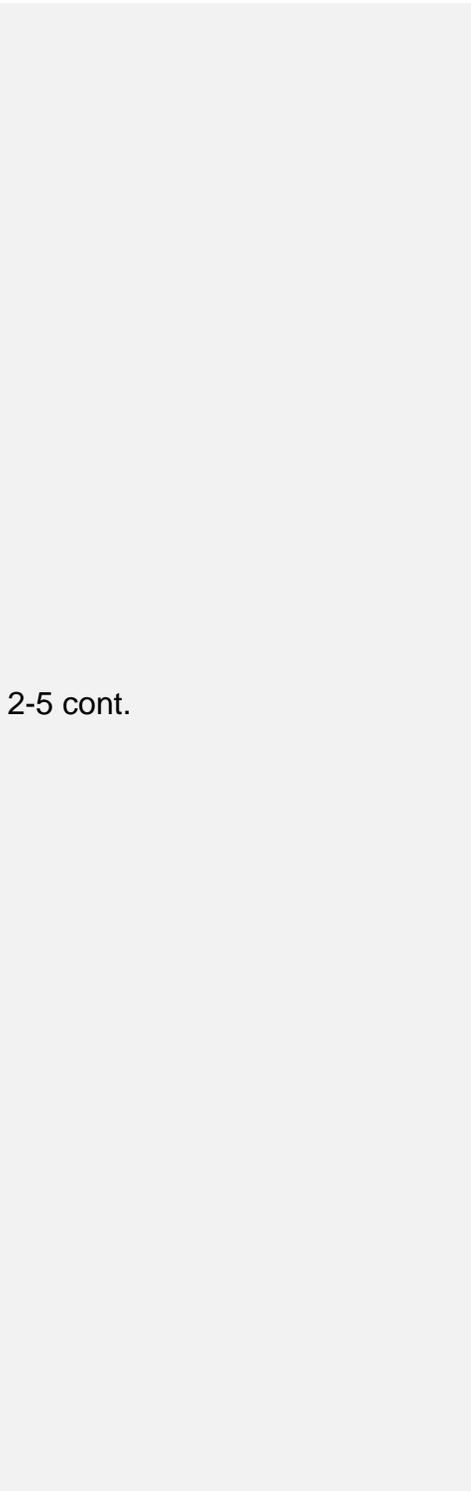
The South Coast AQMD, the California Air Resources Board (CARB), United States Environmental Protection Agency (USEPA), and Tribal EPA has air quality regulations to reduce air pollution from sources such as trucks, diesel farm equipment, open burning, fugitive road dust and electricity-generating facilities such as the Greenleaf Desert View Power Plant. The relevant agencies also enforce these regulations. More information on enforcement efforts is available in Chapter 4.

Opportunities for Action

In addition to the ongoing efforts described above, the CSC, in collaboration with South Coast AQMD staff, identified 14 goals to reduce air pollution in the ECV community. The CERP defines how progress toward each goal is assessed by including specified metrics and timelines for each action. Additionally, the CERP identifies the entities responsible for implementing the actions. The actions define a path to reduce emissions and exposures in the ECV community. In some instances, the actions reaffirm ongoing rule development efforts and provide new commitments for localized reductions, sharing emissions data, new or accelerated timelines, and other related information.

Emission Reduction Targets

The actions in the CERP prioritize emissions reductions in the ECV community. The CERP includes emission reduction targets, where quantifiable, for oxides of nitrogen (NOx), diesel particulate matter (DPM) and fugitive particulate matter (PM10 and PM2.5). Table 5a-1 below, provides a list of the overall emission reduction targets for the CERP. Baseline emissions refer to expected future emissions without any new action or regulation beyond those already adopted. The CERP is expected to result in additional emission reductions that have yet to be quantified (e.g., actions focused on enforcement and outreach).



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Table 5a-1: CERP Emission Reduction Targets by 2025 and 2030

Emissions	NOx	DPM
2018 Emissions (tpy)	TBD	TBD
Projected 2025 Baseline Emissions (tpy)	TBD	TBD
Emission Reductions from CERP, by 2025 (tpy)	TBD	TBD
Emission Reductions from CERP, by 2025 (%)	TBD	TBD
Projected 2030 Baseline Emissions ¹ (tpy)	TBD	TBD
Emission Reductions from CERP, by 2030 (tpy)	TBD	TBD
Emission Reductions from CERP, by 2030 (%)	TBD	TBD

Table 5a-2: Estimated Emission Reductions from Mobile Source Incentives and Statewide (CARB) Mobile Source Regulations by 2025 and 2030

Statewide Measure	Action Date	Implementing Entity	Emission Reductions 2025/2030 (tpy)			Targets
			NOx	VOC	DPM	PM2.5
TBD	TBD	TBD	TBD	TBD	TBD	TBD
TBD	TBD	TBD	TBD	TBD	TBD	TBD
TBD	TBD	TBD	TBD	TBD	TBD	TBD
TBD	TBD	TBD	TBD	TBD	TBD	TBD

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Chapter 5b: Salton Sea

Background

The Salton Sea is California’s largest lake at approximately 25 miles long and up to 15 miles wide. The largest portion of the Salton Sea is in Imperial County while the northern portion is in the Eastern Coachella Valley (ECV) in Riverside County. In recent geologic history, lakes were formed on numerous occasions due to flooding of the Colorado River that filled this natural trough or sink, which is below sea level. The modern-day Salton Sea was formed in 1905 when the Colorado River breached an irrigation inlet and flowed unchecked into the area for 18 months. In the years after the breach, the Salton Sea has been fed largely by small rivers, creeks and drains that include agricultural runoff. The relatively shallow lake has no outlet and inflow does not keep pace with evaporation, causing the Salton Sea to gradually shrink. Salts are left behind when the water evaporates, leading to increasing salinity. The Salton Sea is currently over 50 percent saltier than the Pacific Ocean.



In 2003, multiple parties, including the State and three water districts in the region, entered into a series of agreements to address longstanding issues regarding usage of Colorado River water. These agreements are known collectively as the Quantification Settlement Agreement (QSA). The QSA includes an agreement to transfer water that was historically used to irrigate farm fields near the Sea to other Southern California water districts for residential use. To accommodate the QSA transfer, the Imperial Irrigation District (IID) has reduced its water use by increasing efficiencies and fallowing some fields. By reducing the amount of water available for agricultural uses in the Imperial Valley, these transfers have the effect of decreasing the amount of freshwater that runs off fields into the Sea. The State had required some mitigation inflow water to continue to be provided to the Salton Sea, but that requirement expired in December 2017. This has expedited the rate at which the Sea shrinks and becomes more saline. The Salton Sea is one of the most important links on the Pacific Flyway, supporting over 400 species of birds and a myriad of invertebrates, although deteriorating conditions may be detrimental to this habitat. As the Salton Sea continues to recede, an average of 4,800 acres of shoreline playa is estimated to be newly exposed each year. The increasing area of exposed playa is expected to increase windblown particulate matter and related health impacts.

Created in 1993, the Salton Sea Authority is a Joint Powers Authority (JPA) responsible for working in consultation and cooperation with the State of California to oversee the comprehensive restoration of the Salton Sea. Although the Salton Sea Authority and its partner agencies recognize the state and federal roles and responsibilities at the Salton Sea, the Salton Sea Authority is directed by board-adopted policy

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to assert a leadership role to ensure local priorities are recognized. The State has committed to mitigating the effects of the water transfers through a cooperative effort between State and federal agencies and IID to implement habitat and dust suppression projects. The California Natural Resources Agency (CNRA) Salton Sea Management Program (SSMP) was created to address the urgent public and ecological health issues resulting from the drying and shrinking of the Salton Sea. While the SSMP is a long-range program, its immediate focus is on the development and implementation of the 2018 SSMP Phase I: 10-Year Plan¹, by providing planning, engineering, and environmental expertise for design and implementation of dust-suppression and habitat projects. The Phase I Plan includes projects that will be completed as early as the end of 2022.

Community Concerns

CSC members expressed that dust emissions resulting from the receding Salton Sea is a major concern in the ECV community. As the Salton Sea evaporates, its receding shoreline exposes sediments deposited at the bottom of the Sea, also referred to as "playa." The loose soil is blown off by strong gusty winds, contributing to PM10 (inhalable particulate matter) emissions that could impact air quality. Projections suggest that windblown PM10 exposure from the playa is expected to increase over time in an area already impacted by high PM10 events from strong winds through the San Gorgonio Pass that blow along the Coachella Valley or from summertime thunderstorm outflows that transport dust from the desert areas to the south and east into the Coachella Valley. While the composition of the playa is variable, current data suggests that the soils are high in salt content and may contain constituents that could be toxic. CSC members expressed concerns that the playa may also contain components from agricultural runoff, possibly including remnants of fertilizers and pesticides. Previous studies have detected selenium, cadmium and nickel, which could pose a risk to human health, in sufficient amounts. CSC members have mentioned that they would like IID and the State of California to move more quickly to develop and implement dust suppression projects for the exposed Salton Sea playa, as well as increase air monitoring around the Sea, particularly in the northern region.

Elevated levels of hydrogen sulfide (H2S) occur from natural processes in the Salton Sea. While H2S, a gas that smells like rotten eggs, does not have a federal standard, there is a California State standard (30 parts-per-billion) that is exceeded numerous times each year near the shores of the Salton Sea. A few times each year, H2S odors are transported toward the northwest to inland areas of the Coachella Valley farther from the Salton Sea and, more rarely, through the San Gorgonio Pass into metropolitan Riverside and San Bernardino Counties. H2S odor events occur most frequently in the hot summer months but can occur whenever local breezes bring H2S from the Salton Sea into ECV communities. At levels above the State standard, most individuals can smell the odor and some may experience temporary symptoms such as headaches and nausea. Some individuals can smell H2S at very low concentrations, down to a few parts-per-billion. The long-term levels of H2S are unlikely to be above chronic Reference Exposure Levels, and therefore below thresholds where toxic impacts would be a concern. However, because odors can cause temporary health effects, and since H2S odors occur frequently in some areas of the ECV, this can lead to negative quality of life impacts. CSC members have expressed that they experience acute health effects (e.g., headaches and nosebleeds) during both windblown dust and Salton Sea H2S odor events. Because there continue to be concerns around the unknown or unquantified health impacts of the Salton Sea

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¹ <https://resources.ca.gov/CNRA/legacy/Files/wp-content/uploads/2018/10/SSMP-Phase-1-10-Year-Plan.pdf>
Eastern Coachella Valley (ECV) – Discussion Draft CERP 5b-2 November 2020

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emissions, this is an ongoing topic of research at several academic research institutions, including UC Riverside, Loma Linda University and others. The community members requested additional monitoring and improvements to notification systems to better understand emissions from the Salton Sea and reduce exposure in the community. Please see Appendix 5b for more details.

Actions to Address the Salton Sea

To address community concerns and reduce exposure from the Salton Sea in ECV, South Coast AQMD staff developed actions for the Community Emissions Reduction Plan (CERP). Tables 1, 2 and 3 below provide goals, actions, responsible entities, metrics, and a timeline to achieve the exposure reductions from the Salton Sea.

2-6 cont.

Table 1 - Goal: Expand monitoring networks and improve notification systems

	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
A	<p>Expand the existing South Coast AQMD's hydrogen sulfide (H2S) monitoring network in ECV to:</p> <ul style="list-style-type: none"> Provide near real-time H2S data and inform community members about potential odors, including a notification system for when ambient levels exceed the State standard; continue H2S odor advisories for multi-day odor events Use the monitoring data to help assess the odor's origin, community impact and extent to which the odors may transport in the community and beyond 	South Coast AQMD	<ul style="list-style-type: none"> Monitors installed Data collected through air monitoring Updates provided to the CSC 	2 nd quarter, 2021	4 th quarter, 2025
B	<p>Identify opportunities to expand the South Coast AQMD's PM10 monitoring network in the ECV to:</p> <ul style="list-style-type: none"> Provide real-time PM10 and wind data and inform community members of PM10 levels in ECV, and if they exceed federal and/or State standards Gain a better understanding of dust emissions and assess methods to distinguish between windblown dust from desert areas and playa dust emissions from the Salton Sea Track the concentration trends of PM10 over time to help determine the effectiveness of emissions reduction measures as highlighted in the CERP 	South Coast AQMD	<ul style="list-style-type: none"> Monitors installed Data collected through air monitoring Updates provided to the CSC 	2 nd quarter, 2021	4 th quarter, 2025

2-7

Chapter 5b

C	<p>Establish baseline air monitoring to:</p> <ul style="list-style-type: none"> Characterize the chemical composition of fugitive dust emissions from different sources to help distinguish between windblown dust from desert areas and playa dust emissions from the Salton Sea Analyze existing chemical speciation data and work with the CSC and CARB to determine which chemical species should be sampled. For example, this may include certain metals (such as selenium) and sea spray indicators Track the concentration trends of key indicator pollutants of Salton Sea emissions 	South Coast AQMD	<ul style="list-style-type: none"> Data collected through air monitoring Updates provided to the CSC 	1 st quarter, 2021	4 th quarter, 2025
D	<p>Seek new opportunities to work with the CSC to create an air quality sensor network in the ECV community to:</p> <ul style="list-style-type: none"> Provide real-time PM10 data Supplement the PM10 monitoring network in the ECV and cover a larger area in the community Co-locate air quality sensors with a reference PM10 monitor at one of South Coast AQMD's air monitoring station to verify the sensors performance prior to deployment and implement a data calibration and correction protocol to enhance sensor PM10 data quality after deployment 	South Coast AQMD	<ul style="list-style-type: none"> Air quality sensors deployed Data collected through air monitoring Updates provided to the CSC 	2 nd quarter, 2021	4 th quarter, 2025
E	<p>Pursue a collaborative partnership with <u>UCR Scholl of Medicine and provide support</u> the ongoing study on soil chemical and microbiome composition of the Salton Sea playa dust samples, <u>and work with the project team to expand this study to include adult populations in the ECV.</u></p>	South Coast AQMD <u>UCR School of Medicine</u>	<ul style="list-style-type: none"> Updates provided to the CSC Develop strategies list, if appropriate 	1 st quarter, 2021	4 th quarter, 2025

2-7 cont.

Deleted: other entities (e.g., University of California – Riverside) to support

Chapter5b

Table 2 - Goal: Reduce emissions from the Salton Sea

	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
A	Provide additional air quality expertise to: <ul style="list-style-type: none"> The State for the implementation of the Salton Sea Management Program Land use agencies for new development projects near the Salton Sea 	South Coast AQMD	<ul style="list-style-type: none"> Updates provided to the CSC 	1 st quarter, 2021	1 st quarter, 2026
B	Work with other agencies (e.g., IID and the State of California) to collect emissivity and dust emissions data to improve South Coast AQMD's emissions inventory	South Coast AQMD, IID, the State of California	<ul style="list-style-type: none"> Data collected and incorporated in South Coast AQMD's emissions inventory Updates provided to the CSC 	4 th quarter, 2021	4 th quarter, 2026
C	Pursue a collaborative partnership and support IID and the State of California with implementing <u>community-identified</u> dust suppression projects around the Salton Sea by: <ul style="list-style-type: none"> Helping to identify locations for future dust suppression projects in the ECV community <u>in partnership with residents</u>; and <u>Providing letters of support for additional funding to help expedite dust suppression projects near population centers (e.g., North Shore) in the Riverside County portion of the Salton Sea</u> <u>This includes community-supported projects in the DSAP and SSMP along the northern shore of the Sea.</u> 	South Coast AQMD, IID, the State of California, <u>Salton Sea Authority,</u> <u>Riverside County</u>	<ul style="list-style-type: none"> Number of projects worked on or supported Updates provided to the CSC 	1 st quarter, 2021	1 st quarter, 2026

2-8

Chapter5b

<p>D</p>	<p>Pursue a collaborative partnership with IID and other state and local agencies to identify opportunities to mitigate pesticide runoff into the Sea, <u>including:</u></p> <ul style="list-style-type: none"> • <u>Developing alternative disposal options of agricultural runoff.</u> • <u>Developing water treatment facilities and filtration systems at all Salton Sea tributary entryways</u> 	<p>South Coast AQMD, IID <u>RWQCB Region 7</u> <u>SWRCB</u></p>	<ul style="list-style-type: none"> • Number of projects worked on or supported • Updates provided to the CSC 	<p>1st quarter, 2021</p>	<p>1st quarter, 2026</p>
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Chapter 5b

E	Pursue a collaborative partnership with Imperial County Air Pollution Control District (ICAPCD) to address cross-jurisdictional air pollution emissions from the Sea and dust suppression projects around the Salton Sea	South Coast AQMD, ICAPCD	<ul style="list-style-type: none"> • Number of projects worked on or supported • Updates provided to the CSC 	1 st quarter, 2022	1 st quarter, 2026
F	Conduct outreach to facility operators/workers/owners on South Coast AQMD Rule 403 – Fugitive Dust and Rule 403.1 – Supplemental Fugitive Dust Control Requirements for Coachella Valley Sources and best practices to reduce dust during the implementation of projects	South Coast AQMD	<ul style="list-style-type: none"> • Development of materials for distribution • Number of outreach events staff participates in the ECV • Number of entities the information is shared with (i.e., newsletter distribution list) 	4 th quarter, 2021	4 th quarter, 2022
G	Pursue a collaborative partnership with community organizations to conduct outreach in the community (e.g., door hangers, handouts) to inform community members on how to file dust complaints. <u>This will include the development of a list of potential responses or solutions that AQMD will pursue in response to dust complaints.</u>	South Coast AQMD, community organizations	<ul style="list-style-type: none"> • Development of materials for distribution • Number of outreach events staff participates in the ECV • Number of entities the information is shared with (i.e., newsletter distribution list) 	2 nd quarter, 2021	4 th quarter, 2022

2-8
cont.

Chapter5b

<u>H</u>	<u>Establish ongoing public stakeholder meetings between South Coast AQMD, CNRA, community organizations, and other agencies to discuss Salton Sea efforts in coordination with AB 617 implementation.</u>	<u>South Coast AQMD, CNRA, Community organizations, Salton Sea Authority, Others</u>		<u>1st quarter 2021</u>	<u>Ongoing</u>
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Chapter5b

Table 3 - Goal: Reduce exposure from the Salton Sea

	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
A	Identify, secure, and utilize funding to install and maintain air filtration systems at schools and homes located near the Salton Sea to reduce exposure to dust emissions; assess the benefits and feasibility of filtered "clean rooms" in public buildings accessible to the community for relief from dust events	South Coast AQMD	<ul style="list-style-type: none"> Number of air filtration systems installed 	3 rd quarter, 2021	3 rd quarter, 2023
B	Identify, secure, and utilize funding to implement home weatherization projects near the Salton Sea	South Coast AQMD	<ul style="list-style-type: none"> Number of weatherization projects implemented 	4 th quarter, 2021	4 th quarter, 2024
C	Pursue a collaborative partnership with community organizations to conduct outreach in the community (e.g. door hangers, handouts, and community events) to inform community members on how to access real-time air quality data, subscribe to air quality alerts, report dust complaints, and use the South Coast AQMD app to obtain air quality information	South Coast AQMD, community organizations	<ul style="list-style-type: none"> Development of materials for distribution Number of outreach events staff participates in the ECV Number of entities the information is shared with (i.e., newsletter distribution list) 	2 nd quarter, 2021	4 th quarter, 2022

Commented [RZ12]: All actions should also identify steps that AQMD will take to utilize internal, budgeted, and allocated funding.

Commented [RZ13]: This should also be a strategy for all air quality priorities, and include both school districts and all schools within the AB 617 boundary, including the adult schools.

Commented [RZ14]: This should be a strategy for all air quality priorities.

2-9

Chapter 5b

D	Pursue a collaborative partnership with community organizations to conduct outreach in the community to inform community members what to do when H2S levels are above the California Ambient Air Quality Standard (0.03 ppm)	South Coast AQMD	<ul style="list-style-type: none"> • Development of materials for distribution • Number of outreach events staff participates in the ECV • Number of entities the information is shared with (i.e., newsletter distribution list) 	3 rd quarter, 2021	4 th quarter, 2022
E	<u>Make all air quality data available in real time to the general public.</u>	South Coast AQMD	• Data shared with healthcare providers	3 rd quarter, 2021	1 st quarter, 2026
F	<u>Implement vegetation barriers on dry lakebed along the northern shore of the Sea to reduce emissivity, particularly near the North Shore community.</u>	<u>South Coast AQMD</u> <u>CNRA</u> <u>Riverside County</u> <u>Salton Sea</u> <u>Authority</u>	• <u>Number of exposed acres covered</u>		
G	<u>Identify, secure, and implement urban greening projects near sensitive receptors within _____ miles of the Salton Sea.</u>	<u>South Coast AQMD</u> <u>Riverside County</u> <u>City of Indio</u> <u>City of Coachella</u>	• <u>Number of implemented TCC urban greening projects</u>		

2-9 cont.

- Deleted: Provide air quality data to local health care providers
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Chapter 5c: Pesticides

Community Concerns



The ECV community is home to a large amount of agricultural activities, including the production of dates, grapes, citrus, and other crops. The CSC expressed concerns about the use and application of pesticides and the resulting agricultural run-off that may collect in the Salton Sea sediment. Concerns raised by the CSC include the unknown adverse health effects of pesticides, odors and potential toxicity resulting from possible exposure. CSC members expressed concerns regarding regulatory enforcement. They reported that pesticides are being applied during restricted hours and drift into homes

and schools near application sites, despite current regulations that are in place. The CSC also raised concerns about farmworker exposure to pesticides, often in excessive amounts and without proper personal protective equipment and training. CSC members expressed a need for a pesticide application notification system that informs the community before pesticides are applied, allowing residents to make informed decisions about avoiding outdoor activities that could increase their exposure (e.g., outdoor exercise). Please see Appendix 5c for more details.

Actions to Address Pesticides

South Coast AQMD staff developed actions for the Community Emissions Reduction Plan (CERP) to address community concerns about pesticide emissions and exposures. Tables 1 and 2 below provide a goal, action, responsible entity, applicable metrics, and an implementation timeline to achieve the emission and exposure reductions due to pesticide use and applications.

2-10

Table 1 - Goal: Air Monitoring for Pesticides					
	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
A	<p>Pursue a collaborative partnership with CARB and consult with California Department of Pesticide Regulation (DPR) and Riverside County Agricultural Commissioner to consider developing an air monitoring strategy to study the use of pesticides in ECV, and work with scientists at public health agencies with expertise in pesticide toxicity to identify key pesticides of concern for air monitoring:</p> <ul style="list-style-type: none"> Conduct a screening evaluation of the pesticides used in this community, and work with the CSC to identify the key pesticides of concern for monitoring efforts Work with DPR to define the purpose of air monitoring, and develop a plan that identifies the sampling locations, extent of sampling, and equipment that will be used Determine if specific pesticides are present and at what levels to help determine community impact Assess the monitoring data and if monitoring results show unacceptable pesticide levels in ambient air, work with DPR and Riverside County Agricultural Commissioner to take steps towards identifying potential exposure reduction measures (e.g., development of new use restrictions by the Riverside County Agricultural Commissioner, or pesticide regulations by DPR, if needed) 	South Coast AQMD, CARB	<ul style="list-style-type: none"> Type of equipment to be deployed and extent of the deployment Updates provided to the CSC 	3 rd quarter, 2021	1 st quarter, 2026

2-10 cont.

Table 2 – Goal: Reduce Pesticide Emissions and Exposures					
	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
A	<p>Pursue a collaborative partnership with CARB and consult with the California DPR and the Riverside County Agricultural Commissioner to:</p> <ul style="list-style-type: none"> Gather data about the use of pesticides in the community (e.g., the frequency, volume, composition, potential for community exposures and toxicity of pesticides applied to agricultural crops) Evaluate potential community impacts from agricultural pesticide use in ECV Identify and evaluate opportunities to reduce pesticide emissions and exposures based on the evaluation of community impacts 	South Coast AQMD, CARB	<ul style="list-style-type: none"> Number of opportunities identified and pursued to reduce pesticide emissions and exposure If quantifiable, amount of emissions and/or exposure reductions achieved Updates (e.g., pesticide data, community impacts, monitoring results) provided to the CSC 	1 st quarter, 2021	1 st quarter 2026
B	<p>Consult with DPR and the Riverside County Agricultural Commissioner to:</p> <ul style="list-style-type: none"> Provide the CSC an annual update on the Shafter Pilot Notification System project Evaluate the feasibility of a pilot notification system in ECV based on the results of the Shafter Pilot Notification System project Provide community members with information on the types of pesticides applied in ECV, how to report pesticide drift and ways to reduce pesticide exposure 	South Coast AQMD	<ul style="list-style-type: none"> Development of a notification system Number of informational handouts or educational materials provided Updates provided to the CSC 	3 rd quarter, 2021	TBD

2-10 cont.

Chapter 5c

C	Consult with the Riverside County Agricultural Commissioner and scientists at public health agencies with expertise in pesticide toxicity to make pesticide data for the ECV community more easily accessible for community members, including farm workers	South Coast AQMD	• Updates provided to the CSC	3 rd quarter, 2022	TBD
D	Consult with DPR and USEPA Region 9 to provide outreach materials, training, information on personal protective equipment and ways to reduce worker exposure during pesticide application	South Coast AQMD	• Number of trainings or information provided (e.g., handouts)	4 th quarter, 2021	TBD
E	<u>Require growers to provide physical announcements at agricultural sites that warn about future pesticide application events as well as after application occurs.</u>	<u>South Coast AQMD Agriculture commission Growers</u>	•	<u>1st quarter 2021</u>	
F	<u>Create and implement a pesticide application notification system across the ECV. This will notify residents with real-time data and information.</u> • <u>This strategy will be accompanied by an outreach campaign to inform residents about the notification system.</u>	<u>South Coast AQMD Riverside County Agriculture Commission Growing Coachella Valley Local Farmers and Growers</u>	•		
G	<u>Require (certain #) farmers to apply for the Healthy Soils Program and in every application cycle.</u>	<u>Farmers Riverside County</u>	•		
H	<u>Implement vegetation barriers between agricultural fields and sensitive receptors.</u> • <u>South Coast AQMD will work with the CSC to identify these locations.</u>	<u>South Coast AQMD Riverside County Agriculture Commission</u>	•	<u>1st quarter 2021</u>	

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Chapter 5c

I	<u>Require farmers and employers to provide free PPE to all farmworkers.</u>		•		
J	<u>Establish 24/7 buffer zones of 1 mile for all pesticide TACs for all sensitive sites, including homes, schools, parks, medical facilities, and work places.</u>		•		

2-10 cont.

Chapter 5d: Fugitive Road Dust

Community Concerns

The ECV CSC expressed concerns regarding health effects from inhalable particulate matter (PM10) emitted from unpaved and paved roadways and from dust resuspended by off-road vehicles. Thus, they requested additional PM monitoring in the community. CSC members also mentioned that roadway paving projects implemented in the past have improved PM10 levels for residents in the immediate area, although dust impacts from the surrounding desert areas may continue to have an impact on their overall PM10 exposures.



Actions to Address Fugitive Road Dust

To address community concerns about emissions from fugitive road dust in ECV, South Coast AQMD staff developed actions for the Community Emissions Reduction Plan (CERP). Tables 1, 2, and 3 below provide goals, actions, metrics and a timeline to achieve the emission or exposure reductions for fugitive road dust.

Commented [RZ15]: This section is does not address the off-roading concerns raised by the CSC. There should be more strategies and actions added for this.

2-11

Table 1 - Goal: Expand monitoring networks

	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
A	Identify opportunities to expand the current South Coast AQMD PM10 monitoring network in the ECV community to: <ul style="list-style-type: none"> • Provide near real-time PM10 and wind data and inform community members of PM10 levels in the ECV, and assess how levels compare to Federal and/or State ambient air quality standards • Track the concentration trends of PM10 levels overtime to help determine the effectiveness of emission reduction strategies 	South Coast AQMD	<ul style="list-style-type: none"> • Monitors installed • Data collected through air monitoring • Updates provided to the CSC 	1 st quarter, 2021	4 th quarter, 2025
B	Seek new opportunities and work with the CSC to create an air quality sensor network to: <ul style="list-style-type: none"> • Provide real-time PM10 data • Supplement the PM10 monitoring network in the ECV and cover a larger area in the community, prioritizing locations identified by the CSC, areas where the public spends a significant amount of time (e.g., schools and residential areas) and areas close to sources of fugitive dust • Co-locate air quality sensors with reference PM10 monitor at one of South Coast AQMD air monitoring stations to verify sensors performance prior to deployment and implement a data calibration and correction protocol to enhance sensor PM10 data quality after deployment • <u>Improve the resolution and regional reporting ability that the regulatory sensors currently have.</u> 	South Coast AQMD	<ul style="list-style-type: none"> • Air quality sensors deployed • Data collected through air monitoring • Updates provided to the CSC 	1 st quarter, 2021	4 th quarter, 2025

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Table 2 - Goal: Reduce emissions from fugitive road dust					
	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
A	Pursue a collaborative partnership with homeowners' associations and the County of Riverside to pave unpaved roads and mobile home parks	South Coast AQMD, homeowners' associations, County of Riverside	<ul style="list-style-type: none"> Square miles of paved roads and parks Updates provided to the CSC 	1 st quarter, 2021	4 th quarter, 2025
B	<p>Pursue a collaborative partnership with the cities within ECV, tribes, and the County of Riverside to identify opportunities and funding to reduce emissions, such as:</p> <ul style="list-style-type: none"> Restrict unnecessary public access to unpaved roads (e.g., installing signs and physical barriers) Reduce speed limits on unpaved roads <u>by installing speed limit signs within mobile home parks and other communities.</u> Identify funding to plant natural vegetation on unpaved surfaces no longer being used as roadways; Stabilize loose road surfaces with grading and gravel on unpaved roads and maintain treated roads (based on Vehicle Miles Traveled (VMT)); and Identify funding to expand street sweeping services beyond existing service levels. 	South Coast AQMD, City of Coachella, City of Indio, City of La Quinta, County of Riverside, the Twenty-Nine Palms Band of Mission Indians Tribe, the Cabazon Band of Mission Indians Tribe, the Torres-Martinez Desert Cahuilla Indians Tribe, and the Augustine Band of Cahuilla Indians Tribe	<ul style="list-style-type: none"> Number of projects completed or supported (e.g., reduced speed limits) Number of restricted roads Number of treated unpaved roads or square miles of unpaved roads treated with chemical stabilizers Number of miles swept Amount of funding identified Updates provided to the CSC 	1 st quarter, 2021	1 st quarter, 2026
C	Pursue a collaborative partnership with Comité Civico del Valle (CCV) to obtain complaint data from their IVAN community-based reporting system to address road dust-related air quality concerns within the ECV community. For example, this data may help identify potential high priority areas for surface stabilizing projects (e.g., road paving)	South Coast AQMD, CCV	<ul style="list-style-type: none"> Data collected from CCV Updates provided to the CSC 	1 st quarter, 2021	4 th quarter, 2025

Commented [RZ16]: Will this partnership benefit mobile home park communities?

2-13

Commented [RZ17]: Greenleaf Power Plan has a mitigation program that it pays into already for this. Need to ensure that those funds stay within the ECV.

Chapter 5d

D	Conduct outreach to off-road equipment operators on Rules 403 and 403.1, and practices to reduce fugitive dust from roads	South Coast AQMD	<ul style="list-style-type: none"> • Number of outreach events staff participates in the ECV • Number of entities the information is shared with (i.e., newsletter distribution list) 	1 st quarter, 2022	4 th quarter, 2022
E	Conduct outreach to the general public on how to file dust complaints	South Coast AQMD	<ul style="list-style-type: none"> • Number of outreach events staff participates in the ECV • Number of entities the information is shared with (i.e., newsletter distribution list) 	1 st quarter, 2021	4 th quarter, 2022
	<p><u>Actively pursue funding opportunities to pave Polanco Parks, mobile home parks, and other unpaved roads identified by the community.</u></p> <ul style="list-style-type: none"> • <u>This strategy shall also aim to identify cool pavement opportunities to provide additional co-benefits to the community.</u> • <u>After the success of the Coachella Valley Mobile Home Park Paving Project in 2014/2015 community members have continued to bring the need for a second round of this project. The paved roads proved to reduce significantly the PM 10 and PM 2.5 particles. In this proposal, approximately 214 families would benefit directly from the paving of the 14 roads listed below. In addition to reduction of PM 10 and PM 2.5 particles increasing air quality, and reduction of respiratory illnesses, this project would increase access to primary services (emergency care, fire department, school buses, etc.) The timeline below was created using the previous paving project as an example. From submission of proposal for funds to the end of</u> 	<p><u>South Coast AQMD Riverside County CVAG</u></p>	<ul style="list-style-type: none"> • <u>Number of Polanco Parks paved</u> 		

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Eastern Coachella Valley (ECV) – Discussion Draft CERP

5d-4

November 2020

Chapter 5d

<p>phase two approximately 3 and a half years passed. Activity: 1. Strategize – establish roles and responsibilities amongst partners (A few months). 2. Public outreach (Ongoing). Funding - Find funding for the implementation. Non-profits should be eligible applicants for funding. Besides public outreach non-profits can assist community obtain county permits. 4. Bidding & Construction contract award (1 year) 5. Design - Project design & engineering (Design, preliminary survey, Environmental, right-of-way, construction engineering & inspection construction survey,) project administration. (1 - 2 months) 6. Construction - Construction engineering & inspection, construction survey (1-3 months). 7. Paving (3-6 months).</p>			
<p>Work to pass legislation to support the paving of Polanco parks. This strategy will follow the steps of AB 1318 with added climate resilient co-benefits.</p>	<p>South Coast AQMD Local legislators Riverside County</p>	<ul style="list-style-type: none"> • Amount of funding secured • Number of Polanco Parks paved 	
<p>South Coast AQMD will require all commercial landscapers, including City and County landscapers, to use electric and zero emission gardening equipment within the next 5 years of this plan's implementation period.</p> <ul style="list-style-type: none"> • South Coast AQMD will work directly with small businesses to increase awareness about their equipment replacement incentive program. 			

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Chapter5d

Table 3 – Goal: Reduce exposure from fugitive road dust

	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
A	Conduct community outreach on subscribing to air quality alerts using the South Coast AQMD app to check air quality information (e.g., high wind advisories, air quality index and air quality forecasts)	South Coast AQMD	<ul style="list-style-type: none"> Number of outreach events staff participates in the ECV Number of entities the information is shared with (i.e., e-newsletter distribution list) 	1 st quarter, 2021	1 st quarter, 2026
B	Identify funding to install and maintain air filtration systems at schools, community centers and homes to reduce exposure to dust emissions	South Coast AQMD	<ul style="list-style-type: none"> Number of air filters installed in ECV 	4 th quarter, 2021	4 th quarter, 2025

2-14

Chapter5d

C	Identify funding and implement home weatherization projects	South Coast AQMD	• Number of weatherization projects implemented in ECV	1 st quarter, 2021	4 th quarter, 2025
	<u>South Coast AQMD will apply for state funds for urban greening and forestry to improve tree cover in the AB 617 community, especially within and in close proximity to Polanco Parks, residential neighborhoods and public spaces that currently lack coverage.</u>	<u>South Coast AQMD Desert Recreation District Riverside County</u>	•		
	<u>Require all facilities* identified in the technical assessment and emissions inventory to incorporate mitigation measures such as planting shrubs, greenery, trees, and other native plants around the perimeter of their facilities, to exclude entry and exit points.</u>	<u>South Coast AQMD Industry</u>	•		
	<u>*Facilities shall include all agricultural sites and fields, including packing facilities.</u>				

Commented [RZ18]: There are GGRF programs for these types of projects.
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Chapter 5e: Open Burning and Illegal Dumping

Community Concerns



The Eastern Coachella Valley (ECV) community has a significant amount of agricultural activity that produces grapes, dates, citrus and other crops. The burning of agricultural waste is a common method of disposal in the agricultural industry. Burning material is also a method to prevent crops from freezing. In many cases, open burning is done in a way that minimizes emissions, exposure and visible smoke. The Community Steering Community (CSC) expressed concern about the adverse health effects of air pollution from open burning including, smoke, particulate matter (PM) and potential pesticides burned. The CSC also identified concerns about air quality impacts from open burning near schools, childcare centers and homes. Additionally, the CSC expressed concerns about open

burning that is not permitted and uncontrolled (e.g., the 50-acre mulch fire in 2019 at a recycling center in Thermal that was near three local schools). The CSC also cited concerns about open burning on tribal lands, which falls outside of South Coast AQMD’s jurisdiction (i.e., not subject to South Coast AQMD regulations).

The CSC also identified illegal dumping of waste materials as an air quality concern since the materials can subsequently catch fire and produce emissions. Among the open burning types, illegal dumping and burning activities are the most difficult to track and monitor trends.¹

Potential Alternatives to Burning

Health and Safety Code Sections 41801 and 41850 reaffirm that open burning for necessary purposes is allowed. However, the CSC has expressed an interest in exploring alternatives to burning. Potential alternatives may include composting or using heavy-duty equipment (e.g., chipper or grinder) to break material down into smaller pieces that can be disposed of through composting or recycling. There are also alternative methods for frost prevention that do not involve open burning. Composting is when organic waste decomposes naturally under oxygen-rich conditions. One of the actions to address open burning will be to explore the feasibility of other alternatives.

Actions to Address Open Burning and Illegal Dumping

South Coast AQMD staff developed actions for the Community Emissions Reduction Plan (CERP) to address community concerns about open burning and illegal dumping emissions and exposures. Tables 1, 2, 3, and 4 below provide a goal, action, responsible entity, applicable metrics, and an implementation timeline to achieve the emission and exposure reductions due to open burning and illegal dumping.

¹ Illegal dumping does not have air quality impacts and therefore, South Coast AQMD does not have jurisdiction over illegal dumping. Air quality impacts occur when illegally dumped trash is burned; however, these impacts are difficult to monitor and track because they are not permitted.

2-15

Commented [RZ19]: And dangers to farmworkers.

Commented [RZ20]: These same fires at this location had been occurring for over 20 years. On several occasions, the fires spread to the mobile home park next to this site putting families in danger and at risk of losing their homes. Fire departments were not helpful, and residents would find themselves putting out the fire on their own, including the mobile home park owners.

Table 1 – Goal: Improve Monitoring Network					
	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
A	Work with the CSC to establish an air quality sensor network to: <ul style="list-style-type: none"> Gain a better understanding of the PM2.5 levels in various community areas that may be impacted by legal and illegal burning occurring in the community Identify air pollution hotspots and gather more information to help identify potential source(s) of emissions Improve public information on PM2.5 levels in the community (e.g., better characterize the spatial and temporal variability of PM2.5 in the community) Gather information to help identify illegal burning emissions and conduct follow-up investigations, as needed 	South Coast AQMD	<ul style="list-style-type: none"> Air quality sensors deployed Updates provided to the CSC Follow-up investigations, as needed 	3 rd quarter, 2021	1 st quarter, 2026
B	Provide information to the community on how a sensor-network can help identify pollution hotspots and emissions from illegal burning. Specific locations for sensor deployment will be selected after gathering input from CSC and community members and accounting for long-term availability of potential sites. Input from the CSC and community members regarding specific and/or illegal burning events in ECV will also be taken into account in the development of the sensor network and the selection of specific monitoring sites	South Coast AQMD	<ul style="list-style-type: none"> Updates provided to the CSC 	3 rd quarter, 2021	4 th quarter, 2022

2-15 cont.

Table 2 – Goal: Reduce Emissions from Open Burning					
	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
A	Pursue emission reductions from open burning by: <ul style="list-style-type: none"> Developing a list of available technologies, best practices and alternatives to be distributed to farm owners and operators Assessing the feasibility of new requirements for open burning (e.g., alternatives to open burning of agricultural waste) based on the developed list 	South Coast AQMD	<ul style="list-style-type: none"> List of available technologies and feasibility assessment of new requirements provided to CSC and distributed to farm owners and operators 	1st quarter, 2022	4 th quarter, 2023
B	Continue existing and pursue additional collaborative partnerships with: <ul style="list-style-type: none"> Local tribes to identify opportunities to reduce open burning through outreach, enforcement, and/or open burning regulations (e.g., technical guidance, burn and no-burn days, permitting system) Riverside County Fire Department to conduct focused enforcement at illegal burn sites on non-Tribal lands and Tribal lands, when permitted 	South Coast AQMD, local tribes, Riverside County Fire Department	<ul style="list-style-type: none"> Updates provided to CSC on opportunities with tribes, enforcement efforts, complaints and investigations 	3 rd quarter, 2021	1 st quarter, 2026
C	Pursue funding opportunities for equipment or services to be used as alternatives to: <ul style="list-style-type: none"> Agricultural burning (e.g., chippers, grinders, digesters, air curtain destructors, etc.) Emergency burning for freeze prevention (e.g., fan systems) <u>Provide support to small farmers and farmers of color.</u> 	South Coast AQMD	<ul style="list-style-type: none"> Number of projects implemented Amount of funding and when available, emission reductions 	3 rd quarter, 2022	1 st quarter, 2026

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D	Conduct outreach to farm owners, operators and workers to encourage best burn practices and methods to reduce emissions (e.g., conservation burning, cleaner piles, no rolling, cleaner ignition device)	South Coast AQMD	<ul style="list-style-type: none"> Number of outreach events staff participates in the ECV Number of entities the information is shared with (i.e., newsletter distribution list) 	3 rd quarter, 2021	2 nd Quarter, 2022
E	Provide community members and farm owners, operators and workers information (e.g., workshops/presentations) relating to rules and regulations on open burning and ways to report suspected illegal burning	South Coast AQMD	<ul style="list-style-type: none"> Material provided Number of workshops and presentations 	3 rd quarter, 2021	2 nd Quarter, 2022
	<u>Develop a public outreach campaign with signage on the harms and consequences of illegal dumping and burning.</u> <ul style="list-style-type: none"> Community hotspots should be identified, particularly around Tribal Land 	<u>South Coast AQMD</u> <u>Riverside County Tribal Communities</u>	•		
	<u>Develop an emergency response plan between the County Fire department, the Tribal Fire department, Riverside County, and South Coast AQMD to collectively respond to fires within Tribal land.</u> <ul style="list-style-type: none"> South Coast AQMD will connect with the DHCD to update the community on their response and prevention plan that was developed after the Thermal Fires. These agencies will work together to reduce open burning and illegal dumping. 	<u>South Coast AQMD</u> <u>Congressman's Office</u> <u>Riverside County</u> <u>Torres Martinez</u> <u>DHCD</u>	•	2 nd quarter 2021	

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Table 3 – Goal: Reduce Exposure to Open Burning					
	Action	Responsible Entity	Metric	Timeline	
				Start	Complete

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A	Pursue collaborative partnerships with: <ul style="list-style-type: none"> Riverside County Fire Department to develop informational materials relating to open burning, fire safety, and air pollution Community organizations (e.g., Growing Coachella Valley, Alianza, Leadership Counsel, Communities for a New California) to distribute informational materials relating to open burning, fire safety and air pollution in the community 	South Coast AQMD, Riverside County Fire Department, community organizations	<ul style="list-style-type: none"> Fire safety informational materials provided 	3 rd Quarter, 2021	4 th Quarter, 2022
B	Pursue opportunities to develop an online system (e.g., notification system, database) that informs the community when South Coast AQMD permitted burning is expected to occur	South Coast AQMD	<ul style="list-style-type: none"> Number of successful notifications 	3 rd quarter, 2021	1 st quarter, 2026
C	Identify funding to install and maintain air filtration systems at schools and homes located near frequent burn sites	South Coast AQMD	<ul style="list-style-type: none"> Number of air filtration systems installed 	3 rd quarter, 2021	4 th quarter, 2025

2-16 cont.

Table 4 – Goal: Reduce Illegal Dumping

	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
A	Pursue collaborative partnerships with: <ul style="list-style-type: none"> Riverside County Code Enforcement to conduct focused enforcement of illegal dumping laws and to improve the system to report potential dumping violations Riverside County Fire Department to provide guidance and educational materials to the community about potential fire hazards related to illegal dumping and how to report such fires Community-based organizations to establish a complaint-report tracking system to better track illegal dumping activities Waste Management and Riverside County Department of Waste Resources to identify ways to reduce illegal dumping and/or conduct clean-up services (e.g., monthly free waste collection day and related outreach) Local farm owners, landowners, and landscapers to identify ways (e.g., fencing, composting) to reduce illegal dumping on empty lands Combustible Material Task Force to support green waste complaint reporting and follow-up investigations 	South Coast AQMD, Riverside County Code Enforcement, Riverside County Fire Department, community-based organizations, Waste Management and Riverside County Department of Waste Resources, local farm owners, and landscapers, Combustible Material Task Force	<ul style="list-style-type: none"> Number of focused enforcement efforts and follow-up investigations Complaint tracking system Number of illegal dumping incidences tracked Number of outreach events staff participates in the ECV Number of entities the information is shared with (i.e., newsletter distribution) Updates to the CSC on efforts 	3 rd Quarter, 2021	1 st quarter, 2026
B	Conduct outreach to community members and farm workers on how to report illegal dumping activities	South Coast AQMD	<ul style="list-style-type: none"> Number of outreach events staff participates in the ECV Number of entities the information is shared with (i.e., newsletter distribution list) 	3 rd quarter, 2021	4 th quarter, 2022
	<u>Identify alternative solutions for farmers to dispose of green waste that are environmentally friendly.</u>	<u>South Coast AQMD</u> <u>Growing CV</u> <u>Farmers</u> <u>Riverside County</u>	<ul style="list-style-type: none"> 		

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	<p><u>Fine entities that are dumping illegally on tribal land, this includes green waste, medical wast, mulch futnitre, mattresses, tires, etc.</u></p> <ul style="list-style-type: none"> <u>AQMD should implement a security system in partnership with Torres Martinez and others to identify polluters.</u> <u>AQMD will identify existing waste disposal sites and share with the public.</u> 	<p><u>South Coast AQMD</u> <u>Torres Martinez</u></p>	<p>•</p>		
	<p><u>Create and implement an effective outreach campaign for the IVAN reporting system for illegal dumping.</u></p>	<p><u>South Coast AQDM</u> <u>CCV</u> <u>CVEJETF</u></p>	<p>•</p>	<p><u>1st quarter</u> <u>2021</u></p>	
	<p><u>Create and implement an ongoing community clean-up and trash disposal program where residents and businesses can dispose of trash and other unwanted items in safely and cost-effective manner.</u></p>	<p><u>South Coast AQMD</u> <u>Riverside County</u> <u>Community Councils</u> <u>RC Waste</u> <u>Management</u></p>	<p>•</p>	<p><u>1st quarter</u> <u>2021</u></p>	

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C	Pursue funding opportunities for: <ul style="list-style-type: none"> Waste collection services (agricultural and non-agricultural waste that has been dumped illegally) Non-agricultural waste disposal (e.g., tire disposal) Fencing or berm construction to discourage illegal dumping 	South Coast AQMD	<ul style="list-style-type: none"> Amount of funding awarded Amount of waste collected 	3 rd quarter, 2022	1 st quarter, 2026
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Chapter 5f: Diesel Mobile Sources

Community Concerns



The Eastern Coachella Valley (ECV) CSC expressed concerns about diesel emissions from mobile sources in the ECV community. CSC members raised concerns about heavy-duty trucks traveling along the State highways 111 and 86, school buses and heavy-duty agricultural equipment (e.g., tractors and harvesting equipment). CSC members mentioned that trucks and school buses often transit in residential areas and near sensitive receptors. CSC members also cited concerns about trucks idling around the Mecca area within ECV.

Commented [RZ21]: Including the freight train, the thermal racetrack, and the thermal airport.

2-18

Actions to Address Diesel Mobile Sources

To address community concerns and reduce emissions from diesel mobile sources, South Coast AQMD developed actions for the Community Emissions Reduction Plan (CERP). Table 1 below provides goals, actions, responsible entities, metrics, and a timeline to achieve emission reductions from diesel mobile sources.

Table 1 - Goal: Reduce Emissions from Diesel Mobile Sources					
	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
A	<p>Work with the CSC to:</p> <ul style="list-style-type: none"> Identify air quality concerns related to trucks, quantify emissions from trucks (e.g., baseline, projected), and provide informational workshop on trucks (e.g., summary of regulations and compliance information) Prioritize actions to address the community's main concerns around diesel mobile source pollution. For example, actions may include: <ul style="list-style-type: none"> Create an air quality sensor network for measurements of PM2.5 and NO2 supported by black carbon measurements (where possible and for limited duration) to better understand the impact of diesel emissions in the community Collaborating with CARB to identify opportunities for focused enforcement and additional regulatory measures, if needed Identifying opportunities to collaborate with local land use and transportation agencies to restrict heavy-duty trucks from transiting near sensitive land uses (e.g., schools and residences) Collaborating with CARB to conduct outreach on how to report idling trucks 	South Coast AQMD, CARB	TBD	1 st Quarter 2022	1 st Quarter 2026
B	Identify opportunities to incentivize the replacement of older, higher polluting on-road (e.g., trucks) and off-road (e.g., tractors, agricultural equipment) equipment with cleaner technology	South Coast AQMD, CARB	TBD (e.g., number of projects incentivized)	1 st Quarter 2021	1 st Quarter 2026
C	Identify funding opportunities to replace older diesel school buses with zero or near-zero emission school buses in ECV <u>in all relevant school districts.</u>	South Coast AQMD, CARB	TBD (e.g., number of projects incentivized)	1 st Quarter 2021	1 st Quarter 2026
	<u>The City of Indio, City of Coachella, County of Riverside, and South Coast AQMD will apply as co-applicants to tstate funding sources to mitigate pollution and climate impacts within the AB 617 boundary and improve livability, such as but not limited to: GGRF, EPIC, RTP/SCS implementation, EEM, Urban</u>	<u>City of Indio, City of Coachella, Riverside County, South Coast AQMD.</u>		<u>2nd quarter 2021</u>	

Commented [RZ22]: This section should also address the freight train emissions, the thermal reacettrack club, and the thermal airport. This section is incomplete without addressing these pollution sources. All of these were mentioned in our very first CSC meeting as well.

Commented [RZ23]: The plan should already include these.

2-19

Commented [RZ24]: AQMD should also outline how it plans to use existing funds and incentives for this action. These funds should already be identified and South Coast AQMD has internal funding for this already.

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<p><u>Greening, LCT, ATP, LCTOP, AHSC, TCC, Climate Change Research, Woodsmoke Reduction, Low-income Weatherization, Wildfire Reponse and Readiness, Waste Diversion, Training and workforce development, Healthy Soils, Renewable Energy for Agriculture, Food production investment and the others as project leads of the seam program. The agencies involved will pursue funding from these multiple programs as an additional funding source to implement the ECV CERP. State budgeted CAPP funding should be reserved for projects and programs that cannot be funded through other means, or when as a match when required. CAPP funding may also be utilized to leverage significant state and federal funding if required.</u></p>	<p><u>Other relevant agencies: Sunline, RCTC, CVHC, CVAG, SCAG.</u></p>			
<p><u>Implement vegetative barriers around the railroad that passes through communities in the ECV.</u></p>	<p><u>City of Indio City of Coachella Riverside County South Coast AQMD</u></p>			
<p><u>Review models produced by South Coast AQMD in a 2019 TAG meeting about I-10 traffic and potential PM 2.5 from diesel traffic in the AB 617 project area.</u></p>	<p><u>South Coast AQMD</u></p>			

2-19 cont.

Chapter 5g: Greenleaf Desert View Power Plant

Community Concerns

Greenleaf Desert View Power Plant is a biomass electrical generation facility located on the Cabazon Band of Mission Indians Reservation at 62300 Gene Welmas Dr, Mecca, CA 92254. It has been in operation since 1992, first as Colmac Energy, Inc. and then in 2011, the power plant was purchased by Greenleaf Power. Biomass (e.g., urban wood waste, orchard removal trees) is used at this facility as a fuel to help generate electricity. This facility operates as a steam-electric power plant¹. Typically, these power plants operate by burning fuel in a furnace to generate heat that is used in a boiler to produce steam. The steam flows into the turbine and spins the blades inside a turbine, which is connected to a generator to create electricity.



2-20

Since this facility is located on tribal land, it is regulated by Region 9 of the United States Environmental Protection Agency (USEPA).² The ECV CSC expressed concern about visible emissions and smoke from the facility and the limited information about the facility that is available to the community.

Actions to Address the Greenleaf Desert View Power Plant

To address community concerns and reduce emissions from the Greenleaf Desert View Power Plant, South Coast AQMD developed actions for the Community Emissions Reduction Plan (CERP). Table 1 below provides goals, actions, responsible entities, metrics, and a timeline to achieve emission reductions from the Greenleaf Desert View Power Plant.

¹ Greenleaf Power, LLC, Desert View, <http://www.greenleaf-power.com/facilities/desert-view-power.html>, Accessed October 25, 2020.

² USEPA, Title V Permit to Operate, <https://www.regulations.gov/contentStreamer?documentId=EPA-R09-OAR-2020-0266-0001&contentType=pdf>, Accessed October 25, 2020.

Table 1 – Goal: Reduce Emissions from Greenleaf Power Desert View Plant

	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
A	Work with the CSC, tribal government and USEPA to: <ul style="list-style-type: none"> Identify air quality concerns related to Greenleaf Desert View Power Plant (e.g., CSC survey) Compile air quality information about the facility (e.g., emissions, compliance history, applicable air quality regulations, existing air pollution control technologies) Identify strategic locations for air quality sensor deployment to capture potential PM2.5 emissions from the facility Develop strategies to reduce emissions from the facility 	South Coast AQMD	TBD	1 st quarter, 2022	3 rd quarter, 2022
B	Pursue a collaborative partnership with the Coachella Valley Association of Governments (CVAG) to <u>require all</u> allocations of funds from the Greenleaf Desert View Power Plant to reduce air pollution emissions or exposures in the ECV	South Coast AQMD, CVAG	TBD	4 th quarter 2022	TBD
C	<u>Implement mobile monitoring to happen in key locations including but not limited to: the plant, houses nearby (e.g. Las Serenas, Paseo de los Heroes, etc.) Mobile monitoring should happen during the morning, evening, and night. Identifying wind patterns will be key. This mobile monitoring will inform the CSC on what stationary sources will be needed for long term in order to include practices that reduce emissions and improve air quality.</u>	<u>CVAG</u> <u>Riverside County</u> <u>South Coast</u> <u>AQMD</u> <u>Greenleaf Power Plant</u> <u>Cabazon Band of Mission Indians</u>		<u>1st quarter 2021</u>	
D	<u>Require Greenleaf Power Desert View Plant to incorporate mitigation measures such as planting shrubs, greenery, trees, and other native plants around the perimeter of the facility, to exclude entry and exit points.</u>	<u>South Coast</u> <u>AQMD</u> <u>Greenleaf Plant</u>			

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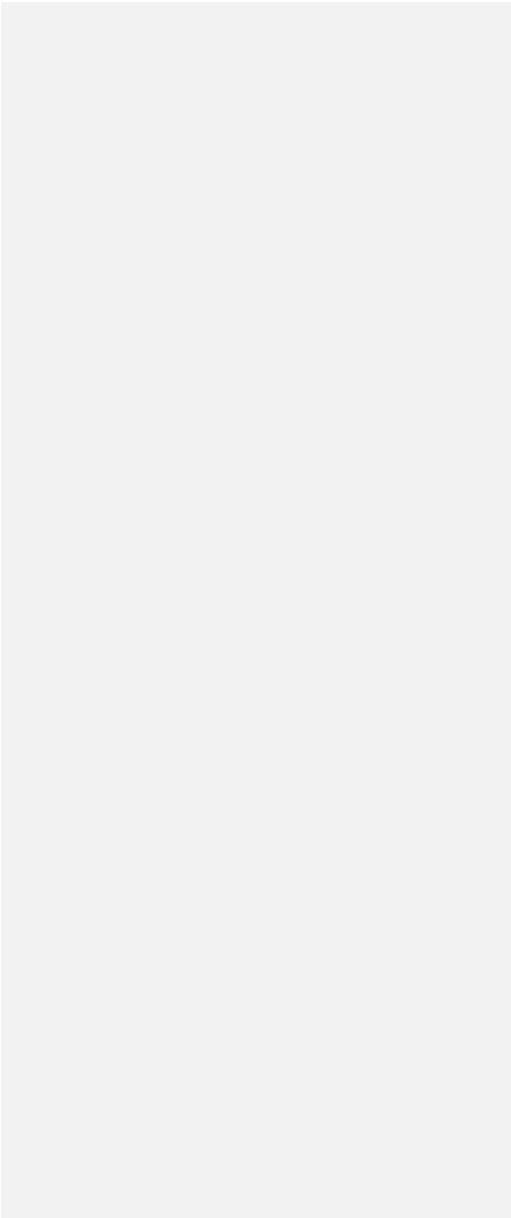
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Commented [RZ25]: A land use section should be added here, as mentioned in our comment letter. Followed by an outreach and education section.

Eastern Coachella Valley (ECV) – Discussion Draft CERP

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November 2020



Chapter 6

Chapter 6: Community Air Monitoring Plan (CAMP) Summary

The Community Air Monitoring Plan (CAMP) for the Eastern Coachella Valley (ECV) community has been developed through close collaboration between the Community Steering Committee (CSC) and South Coast AQMD staff. It outlines the objectives and strategies for monitoring air pollution in ECV based on the air quality priorities identified by the CSC. Air monitoring will play an important role in improving our understanding of air pollution in ECV, will help support the emissions and exposure reduction strategies developed in the Community Emissions Reduction Plan (CERP), and will track the progress of the CERP actions in this community. Specific air monitoring strategies are included in the actions described in Chapter 5 of the CERP: Chapters 5b Salton Sea, 5c Pesticides, 5d Fugitive Road Dust, 5e Open Burning and Illegal Dumping, 5f Diesel Mobile Sources, and 5g Greenleaf Desert View Power Plant. Overall, while the CERP and CAMP are separate documents, they work together to help achieve and track emissions and exposure reductions designed to improve local air quality in ECV.

Air monitoring provides information that can help address specific questions about pollutant concentrations in the community. To achieve the community-specific air monitoring objectives described in the CERP and CAMP, it is critical to develop a sound air monitoring approach and use appropriate monitoring methods and equipment specific for each purpose. The general monitoring approach in ECV consists of expanding the existing air monitoring network and deploying additional air monitoring equipment, including regulatory monitors and air quality sensors, to enhance the overall geographical coverage of measurements. Most of the air quality priorities in ECV, such as dust emissions from the Salton Sea and surrounding deserts and fugitive road dust, and smoke from open burning, are intermittent in nature and impact relatively large areas. Therefore, air monitoring at fixed locations provides an opportunity to capture both long-term and short-term trends, identify periods when these sources impact the community, and help pinpoint the most critical locations of concern.

A detailed description of air pollutants to be measured and types of monitoring methods and technologies to be deployed in ECV is provided below and in the CAMP. Overall, community air monitoring will implement the recommendations provided in CARB's "Community Air Protection Blueprint"ⁱ, support the implementation of the CERP, and track the progress towards improved air quality in the ECV community.

Commented [RZ26]: The CSC has not had any significant time to discuss the development of the CAMP. Given the lack of statutory deadline for this plan, it was not prioritized by South Coast AQMD. The CAMP is not being provided to the CSC until after the comment deadline for Nov. 13th.

2-21

ⁱ CARB (2018) *Community Air Protection Blueprint*. Available at: <https://ww2.arb.ca.gov/our-work/programs/community-air-protection-program/community-air-protection-blueprint>.

Chapter 6

Air Quality Priorities in the Eastern Coachella Valley Community

Each community has unique air quality challenges, and local community members have first-hand knowledge of important information, including emission sources and sensitive receptor locations. In order to ensure a collaborative process in developing and implementing a successful CERP and CAMP, it is critical to understand the specific air quality concerns in ECV. The CSC meetings provided a forum for identifying community-specific air quality priorities and potential contributing sources of air pollution to develop consensus and a shared understanding of specific air pollution challenges. In addition to actively collaborating with the CSC, the South Coast AQMD engages in a robust public process to provide additional opportunities for broad engagement both during CAMP development and throughout its implementation. This is achieved through periodic community meetings, workshops, South Coast AQMD Committee meetings and Governing Board meetings. Input and feedback provided by the CSC and the public will continue to be incorporated to improve and update the monitoring strategies throughout the implementation of this CAMP.

South Coast AQMD staff gathered information on the main CSC air quality concerns through a series of community meetings. As a result, the following categories have been selected as the highest air quality priorities: Salton Sea, Pesticides, Open Burning and Illegal Dumping, Fugitive Road Dust, Diesel Mobile Sources, and Greenleaf Desert View Power Plant (formerly Colmac Energy, Inc.). A detailed description on each of these categories is provided in the following sections.

Salton Sea

The Salton Sea is the largest lake in California and, as its shorelines continue to recede and expose the sediments deposited at the bottom of the Sea (also referred to as the “playa”), emissions from the Salton Sea contribute to poor air quality for ECV residents. The CSC has expressed their concerns about the Salton Sea, mainly with respect to odors caused by emissions of hydrogen sulfide (H₂S) and inhalable dust / particulate matter (PM₁₀; particles with diameters of 10 microns or smaller). Elevated levels of H₂S result from natural processes in the Salton Sea; these can lead to strong foul odors that negatively affects the quality of life of local residents and at high levels can cause acute health effects (e.g., headaches and nosebleeds). Dust emissions from the Salton Sea occur when the playa sediments get blown off by strong gusty winds and contribute to PM₁₀ emissions in the area, further deteriorating air quality. The CSC is also concerned that the soil from the playa may contain residuals of pesticides and other pollutants from agricultural runoff (toxic elements and metals, such as selenium (Se), cadmium (Cd), and nickel (Ni)), which can pose a risk to human health. Moreover, the CSC has conveyed that additional monitoring and improvements to notification systems are needed to better understand emissions from the Salton Sea.

The main monitoring strategy to address CSC concerns regarding H₂S emissions from the Salton Sea includes enhancement of the existing H₂S monitoring network in ECV to expand its geographical coverage, provide real-time H₂S data at more locations, and inform the community members about the odors they smell and where they come from, including a notification system for when ambient levels exceed the State standard. Currently, H₂S monitoring is being conducted at two fixed-site monitoring stations within the ECV community boundary; at the Mecca and Salton Sea Near-Shore air monitoring stations. A notification system for H₂S exceedances at these sites is available through “The Salton Sea Hydrogen Sulfide Monitoring” websiteⁱⁱ. As part of this monitoring strategy, South Coast AQMD staff will work with the CSC

ⁱⁱ <https://saltonseaodor.org/>

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Chapter 6

to identify opportunities to expand its air monitoring network. Continuous wind speed and wind direction data will also be collected to help better identify the location(s) of the odors. The expansion of the H₂S monitoring network will lead to covering a larger part of the ECV community and will help assess community impact and the extent to which the odors may be transported in the community and beyond.

Currently, PM₁₀ monitoring is being conducted at six fixed monitoring stations within the ECV community boundary. Two of these sites (Mecca and Indio) are operated by the South Coast AQMD. One of these stations, 29 Palms, has been established by a partnership between Twenty-Nine Palms Band of Mission Indians and the Cabazon Band of Mission Indians in the ECV community through an AB 617 Community Air Grant awarded by CARB to the tribes.ⁱⁱⁱ One monitoring station has been established by Torres-Martinez Desert Cahuilla Indians. The Salton Sea Park and Salton Sea Near-Shore monitoring stations are operated by the Imperial Irrigation District. The location of these stations is shown in figure 6-1 and the pollutants monitored at each site are presented in Table 6-1.

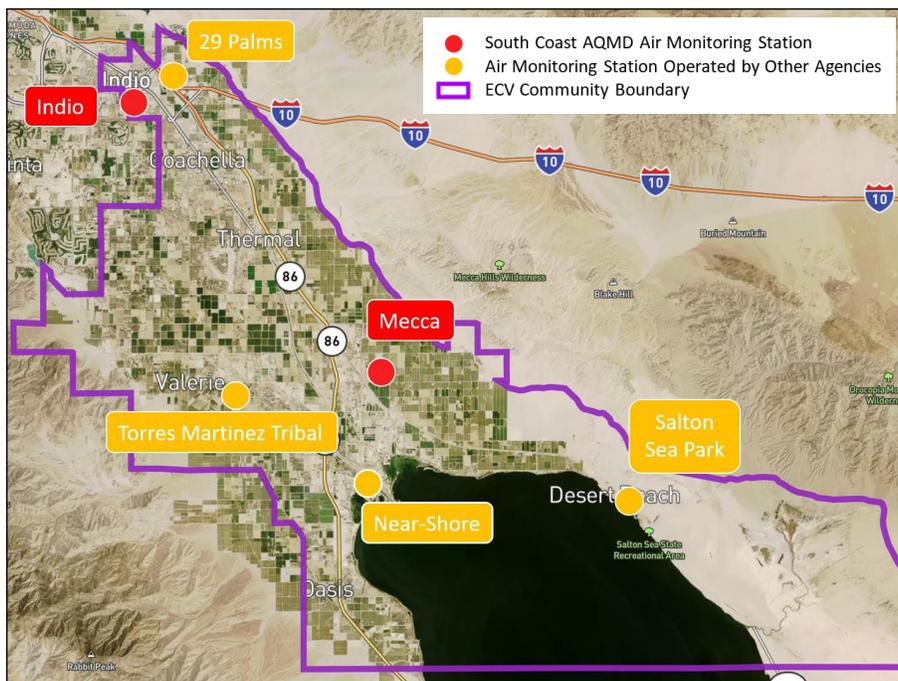


Figure 6-1. Current air monitoring stations in the ECV community

ⁱⁱⁱ Twenty-Nine Palms Tribal EPA, Air Quality: <https://www.29palmstribes.org/epa-air-quality>

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Chapter 6

Table 6-1- Pollutants monitored at each station in the ECV community

Station Name	Site Location	Agency	Monitored Pollutants
Indio	46990 Jackson Street Indio, CA 92201	South Coast AQMD	Ozone, PM2.5, PM10
Mecca (Saul-Martinez Elementary School)	65705 Johnson Street Mecca, CA 92254	South Coast AQMD	H ₂ S, PM10
Torres-Martinez Tribal	66-725 Martinez Road, Thermal, CA 92274	Torres-Martinez Cahuilla Indians	PM10
Salton Sea Near Shore	Lincoln Ave. & 73rd Ave., Mecca CA 92254	Imperial Irrigation District	H ₂ S*, PM2.5, PM10
Salton Sea Park	100-225 State Park Rd., North Shore CA 92254	Imperial Irrigation District	PM2.5, PM10
29 Palms	33.719724, -116.189578	Twenty-Nine Palms Band of Mission Indians	PM2.5, PM10

* H₂S monitor is operated by the South Coast AQMD

As part of our efforts to better characterize PM10 emissions from the Salton Sea, South Coast AQMD staff will work with the CSC to identify opportunities to expand the PM10 monitoring network in ECV to provide additional air quality information in residential areas that do not currently have such measurement data. This, together with continuous wind speed and wind direction data, will help gain a better understanding of dust emissions and distinguish between windblown dust from desert areas and playa dust emissions from the Salton Sea. It can also help track the concentration trends of PM10 over the course of the AB 617 program to help assess the effectiveness of dust suppression projects. Data from this monitoring network will be provided in near real-time to inform community members of PM10 levels in ECV, and if emissions Federal and/or State standards.

The above-mentioned monitoring network will be supplemented by a network of PM10 sensors to enhance the spatial coverage of PM10 measurements at more locations of interest. Data from these sensors will provide real-time information and improve our understanding of the variations in PM10 levels across the ECV community. This will help identify the source(s) of PM10 emissions and their origin (e.g., fugitive road dust and wind-blown desert dust). Air quality sensors will be co-located with a reference PM10 monitor at one of the South Coast AQMD air monitoring stations to verify sensor performance prior to deployment. A data calibration and correction protocol has been developed to systematically enhance the data quality of the PM10 sensors after deployment. The sensor deployment process will be carried out in close collaboration with the South Coast AQMD Air Quality Sensor Performance Evaluation Center (AQ-SPEC). AQ-SPEC is the most comprehensive sensor evaluation program in the United States that provides community residents, scientists and other sensor users with unbiased information on sensor performance based on rigorous field and laboratory testing^{iv}.

These measurements will be accompanied by baseline monitoring to better characterize the chemical composition of dust in the ECV community. Chemical composition data will be beneficial in characterizing

^{iv} Air Quality Sensor Performance Evaluation Center (AQ-SPEC): <http://www.aqmd.gov/aq-spec>

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Chapter 6

the relative contributions of playa dust emissions and dust from other sources (e.g., fugitive road dust and wind-blown desert dust) to the ambient concentrations of PM₁₀ measured in ECV. Baseline measurements will also help track the trends of key indicator pollutants of Salton Sea emissions and address specific CSC concerns about the chemical composition and potential toxicity of playa dust emissions.

Lastly, South Coast AQMD staff will pursue a collaborative partnership with other organizations (e.g., University of California – Riverside) to support the ongoing study of soil chemical and microbiome composition of the Salton Sea playa dust samples.

Pesticides

Pesticides are unique among air toxic substances because they are produced specifically for their toxicity to a target pest and purposely introduced into the environment. Pesticides play a major role in agricultural production all around the world to help protect crops from pests. Farming operations in the ECV commonly use pesticides on agricultural land. Pesticide regulations do not only focus on assessing their toxicity and potentially banning pesticides but also on protecting people by reducing the risk of harmful exposure.

The CSC expressed their concerns about the health impacts of pesticides used in agriculture, including exposure to farm workers, in residential areas (e.g., odor nuisance and pesticide exposure from wind drift or runoff), and in schools that are close to application sites. The CSC also emphasized their apprehension regarding the lack of information on the actual amount of pesticides being used in ECV, and the dates when pesticides are being applied. This information is critical for the public when planning to participate in outdoor activities.

Federal, State, and local regulatory agencies are responsible for ensuring safe use of pesticides in California. At the Federal level, the U.S. Environmental Protection Agency (EPA) approves the use of each pesticide. At the State level, the California Department of Pesticide Regulation (DPR) has legal authority to regulate and enforce rules that address the sale and use of pesticides in California. In addition, DPR monitors the levels of pesticides in the air, water and produce. The information regarding pesticides usage and the measured levels is reported periodically on DPR's public website^v.

South Coast AQMD staff will pursue collaboration with DPR, California Air Resources Board (CARB) and Riverside County Agricultural Commissioner (CAC) to assess currently available pesticide data and develop a monitoring strategy for studying and characterizing this air quality priority.

For the evaluation of pesticide data, South Coast AQMD staff will collaborate with DPR, CARB, and other agencies that currently have information for identifying the potential impact of pesticides on the community. This analysis will be based on currently available data, such as annual pesticide usage, pesticide toxicity and volatility, season and method of application. This screening evaluation will identify the pesticides that are most impactful in this community and will provide information for focusing subsequent air monitoring efforts. South Coast AQMD staff will also reach out to the CSC, members of the public and local growers to gather feedback on the collected data and any other information that may help inform the pesticide monitoring efforts.

^v <https://www.cdpr.ca.gov/docs/pur/purmain.htm>

2-21 cont.

Chapter 6

South Coast AQMD staff will present the results of the data evaluation to the CSC and community members. Following this screening process, staff will work with the CSC to select the most relevant pesticides in the community and identify representative locations and periods for monitoring pesticides levels. South Coast AQMD staff will consult with DPR and CARB to evaluate which sampling and analysis techniques will be used, as appropriate. Air monitoring will be conducted to determine if specific pesticides are present and at what levels. If elevated levels of pesticides are found in ambient air, South Coast AQMD staff will work with DPR, CARB and the Riverside CAC to identify potential exposure reduction measures and/or to develop new use restrictions or regulations to be enforced by the Riverside CAC. The screening analysis and the outcome results from this monitoring plan will lay the foundation for future assessments of the impact of pesticides on the ECV community and the effectiveness of regulations.

Open Burning and Illegal Dumping

The ECV community has a large agricultural industry, including the production of grapes, dates, citrus and other crops. With such a large agricultural industry in the area, the burning of agricultural waste is a common method of disposal. In some cases, burning may occur to prevent crops from freezing. The CSC also identified illegal dumping of various waste materials, which can subsequently catch fire, as an air quality priority. The open burning can cause smoke, impacting schools, childcare centers and homes.

The main strategy to characterize emissions from open burning in this community will center around the deployment of a network of air quality sensors to measure PM_{2.5}. Due to the sporadic nature of open burning, fixed monitors are necessary to capture the spatial and temporal variability of emissions. Fixed monitoring using air quality sensors will provide real-time air quality data to gain a better understanding of the locations, frequency, and magnitude of PM emissions from open burning, help identify the locations impacted by the smoke, and improve overall public information on PM_{2.5} levels in the community.

South Coast AQMD staff will work with the CSC to effectively deploy these sensors at appropriate locations. South Coast AQMD staff will also pursue opportunities to augment one of the existing and/or new monitoring stations with a black carbon monitor to better characterize emissions. Black carbon is a by-product of biomass burning but can also be emitted from diesel mobile sources.

Fugitive Road Dust

The CSC identified emissions from fugitive road dust as an air quality priority in ECV. Fugitive road dust in this community is generated when vehicles travelling on paved and unpaved roads kick up loose solid materials deposited on the surface and make them airborne. The CSC has expressed concerns about dust emitted from unpaved roadways when there are windy conditions or when off-road vehicles drive on these roads. Community residents are also concerned about the potential health effects associated with exposure to high PM₁₀ levels resulting from fugitive road dust emissions.

Currently, six air monitoring stations in the ECV community (Table 6-1) measure PM₁₀. The Indio and Mecca air monitoring stations are operated by the South Coast AQMD, while the rest of the stations are operated by other agencies.

The monitoring strategy for fugitive road dust includes expanding the current South Coast AQMD PM₁₀ monitoring network in ECV, which will provide near real-time PM₁₀ and wind data to inform community members about PM₁₀ levels and if they exceed Federal and/or State standards. These measurements will help track the concentration trends of PM₁₀ levels over time to help determine the effectiveness of emission reduction strategies.

2-21 cont.

Chapter 6

South Coast AQMD staff will seek new opportunities and work with the CSC to create an air quality sensor network to augment the fixed monitoring network for PM10 measurements to cover a larger area in the community, prioritizing areas where the public spends a significant amount of time (e.g. schools and residential areas) and areas close to sources of fugitive dust. Data from these sensors will provide near real-time data and improve our understanding of the spatial and temporal variability in PM10 levels across ECV. This information will help better distinguish where the PM10 emissions are coming from (e.g. dust emissions from the Salton Sea or wind-blown dust from surrounding deserts). Air quality sensors will also provide more opportunities for community engagement in different aspects of the air monitoring process. All sensors will be co-located at one of the air monitoring stations with reference PM10 monitors to check their performance prior to deployment. It should be noted that the sensors for PM10 measurements usually show a good performance at the lower concentration levels while their uncertainty increases significantly during regional dust events with high PM10 levels. A systematic data calibration and correction protocol has been developed and will be implemented to improve data quality for the entire sensor network. During dust events, which have regional impacts, the reference monitors can help determine the community impact.

Diesel Mobile Sources

The CSC has expressed concerns about exposure to diesel emissions from several mobile sources and locations in the ECV community including heavy-duty trucks traveling along the State highways 111 and 86, school buses, and heavy-duty agricultural equipment (e.g., tractors and harvesting equipment). Diesel truck emissions are complex and are comprised of a variety of toxic gases and particles. Pollutants associated with diesel exhaust include PM2.5, and nitrogen dioxide (NO₂). Diesel exhaust also contains the toxic air contaminant diesel particulate matter (DPM), which is a component PM2.5. DPM cannot be monitored directly but is estimated by measuring black carbon (BC or “soot”).

Two existing air monitoring stations (Indio station operated by the South Coast AQMD and 29 Palms monitoring station operated by Twenty-Nine Palms Band of Mission Indians) measure PM2.5 within the community (Figure 6-1 and Table 6-1). The proposed monitoring strategy to address this priority consists of creating a sensor network that can measure PM2.5 and NO₂. South Coast AQMD staff will work with the CSC to effectively deploy these sensors at appropriate locations. This additional data will help quantify emissions from truck traffic to better understand the impact of diesel emissions in the community and to help track the effectiveness of emission reduction strategies outlined in the CERP. South Coast AQMD will also pursue opportunities to augment one of the existing or new monitoring stations with a stationary BC monitor. If necessary, short-term BC monitoring will be conducted at locations where sensor data indicate relatively high diesel emissions.

Greenleaf Desert View Power Plant

The CSC expressed concerns regarding the Greenleaf Power Desert View Power Plant (formerly Colmac Energy, Inc.), because of visible emissions and smoke from the facility. This facility is a biomass electrical generation facility that has been operating since 1992 and is located on the Cabazon Band of Mission Indians Reservation at 62300 Gene Welmas Dr, Mecca, CA 92254. This plant is subject to U.S. EPA regulations and uses emission control devices and measures to reduce nitrogen oxides (NO_x), sulfur oxides (SO_x) and PM emissions.

To address CSC concerns, South Coast AQMD staff will evaluate currently available combustion-related emissions data to help assess how emissions from the Greenleaf power plant contribute to the overall

2-21 cont.

Chapter 6

pollution burden in ECV. Based on these findings and if additional monitoring is necessary, South Coast AQMD staff will implement an appropriate monitoring strategy that focuses on measuring relevant pollutants near the facility and close to sensitive receptors (e.g., schools).

This power plant is operating all year round and, therefore, a monitoring strategy based on fixed monitoring will be adopted. Fixed monitoring allows for a more comprehensive characterization of air pollution trends over an extended period of time, although it only provides air quality information when the monitoring locations are downwind of the source. Currently, South Coast AQMD operates one fixed monitoring site (Mecca air monitoring station) near the Greenleaf power plant; this site is located within the perimeter of Saul Martinez elementary school and approximately one mile southeast to the power plant. An analysis of the wind direction gathered during the last three years shows that the air monitoring station in Mecca was downwind of the power plant more than 50% of the time and, hence, this is a suitable site for exploring the impact of Greenleaf emissions on the surrounding community.

Since the general monitoring approach for ECV relies on creating an air quality sensor network, South Coast AQMD will work with the CSC to identify strategic locations for deploying these sensors to capture potential PM2.5 emissions from this facility, if appropriate, under variety of wind conditions.

2-21 cont.

FUGITIVE DUST MITIGATION - UNPAVED ROADS

For the fugitive dust chapter of the CERP, Pueblo Unido would like to make the recommendation to be intentional and specific as to the plan for the reduction of the fugitive dust affecting families directly due to the lack of paved roads in the ECV, specifically in the mobile home parks. Using the 2014/2015 Coachella Valley Mobile Home Park Paving Project as president, we can formulate a wholesome plan to address this community priority. The implementation of a second round of a mobile home park can provide our ECV community immediate benefits of the work we have been doing at the AB 617 CSC.

The success of the initial project has been measured in the miles of paved roads, mobile home parks and data around the reduction of harmful particles from the air. Community members have continued to bring the need for a second round of this project. The paved roads proved to reduce significantly the PM 10 and PM 2.5 particles. In this proposal, approximately 214 families would benefit directly from the paving of the 14 roads listed below. In addition to reduction of PM 10 and PM 2.5 particles increasing air quality, and reduction of respiratory illnesses, this project would increase access to primary services (emergency care, fire department, school buses, etc.) The timeline below was created using the previous paving project as an example. Once funding is secured, the implantation of the project for a list of 15 mobile home parks should take approximately 1- 2 years.

In addition to paving, a landscaping component could potentially be included in the project. Trees such as mesquites could be a great addition to this project.

3-1

Partnerships	SCAQMD, Riverside County, Non-profit, Torres Martinez Tribe
Timeline	Activity
A couple months	Strategize – establish roles and responsibilities amongst partners
1 year	Bidding & Construction contract awarded
1 -2 months	Design - Project design & engineering (Design, preliminary survey, Environmental, right-of-way, construction engineering & inspection construction survey,) project administration
1-3 months	Construction - Construction engineering & inspection, construction survey+
3-6 months	Paving
Ongoing	Public outreach
Funding	SCAQMD should leverage the funding needed for completion. Non-profits should be eligible applicants for funding for public outreach and implementation.
Metrics	The miles of paved roads
Evaluation	Number of families served, installation of air monitors in some of the sites to evaluate the success of the mitigation

3-1
cont.

Mobile Home Park	Address	Note
Gutierrez MHP	80-200 Harrison Rd., Thermal, CA 92274	
Los Ferro MHP	88-855 Avenue 70, Thermal, CA 92274	
Rancho Benitez	78-640 Pierce St., Thermal, CA 92274	
Barajas MHP	69-751 Pierce St., Thermal, CA 92274	
Campos - Wong MHP	52-742 Fillmore St., Thermal, CA 92274	
La Joya MHP	62-441 Vargas Rd., Thermal, CA 92274	
Rancho Gonzales	97-484 Avenue 70, North Shore, CA 92254	
Zaragoza MHP	87-842 Avenue 66, Thermal, CA 92274	
Huerta MHP	67-959 Lincoln St., Mecca, CA 92254	

Montano Ranch	66-700 Martinez Rd., Thermal, CA 92274	
Velazco MHP	70980 Wheeler St., Mecca 92254	
Jara MHP	88705 62nd Ave, Thermal, CA 92274	
San Antonio del Desierto	67075 hwy 111, Mecca CA 92254	On site paving

County road	Avenue 69, Thermal, CA 92274	Between Pierce st & Harrison St (approximately 22 homes in this area)
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3-1
cont.

✕ SCAQMD Banner

Community Emission Reduction Plan (CERP) Comment Form

Language Preference
 English Español

AB617 Community
 Eastern Coachella Valley

Enter your contact information, comments and/or upload comment files below. Please note that information provided by you on this form (including contact or other personal information) is a public record and may be released in response to a California Public Records Act request.

***Fields Required to Submit a Comment**

Form Information

Date Created 11/13/2020	Time Created 11:38 PM
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Commentor Contact Information

Commenter's Name ANETHA LUE	Affiliation Active Resident
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Comments (Unlimited Size)
 The CERP is a helpful guide in its current form.

Comment #1 - More can be done to expand the community outreach programs planned for the CERP. Specifically, an update can be provided to each affected city in the Eastern Coachella Valley of the major milestones planned and achieved by the CERP, in order to determine methods by which the efforts of the cities can support the actions planned by the CERP. 4-1

Comment #2 - In addition to attempting to reduce emissions from the 5 areas listed in the current draft of the CERP, consideration should also be given to imposing a cap on dust emissions from stationary sources and requiring new sources of dust (i.e. particulate matter) to offset significant new/increased sources of emissions. 4-2

Upload Additional Comment and Supporting Files (30 Mb Maximum per file)

CERP Comment Files

Note: Supported upload files include all versions of Microsoft Office, jpeg, tiff, PDF, mp3, mp4, and text files.
 For More Information Contact: ab617@aqmd.gov

ATTACHMENT B

RESOLUTION NO. 20-_____

A Resolution of the Governing Board of the South Coast Air Quality Management District (South Coast AQMD) determining that the Community Emissions Reduction Plan (CERP) for the Eastern Coachella Valley (ECV) community (ECV CERP) is exempt from the requirements of the California Environmental Quality Act (CEQA).

A Resolution of the South Coast AQMD Governing Board Adopting the Community Emissions Reduction Plan for the Eastern Coachella Valley community.

WHEREAS, the South Coast AQMD Governing Board finds and determines that the ECV CERP is considered a “project” as defined by CEQA; and

WHEREAS, the South Coast AQMD Governing Board finds and determines after conducting a review of the proposed project in accordance with CEQA Guidelines Section 15002(k) – General Concepts, the three-step process for deciding which document to prepare for a project subject to CEQA, and CEQA Guidelines Section 15061 – Review for Exemption, procedures for determining if a project is exempt from CEQA, that the proposed project is exempt from CEQA; and

WHEREAS, the South Coast AQMD Governing Board finds and determines that it can be seen with certainty that there is no possibility that the proposed project may have any significant effects on the environment, and is therefore exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) – Common Sense Exemption; and

WHEREAS, the South Coast AQMD Governing Board finds and determines that the proposed project is also categorically exempt from CEQA pursuant to CEQA Guidelines Section 15308 – Actions by Regulatory Agencies for Protection of the Environment, because the proposed project is designed to further protect or enhance the environment; and

WHEREAS, the South Coast AQMD Governing Board finds and determines that the proposed project contains action items which qualify as feasibility or planning studies which are statutorily exempt from CEQA pursuant to CEQA Guidelines Section 15262 – Feasibility and Planning Studies; and

WHEREAS, the South Coast AQMD Governing Board finds and determines that the proposed project may result in some minor physical modifications

to existing structures or buildings, such as installing air filters or monitoring equipment, which are categorically exempt from CEQA pursuant to CEQA Guidelines Section 15301 – Existing Facilities; and

WHEREAS, the South Coast AQMD Governing Board finds and determines that the proposed project may result in some minor construction of small structures such as fencing or berms, which are categorically exempt from CEQA pursuant to CEQA Guidelines Section 15303 – New Construction or Conversion of Small Structures; and

WHEREAS, the South Coast AQMD Governing Board finds and determines that the proposed project involves the collection or exchange of information or data obtained from inspections and air monitoring, which are categorically exempt from CEQA pursuant to CEQA Guidelines Section 15306 – Information Collection; and

WHEREAS, the South Coast AQMD Governing Board finds and determines that the proposed project also involves inspections that require performance or compliance checks which are categorically exempt from CEQA pursuant to CEQA Guidelines Section 15309 – Inspections; and

WHEREAS, the South Coast AQMD Governing Board finds and determines that the proposed project relies on enforcement activities which are categorically exempt from CEQA pursuant to CEQA Guidelines Section 15321 – Enforcement Actions by Regulatory Agencies; and

WHEREAS, the South Coast AQMD Governing Board has determined that there is no substantial evidence indicating that any of the exceptions to the categorical exemptions apply to the proposed project pursuant to CEQA Guidelines Section 15300.2 – Exceptions; and

WHEREAS, the South Coast AQMD staff has prepared a Notice of Exemption for the proposed project that is completed in compliance with CEQA Guidelines Section 15062 – Notice of Exemption; and

WHEREAS, the ECV CERP and other supporting documentation, including but not limited to the Notice of Exemption, were presented to the South Coast AQMD Governing Board and the South Coast AQMD Governing Board has reviewed and considered this information, as well as has taken and considered staff testimony and public comment prior to approving the project; and

WHEREAS, Assembly Bill (AB) 617 directs the California Air Resources Board (CARB) to select locations around the state for preparation of community emissions reduction programs; and

WHEREAS, in 2019, the South Coast AQMD Governing Board recommended communities to CARB for the AB 617 program; and

WHEREAS, in 2019, CARB selected the community of ECV as one of the communities for which a CERP shall be prepared; and

WHEREAS, the AB 617 statute specifies that the air district must adopt the CERP within one year of the state board's selection of the community; and

WHEREAS, the ECV CERP is a planning document designed to assist future regulatory programs and rule development efforts, and to reduce emissions of and exposure to air toxics and other pollutants; and

WHEREAS, the ECV CERP is required by AB 617 and it builds upon existing criteria pollutant and air toxic programs, with greater emphasis on cumulative and localized impacts, and

WHEREAS, although the results of MATES IV show regional reductions in health risk from exposure to toxic air contaminants, some communities such as ECV are disproportionately impacted by air toxics, and other environmental pollution, as well as social and economic burdens; and

WHEREAS, the ECV Community Steering Committee has worked with staff to develop the ECV CERP to reflect the community's air quality priorities and strategies to address these priorities; and

WHEREAS, the ECV CERP aims to reduce, air toxics and other pollutants in the ECV community; and

WHEREAS Staff concurs with requests from the ECV CSC that additional meetings be held and information be added to the CERP to provide additional details on monitoring objectives, collaborations with other entities, and incentive strategies developed by the CSC no later than June 30, 2021.

NOW, THEREFORE BE IT RESOLVED, that the South Coast AQMD Governing Board does hereby determine, pursuant to the authority granted by law, that the ECV CERP is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) – Common Sense Exemption. Further, the ECV CERP contains action items which are statutorily exempt from CEQA pursuant to CEQA Guidelines Section 15262 – Feasibility and Planning Studies. The proposed project contains action items that are also categorically exempt from CEQA pursuant to, CEQA Guidelines Section 15301 – Existing Facilities, CEQA Guidelines Section 15303 – New Construction

or Conversion of Small Structures, CEQA Guidelines Section 15306 – Information Collection, CEQA Guidelines Section 15308 – Actions by Regulatory Agencies for Protection of the Environment, CEQA Guidelines Section 15309 – Inspections, and CEQA Guidelines Section 15321 – Enforcement Actions by Regulatory Agencies. No exceptions to the application of the categorical exemptions set forth in CEQA Guidelines Section 15300.2 – Exceptions, apply to the proposed project. This information was presented to the South Coast AQMD Governing Board, whose members exercised their independent judgment and reviewed, considered and approved the information therein prior to acting on the proposed ECV CERP; and

BE IT FURTHER RESOLVED, that the South Coast AQMD Governing Board finds that the ECV CERP meets the requirements of AB 617 and will advance the mission of cleaning the air at a community scale in the ECV community and will provide emission reduction benefits toward achieving state and national air quality standards; and

BE IT FURTHER RESOLVED, that the South Coast AQMD Governing Board does hereby adopts the ECV CERP; and

BE IT FURTHER RESOLVED, that the South Coast AQMD Governing Board directs staff to provide additional details on the ECV CERP monitoring objectives, collaborations with other entities, and incentive strategies developed by the Community Steering Committee (CSC) no later than June 30, 2021, including holding two CSC meetings between January and February 2021 to receive additional feedback on these topics, and two additional CSC meetings between March and April 2021 to review draft amendments to the ECV CERP; and

BE IT FURTHER RESOLVED, that the South Coast AQMD Governing Board hereby directs the Executive Officer to forward a copy of this Resolution and the ECV CERP to the California Air Resources Board for approval; and

BE IT FURTHER RESOLVED, that the South Coast AQMD Governing Board directs staff to periodically report to the Stationary Source Committee on the implementation of the ECV CERP, including updates on the actions within the plan and the emissions reductions achieved.

DATE: _____

Faye Thomas, Clerk of the Boards

ATTACHMENT C



**South Coast
Air Quality Management District**

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SUBJECT: NOTICE OF EXEMPTION FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

PROJECT TITLE: COMMUNITY EMISSIONS REDUCTION PLAN FOR THE EASTERN COACHELLA VALLEY COMMUNITY PER ASSEMBLY BILL 617

Pursuant to the California Environmental Quality Act (CEQA) Guidelines, the South Coast Air Quality Management District (South Coast AQMD), as Lead Agency, has prepared a Notice of Exemption pursuant to CEQA Guidelines Section 15062 – Notice of Exemption for the project identified above.

If the proposed project is approved, the Notice of Exemption will be electronically filed with the State Clearinghouse of the Governor’s Office of Planning and Research to be posted on their CEQAnet Web Portal which, upon posting, may be accessed via the following weblink: <https://ceqanet.opr.ca.gov/search/recent>. In addition, the Notice of Exemption will be electronically posted on the South Coast AQMD’s webpage which can be accessed via the following weblink: <http://www.aqmd.gov/nav/about/public-notices/ceqa-notices/notices-of-exemption/noe---year-2020>. The electronic filing and posting of the Notice of Exemption is being implemented in accordance with Governor Newsom’s Executive Orders N-54-20 and N-80-20 issued on April 22, 2020 and September 23, 2020, respectively, for the State of Emergency in California as a result of the threat of COVID-19.

**NOTICE OF EXEMPTION FROM THE
CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)**

To: Governor's Office of Planning and Research -
State Clearinghouse
1400 Tenth St, Suite 222
Sacramento, CA 95814-5502

From: South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

Project Title: Community Emissions Reduction Plan for the Eastern Coachella Valley Community per Assembly Bill 617

Project Location: The project is located in communities within the jurisdiction of the South Coast Air Quality Management District (AQMD). The boundaries of the communities extend from the City of Indio south to the Riverside County boundary along the Salton Sea, including the City of Indio, the City of Coachella, a small portion of the City of La Quinta (southern part of the city), and the unincorporated areas of Thermal, Mecca, Oasis and North Shore, referred to herein as Eastern Coachella Valley (ECV) community in Riverside County.

Description of Nature, Purpose, and Beneficiaries of Project: Assembly Bill (AB) 617, signed into state law in 2017 (see Health and Safety Code Section 44391.2), requires air districts to prepare a Community Emissions Reduction Plan (CERP) for environmental justice communities selected by the California Air Resources Board (CARB). CERPs provide a blueprint for achieving reductions of air pollution emission and exposure within selected communities and are tailored to address each community's air quality priorities. The ECV community was selected by CARB to prepare a CERP in December 2019. The purpose of this project is to implement a CERP for the ECV community per AB 617. The beneficiary of the project is the identified ECV community and the nearby areas, but the entire region within South Coast AQMD's jurisdiction will also benefit.

The ECV CERP includes actions to reduce emissions and/or exposures to toxic air contaminants and criteria air pollutants, an implementation schedule, an enforcement plan, and a description of the process and outreach conducted to develop the CERP. Implementation of the ECV CERP actions is expected to occur over five years beginning in 2021. A summary of the action items by category is described below.

Land Use: Provide information on South Coast AQMD's CEQA Intergovernmental Review program.

Salton Sea: 1) Expand South Coast AQMD's monitoring networks and seek new opportunities to create an air quality sensor network in the ECV community; 2) Explore the development of an odor event notification system; 3) Work with other agencies to collect emissivity and dust emissions data to improve South Coast AQMD's emissions inventory; 4) Collaborate with the various entities to support the ongoing study on Salton Sea playa dust; 5) Provide additional air quality expertise for Salton Sea Management Program implementation and new development projects near the Salton Sea; 6) Collaborate with and support state and local agencies in implementing dust suppression projects, addressing cross-jurisdictional air pollution emissions from the Salton Sea and identifying opportunities to mitigate pesticide run-off into the Sea; 7) Conduct outreach on South Coast AQMD Rules 403 and 403.1, best practices to reduce dust during the implementation of projects, and how to file dust complaints; 8) Identify funding for air filtration system installation and maintenance and home weatherization project implementation; assess the benefits and feasibility of filtered "clean rooms"; 9) Collaborate with community organizations to conduct outreach on how to access air quality data and reduce exposure when H₂S levels are above the State Standard; 10) Provide air quality data to local health care providers when requested; and 11) Pursue collaboration with other agencies to implement greenspace projects.

Pesticides: Pursue collaborative partnership with appropriate agencies to: 1) identify key pesticides of concern to develop an air monitoring strategy and gather pesticide use data, evaluate community impacts, and identify opportunities to reduce pesticide emissions and exposure; 2) provide an update on the Shafter Pilot Notification System project, evaluate the feasibility of a pilot notification system, provide information on pesticides applied, reporting pesticide drift, and ways to reduce exposure; 3) make pesticide data more accessible; and 4) provide outreach materials, training, and information on personal protective equipment and ways to reduce exposure.

Fugitive Road Dust and Off-roading: 1) Identify opportunities to expand the PM₁₀ monitoring network and seek new opportunities to create an air quality sensor network; 2) Pursue collaboration with appropriate entities, and identify opportunities and funding to reduce fugitive emissions, such as pave unpaved roads and mobile home parks, restrict unnecessary public access to and reduce speed limits on unpaved roads, plant natural vegetation on unpaved surfaces, stabilize loose road surfaces with grading and gravel on unpaved roads and maintain treated roads, and expand street sweeping services beyond existing service levels; 3) Pursue a collaborative partnership with Comité Civico del Valle (CCV) to obtain complaint data to address road dust-related air quality concerns within the ECV community and to identify potential high priority areas for surface

stabilizing projects; 4) Identify fugitive dust concerns and evaluate whether Rules 403 and/or 403.1 and or enhanced enforcement of existing provisions are necessary and conduct outreach on Rules 403 and 403.1, practices to reduce fugitive dust from roads, how to file dust complaints, subscribing to air quality alerts; and 5) Identify funding for air filtration system installation and maintenance and home weatherization project implementation.

Open Burning and Illegal Dumping: 1) Work with the CSC to establish an air quality sensor network and conduct follow-up investigations, as needed; 2) Pursue emission reductions from open burning by developing a list of available technologies, best practices and alternatives and assessing the feasibility of new requirements for open burning, enhanced and focused enforcement efforts; 3) Continue existing and pursue additional collaborations with local tribes and county agency to identify opportunities to reduce open burning through outreach, enforcement or regulations and participation in emergency response plan development efforts; 4) Pursue funding opportunities for equipment or services to be used as alternatives to agricultural burning or emergency burning for freeze prevention; 5) Pursue opportunities to develop an online permitted burning notification system; 6) Identify funding for air filtration system installation and maintenance and weatherization project implementation; 7) Pursue collaborations with appropriate entities to identify or pursue opportunities to reduce illegal dumping, such as conduct focused enforcement and improve the reporting system, establish a complaint-report tracking system, support green waste complaint reporting and follow-up investigations, and encourage future allocations of funds to address illegal dumping; 8) Pursue funding opportunities to discourage illegal dumping such as waste collection services, non-agricultural waste disposal, fencing or berm construction or camera/drone technology; 9) Pursue collaboration with appropriate agencies and community organizations to develop and distribute informational materials on open burning, fire safety, and air pollution; and 10) Conduct outreach on burn practices, methods to reduce emissions, rules, and ways to report illegal burning and illegal dumping activities.

Diesel Mobile Sources: 1) Work with the CSC to identify air quality concerns, quantify emissions and provide information on trucks; prioritize actions around diesel mobile source pollution such as an air quality sensor network, collaborating with CARB for focused enforcement and outreach on reporting truck idling, developing regulatory measures, and outreach on reporting truck idling, pursuing collaboration with local land use and transportation agencies to restrict heavy-duty trucks from transiting near sensitive land uses, pursuing collaboration with land use agencies to implement vegetative barriers around the railroad, identifying funding for air filtration system installation and maintenance and weatherization project implementation; and 2) Identify opportunities or funding to incentivize the replacement of older, higher polluting on-road and off-road equipment and older diesel school buses with cleaner technology.

Greenleaf Desert View Power Plant: 1) Work with the CSC and federal government entities to reduce emission from the facility by identifying air quality concerns, compiling air quality data, identifying locations for air quality sensor deployment, and developing strategies, identifying funding for air filtration system installation and maintenance and weatherization project implementation; and 2) Pursue a collaborative partnership with Coachella Valley Association of Governments to encourage funds to be used for emissions or exposure reduction projects in ECV.

Public Agency Approving Project:
South Coast Air Quality Management District

Agency Carrying Out Project:
South Coast Air Quality Management District

Exempt Status:

CEQA Guidelines Section 15061(b)(3) – Common Sense Exemption

CEQA Guidelines Section 15262 – Feasibility and Planning Studies

CEQA Guidelines Section 15301 – Existing Facilities

CEQA Guidelines Section 15303 – New Construction or Conversion of Small Structures

CEQA Guidelines Section 15306 – Information Collection

CEQA Guidelines Section 15308 – Actions by Regulatory Agencies for Protection of the Environment

CEQA Guidelines Section 15309 – Inspections

CEQA Guidelines Section 15321 – Enforcement Actions by Regulatory Agencies

Reasons why project is exempt:

Pursuant to the California Environmental Quality Act (CEQA), South Coast AQMD, as Lead Agency, has reviewed the proposed project pursuant to: 1) CEQA Guidelines Section 15002(k) – General Concepts, the three-step process for deciding which document to prepare for a project subject to CEQA; and 2) CEQA Guidelines Section 15061 – Review for Exemption, procedures for determining if a project is exempt from CEQA. Because the physical changes that may occur as a result of implementing portions of the proposed project would only require minimal construction activities and cause negligible physical impacts, it can be seen with certainty that there is no possibility that any physical actions that may be associated with the proposed project may have a significant adverse effect on the environment. Therefore, the project is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3). Further, the overall purpose of this project is to improve the environment of the ECV community and nearby areas, and all of the action items within the ECV CERP support this goal, the action items are also categorically exempt from CEQA pursuant to CEQA Guidelines Section 15308.

The ECV CERP contains the following action items, which are speculative at this time as they require collaboration with other entities, might have some secondary air quality impacts: 1) paving unpaved road and mobile home parks, stabilizing loose road surfaces with grading and gravel on unpaved roads; 2) replacing agricultural and/or emergency open burning with alternative equipment or services such as chippers and grinders and digesters, and 3) funding waste collection services to discourage illegal dumping. However, activities associated with those action items are subject to existing South Coast AQMD rule requirements. For instance, South Coast AQMD Rules 403, 1120 and 1186 cover paving related activities, Rule 1133.1 covers chipping and grinding activities, Rule 1133.2 and 1133.3 cover digesters, and Rule 1196 requires acquiring alternative fuel refuse collection heavy-duty vehicles. These existing rules not only require reducing any potential air quality impact to the minimum, but also have gone through CEQA review during the rulemaking process. If a discretionary action triggering CEQA is needed to implement those action items, a CEQA review will be conducted at that time.

The ECV CERP contains action items involving feasibility and planning studies, because information needs to be collected to make an informed decision about further actions such as rule development. However, these action items neither prescribe or commit to specific rule requirements, nor require advance approval or adoption of future actions because they require an open public process. Thus, the ECV CERP action items involving feasibility or planning studies are statutorily exempt from CEQA pursuant to CEQA Guidelines Section 15262. The ECV CERP contains action items requiring minor physical modifications to existing structures or buildings, such as installing air filters or monitoring equipment, which are categorically exempt from CEQA pursuant to CEQA Guidelines Section 15301. The ECV CERP contains action items requiring minor construction of small structures such as fencing or berms, which are categorically exempt from CEQA pursuant to CEQA Guidelines Section 15303. The ECV CERP contains action items involving the collection or exchange of information or data obtained from inspections and air monitoring, which are categorically exempt from CEQA pursuant to CEQA Guidelines Section 15306. The ECV CERP contains action items involving inspections requiring performance or compliance checks, which are categorically exempt from CEQA pursuant to CEQA Guidelines Section 15309. The ECV CERP contains action items relying on enforcement activities which are categorically exempt from CEQA pursuant to CEQA Guidelines Section 15321. Finally, there is no substantial evidence indicating that any of the exceptions to the categorical exemptions apply to the proposed project pursuant to CEQA Guidelines Section 15300.2 – Exceptions. Therefore, the proposed project is exempt from CEQA.

Date When Project Will Be Considered for Approval (subject to change):

South Coast AQMD Governing Board Hearing: December 4, 2020

CEQA Contact Person: Tingzhi Tina Su	Phone Number: (909) 396-2498	Email: tsu@aqmd.gov	Fax: (909) 396-3982
Regulation Contact Person: Diana Thai	Phone Number: (909) 396-3443	Email: dthai@aqmd.gov	Fax: (909) 396-3982

Date Received for Filing: _____

Signature: _____

(Signed Upon Board Approval)

Barbara Radlein
Program Supervisor, CEQA
Planning, Rule Development, and Area Sources

ATTACHMENT – D

EASTERN COACHELLA VALLEY

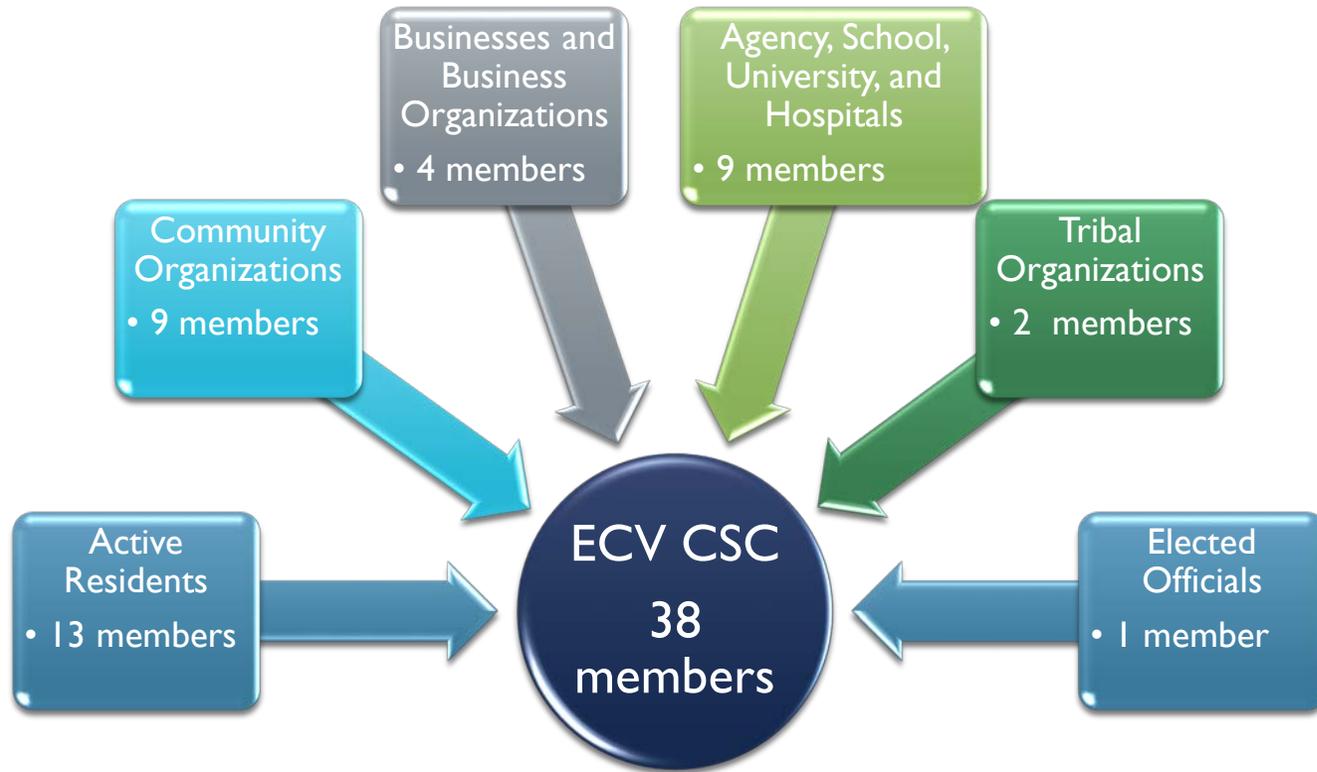
COMMUNITY EMISSIONS REDUCTION PLAN



BOARD MEETING
DECEMBER 4TH, 2020



COMMUNITY DRIVEN PROCESS



Community Engagement

- 17 Meetings:
 - Kick-off
 - CSC
 - Charter Working Group
 - Workshops
 - Question and Answer
- 12 Informational Handouts/Fact Sheets
- Over 50 individual meetings with CSC members (Zoom or phone)
- Interpretation and materials in English and Spanish
- Meetings recorded and available online

ECV CERP FRAMEWORK

15 emissions and exposure reduction goals



Reduce emissions from sources of air pollution



Reduce exposures to sources of air pollution



Gather data/information (e.g., monitoring, sampling, etc.)

52 actions to achieve goals



Air Monitoring

- Expand monitoring network for PM and H2S



Collaboration

- Pursue collaboration with agencies to reduce Salton Sea emissions and pesticide exposure



Incentives

- Provide incentives for alternatives to burning



Community Outreach

- Provide information on pesticide exposure reduction



Enforcement

- Pursue collaboration to enforce dumping laws

AQ PRIORITIES AND CERP ACTIONS – HIGHLIGHTS



Salton Sea

- Identify opportunities to expand monitoring for H₂S and PM₁₀
- Pursue collaborations to support dust suppression projects
- Pursue funding opportunities to install air filtration systems in schools and homes near the Salton Sea



Pesticides

- Collaborate with CARB to develop a pesticides air monitoring strategy
- Consult with DPR and the Riverside Agricultural Commissioner to provide the CSC an annual update on statewide efforts to develop a pesticide application notification system



Fugitive Road Dust

- Expand PM₁₀ monitoring network and provide real-time data to the community
- Pursue collaborations to pave unpaved roads and parks
- Identify opportunities to implement home weatherization projects and install air filtration systems at schools, community centers, and homes

AQ PRIORITIES AND CERP ACTIONS – HIGHLIGHTS



Open Burning and Illegal Dumping

- Pursue opportunities to develop an online notification system to inform the community when permitted burning is expected to occur
- Pursue funding opportunities for alternatives to burning and illegal dumping (e.g., chippers, waste collection services, fencing around frequent dumping sites)



Diesel Mobile Sources

- Work with the CSC to identify air quality concerns for diesel mobile source emissions, create a low-cost sensor network for PM2.5 and NO2
- Collaborate with CARB to identify opportunities for focused enforcement and additional regulatory measures, if needed
- Identify incentive opportunities to replace on-road and off-road equipment and school buses with cleaner technology



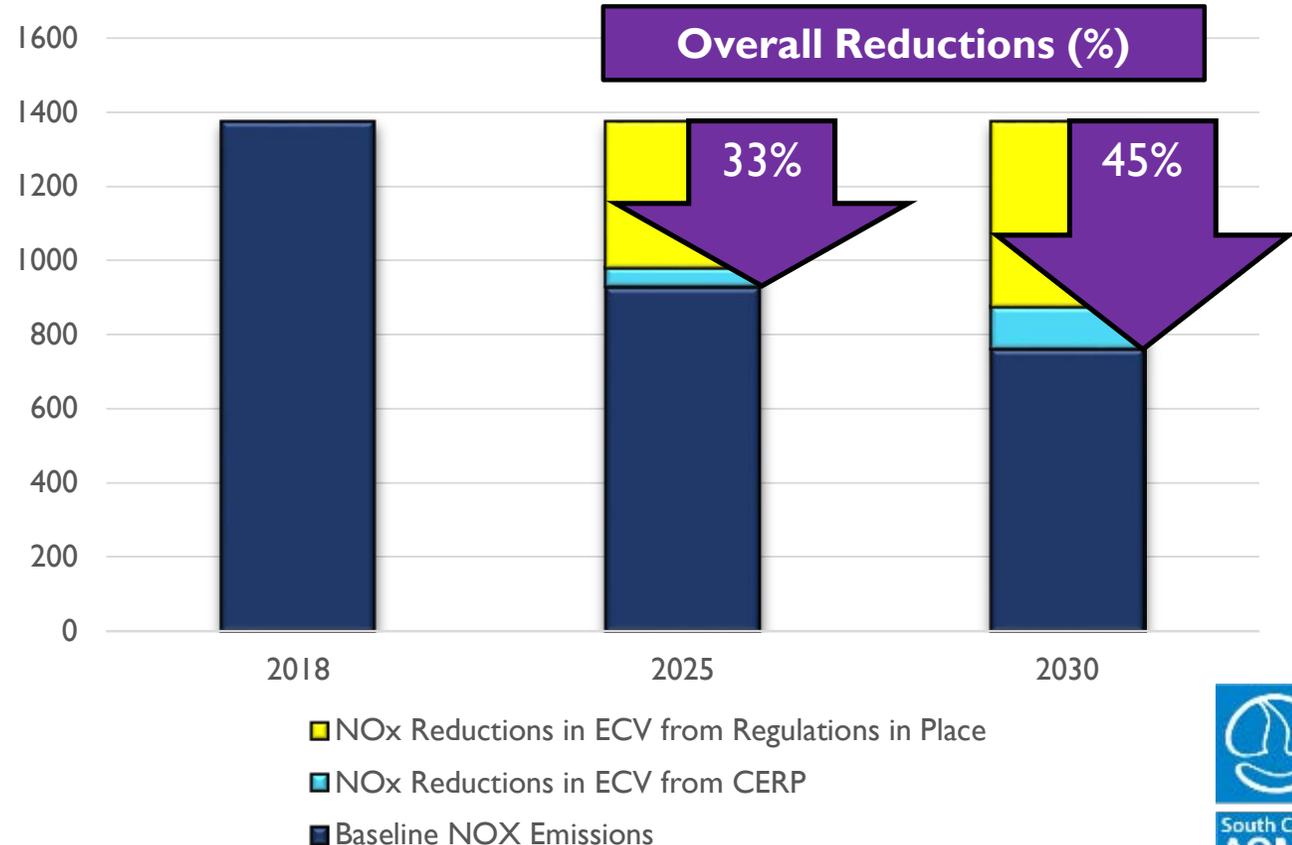
Greenleaf Desert View Power Plant

- Gather air quality information about the facility
- Work with the CSC to identify air quality concerns relating to this facility to develop further actions, e.g. low-cost sensor deployments, strategies to reduce emissions

ESTIMATED NOX EMISSION REDUCTION TARGETS

Emissions	NOx
2018 Emissions in tons per year (tpy)	1,376
Projected 2025 Baseline Emissions (tpy)	982
Emission Reductions from CERP, by 2025 (tpy)	54
Overall Emission Reductions from 2025 (%)	33
Projected 2030 Baseline Emissions (tpy)	878
Emission Reductions from CERP, by 2030 (tpy)	115
Overall Emission Reductions from 2030 (%)	45

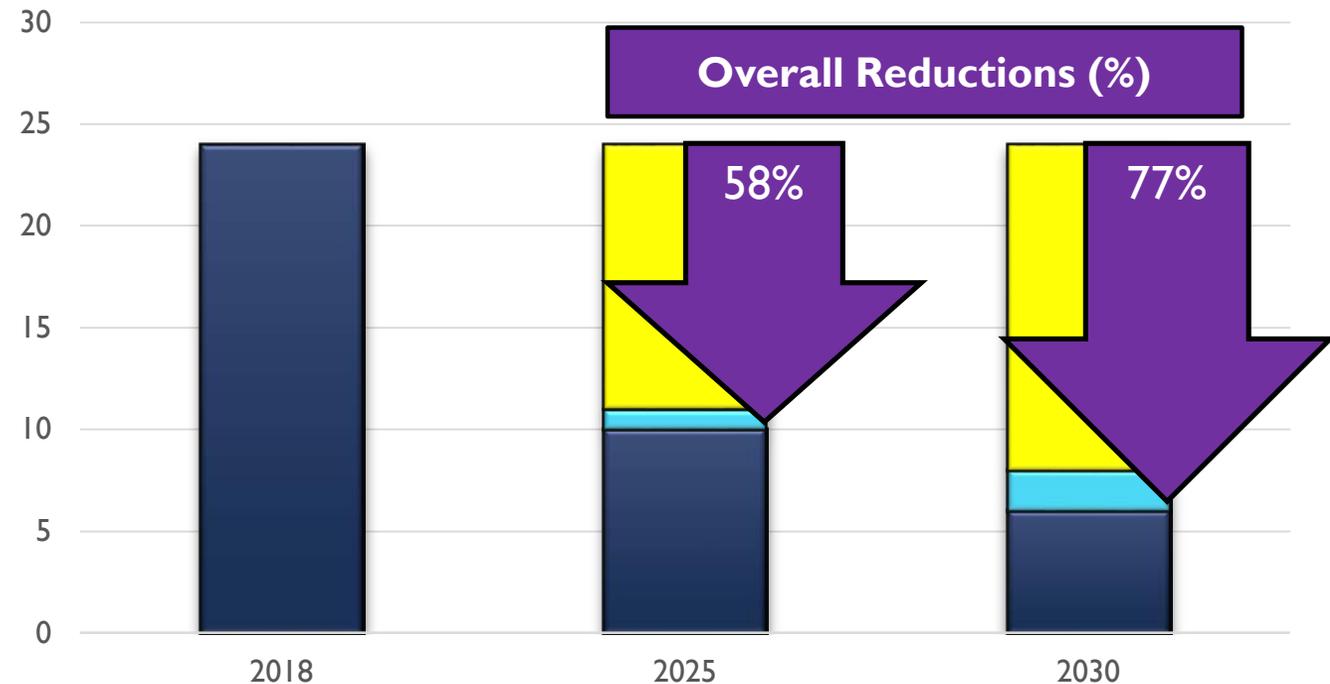
NOx Trends in ECV 2018, 2025, and 2030



ESTIMATED DPM EMISSION REDUCTION TARGETS

Emissions	DPM
2018 Emissions in tons per year (tpy)	24
Projected 2025 Baseline Emissions (tpy)	11
Emission Reductions from CERP, by 2025 (tpy)	1
Overall Emission Reductions from 2025 (%)	58
Projected 2030 Baseline Emissions (tpy)	8
Emission Reductions from CERP, by 2030 (tpy)	2
Overall Emission Reductions from 2030 (%)	77

DPM Trends in ECV 2018, 2025, and 2030

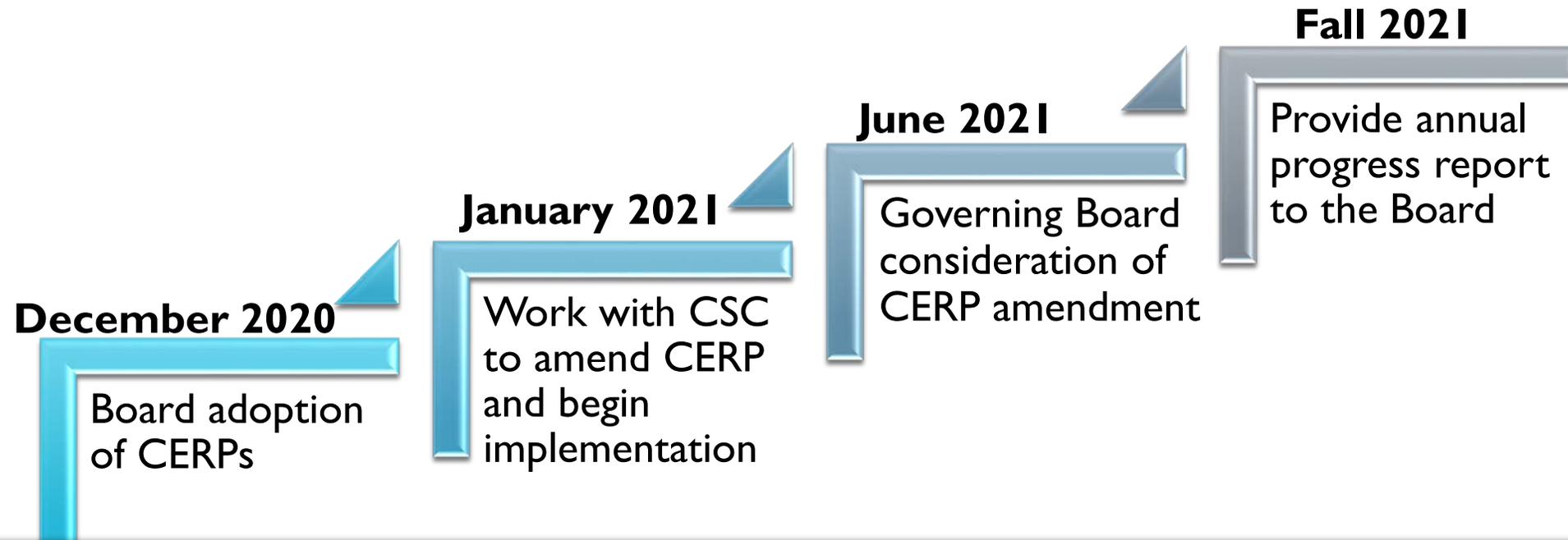


- DPM Reductions in ECV from Regulations in Place
- DPM Reductions in ECV from CERP
- Baseline DPM Emissions

KEY ISSUES

Key Issue	Staff Response
CERP Development and Review Timeline	<ul style="list-style-type: none"> • AB 617 (Health and Safety Code Section 44391.2(c)) requires the CERP to be developed within one year from when a community is selected • Board Resolution includes a commitment to return to the Board in June 2021 to amend the CERP to address details on monitoring objectives, collaborations with other entities and incentive strategies
CERP development process is not community-led	<ul style="list-style-type: none"> • Staff held 17 public meetings in ECV and over 50 small group meetings with the CSC • More CSC meetings to develop the ECV CERP than any other AB 617 community • Established charter developed by the community with specific purpose and objectives to guide the CERP development process

NEXT STEPS & STAFF RECOMMENDATIONS



STAFF RECOMMENDATIONS:

- Determine that the Community Emissions Reduction Plan for Eastern Coachella Valley is exempt from CEQA
- Adopt the Community Emissions Reduction Plan for Eastern Coachella Valley

BOARD MEETING DATE: December 4, 2020

AGENDA NO. 30

PROPOSAL: Determine That Attainment Plan for 2006 24-hour PM2.5 Standard for the South Coast Air Basin Is Exempt from CEQA and Approve Attainment Plan for 2006 24-hour PM2.5 Standard for the South Coast Air Basin

SYNOPSIS: The South Coast Air Basin (Basin) is a Serious nonattainment area for the 2006 24-hour PM2.5 National Ambient Air Quality Standard (standard) with an attainment deadline of December 31, 2019. Despite significant improvement in PM2.5 levels, the Basin failed to attain this standard by the required date based on 2017-2019 monitoring data. On September 16, 2020, U.S. EPA finalized its determination of the Basin's failure to attain the 2006 24-hour PM2.5 standard by the attainment date. Accordingly, a revision to the SIP is required to be submitted to U.S. EPA by December 31, 2020. The Basin is expected to attain the 2006 PM2.5 standard in 2023 based on the continued implementation of existing regulations and programs.

COMMITTEE: Mobile Source, August 21, 2020, Reviewed

RECOMMENDED ACTIONS:

Adopt the attached Resolution:

1. Determining that the Attainment Plan for 2006 24-hour PM2.5 Standard for the South Coast Air Basin is exempt from the requirements of the California Environmental Quality Act; and
2. Approving the Attainment Plan for 2006 24-hour PM2.5 Standard for the South Coast Air Basin and directing staff to forward the Attainment Plan to CARB for approval and submission to U.S. EPA for inclusion in the SIP.

Wayne Natri
Executive Officer

Background

In 2006, the U.S. EPA strengthened the 24-hour National Ambient Air Quality Standard (standard) for particulate matter less than 2.5 microns (PM_{2.5}) to 35 micrograms per cubic meter (µg/m³). The South Coast Air Basin (Basin) is classified as a Serious nonattainment area for the 2006 24-hour PM_{2.5} standard with an attainment deadline of December 31, 2019. Since 2001, PM_{2.5} concentrations in the Basin have significantly decreased due to the implementation of regulations and programs by South Coast AQMD and CARB. Despite this progress, based on the 2017-2019 monitoring data, the Basin failed to attain the 2006 PM_{2.5} standard by the required date. The Basin's failure to attain the standard is due to exceedances at two monitoring stations: Mira Loma and Compton. PM_{2.5} levels in Mira Loma have decreased steadily over the years and are now very close to the standard. For Compton, a few days of unusually high PM_{2.5} levels observed in 2017 resulted in exceedance of the standard over the 2017-2019 three-year averaging period. The 2017 high PM episodes at Compton did not occur before 2017 or reoccurred since then and were likely driven by anomalous local human activities.

On September 16, 2020, the U.S. EPA finalized its determination that the South Coast Air Basin failed to attain the 2006 24-hour PM_{2.5} standard of 35 µg/m³ by the attainment date. For a Serious PM nonattainment area that fails to attain the standard, the Clean Air Act (CAA) requires that a revision to the State Implementation Plan (SIP) be submitted to the U.S. EPA within 12 months after the applicable attainment date (i.e., December 31, 2020). The revised SIP must demonstrate attainment of the standard as expeditiously as possible but no later than five years from the date of the U.S. EPA's final determination of failure to attain the standard.

Proposal

The Attainment Plan for 2006 24-hour PM_{2.5} Standard for the South Coast Air Basin (Attainment Plan or Plan) has been developed to demonstrate how the Basin will attain the standard and also to address other federal CAA requirements. The Plan addresses directly-emitted PM_{2.5} as well as PM_{2.5} that is formed in the atmosphere from the four PM_{2.5} precursors, namely nitrogen oxides (NO_x), sulfur oxides (SO_x), volatile organic compounds (VOC), and ammonia emissions. The following key elements are included in the Plan:

- Updated 2018 base year and 2023 future year emissions inventories based on best available data;
- Demonstrating a five percent annual reduction of NO_x emissions based on continued implementation of existing regulations;
- Updated air quality modeling analysis and supplemental weight of evidence analysis for attainment demonstration;
- Evaluation of control strategies and emission reductions needed for attainment including an evaluation of potential feasible measures and the impact of existing and recently adopted rules and regulations by South Coast AQMD and CARB;

- Contingency measures; and
- Other CAA requirements such as a Reasonable Further Progress (RFP) demonstration.

The attainment demonstration in this Plan uses two different approaches to address the exceedances observed in Mira Loma and Compton. For Mira Loma (and other stations excluding Compton), a traditional approach using chemical transport modeling is used based on updated emissions inventory, which shows that the standard will be attained in 2023. Recent monitoring data suggests that Mira Loma may attain the standard by the end of 2020, before the U.S. EPA considers this plan. For Compton, the traditional modeling approach is not appropriate because the emissions inventory used in modeling does not reflect the anomalous localized sources causing the high PM_{2.5} levels observed in 2017. As a result, applying the traditional approach to Compton would require unrealistic levels of emission reductions on a regional scale, which may not be effective in reducing PM_{2.5} levels in Compton. Therefore, a supplemental weight of evidence analysis is provided for Compton in the Plan based on ambient air quality trends for PM_{2.5} and PM_{2.5} precursors, emissions trends and other statistical analyses to demonstrate attainment of the PM_{2.5} standard by 2023. Based on recent monitoring data from 2018 to 2020 over a three-year averaging period, Compton is anticipated to attain the standard by the end of 2020.

Based on the analysis provided in this Plan, the Basin is expected to attain the 2006 24-hour PM_{2.5} standard in 2023 by continued implementation of existing regulations and programs by South Coast AQMD and CARB. This is two years in advance of the 2025 attainment deadline. Over the next few years, these regulations and programs are expected to provide significant reductions in NO_x emissions, which is the pollutant largely contributing to PM_{2.5} levels. Furthermore, recently adopted rules and regulations not reflected in the future baseline emissions (i.e., rules and regulations adopted since 2016 AQMP adoption) will also provide further reductions to ensure that Basin will attain the standard in or before 2023. With the Basin so close to achieving attainment, the emission reductions associated with these measures are expected to provide the needed reductions in advance of the 2025 statutory attainment date.

Public Process

The draft Attainment Plan was discussed at the South Coast AQMD Mobile Source Committee on August 21, 2020 and the AQMP Advisory Group on September 3, 2020. The updated emissions inventory and modeling was also discussed at the Scientific, Technical, and Modeling Peer Review Group on August 20, 2020. The draft Attainment Plan was released on September 18, 2020 and a regional public hearing (covering the four counties in the Basin) was conducted on October 7, 2020 via video conference and by telephone to solicit information, comments, and suggestions from the public, affected businesses and stakeholders. The transcript of the regional public hearing is attached. One comment letter was received as of October 19, 2020. Key comments included clarifications on emissions inventory, air quality data analysis, and attainment

demonstration; the SIP approval status of regulations and programs relied on for attainment and RFP demonstration; and the analysis of potential measures in the control strategy. Response to these comments are included in the draft final Attainment Plan, which was released on November 3, 2020. A 30-day public hearing notice was published for the South Coast Air Basin Attainment Plan for 2006 24-hour PM2.5 Standard.

Resource Impacts

The Attainment Plan will have nominal additional impact on South Coast AQMD resources.

California Environmental Quality Act

Pursuant to the California Environmental Quality Act (CEQA) Guidelines Sections 15002(k) and 15061, the proposed project is exempt from CEQA pursuant to CEQA Guidelines Sections 15061(b)(3) and 15308. Further, there is no substantial evidence indicating that any of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption apply to the proposed project. A Notice of Exemption has been prepared pursuant to CEQA Guidelines Section 15062 and is included as Attachment D to this Board letter. If the proposed project is approved, the Notice of Exemption will be electronically filed with the State Clearinghouse of the Governor's Office of Planning and Research to be posted on their CEQAnet Web Portal, which may be accessed via the following weblink: <https://ceqanet.opr.ca.gov/search/recent>. In addition, the Notice of Exemption will be electronically posted on the South Coast AQMD's webpage which can be accessed via the following weblink: <http://www.aqmd.gov/nav/about/public-notices/ceqa-notices/notices-of-exemption/noe---year-2020>. The electronic filing and posting of the Notice of Exemption is being implemented in accordance with Governor Newsom's Executive Orders N-54-20 and N-80-20 issued on April 22, 2020 and September 23, 2020, respectively, for the State of Emergency in California as a result of the threat of COVID-19.

AQMP and Legal Mandates

The Attainment Plan for 2006 24-Hour PM2.5 Standard for the South Coast Air Basin is required as part of the SIP revision to address the federal Clean Air Act requirements for a Serious PM nonattainment that fails to attain by the attainment deadline.

Attachments

- A. Resolution
- B. Draft Final Attainment Plan for 2006 24-Hour PM2.5 Standard for the South Coast Air Basin
- C. Transcript for Regional Public Hearing
- D. Notice of Exemption from CEQA
- E. Board Meeting Presentation

ATTACHMENT A

RESOLUTION NO. 20-____

A Resolution of the Governing Board of the South Coast Air Quality Management District (South Coast AQMD) determining that the Attainment Plan for 2006 24-hour PM2.5 Standard for the South Coast Air Basin is exempt from the requirements of the California Environmental Quality Act (CEQA).

A Resolution of the South Coast AQMD Governing Board approving the Attainment Plan for 2006 24-hour PM2.5 Standard for the South Coast Air Basin and directing staff to forward the Attainment Plan to California Air Resources Board (CARB) for approval and submission to United States Environmental Protection Agency (U.S. EPA) for inclusion in the State Implementation Plan (SIP).

WHEREAS, the South Coast AQMD Governing Board finds and determines that the Attainment Plan for 2006 24-hour PM2.5 Standard for the South Coast Air Basin is considered a “project” as defined by CEQA; and

WHEREAS, the South Coast AQMD Governing Board finds and determines after conducting a review of the proposed project in accordance with CEQA Guidelines Section 15002(k) – General Concepts, the three-step process for deciding which document to prepare for a project subject to CEQA, and CEQA Guidelines Section 15061 – Review for Exemption, procedures for determining if a project is exempt from CEQA, that the Attainment Plan for 2006 24-hour PM2.5 Standard for the South Coast Air Basin is exempt from CEQA; and

WHEREAS, the South Coast AQMD Governing Board finds and determines that, because the proposed project relies on the continued implementation of existing regulations and programs by the South Coast AQMD and CARB to reduce emissions without proposing new requirements that would involve physical changes, it can be seen with certainty that there is no possibility that that the Attainment Plan for 2006 24-hour PM2.5 Standard for the South Coast Air Basin may have any significant adverse effects on the environment, and is therefore exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) – Common Sense Exemption; and

WHEREAS, the South Coast AQMD Governing Board finds and determines that the proposed project is also categorically exempt from CEQA pursuant to CEQA Guidelines Section 15308 – Actions by Regulatory Agencies for the Protection of the Environment, because the proposed project is designed to further protect or enhance the environment; and

WHEREAS, the South Coast AQMD Governing Board has determined that there is no substantial evidence indicating that any of the exceptions to the categorical exemption apply to the proposed project pursuant to CEQA Guidelines Section 15300.2 – Exceptions; and

WHEREAS, South Coast AQMD staff has prepared a Notice of Exemption for the Attainment Plan for 2006 24-hour PM_{2.5} Standard for the South Coast Air Basin that is completed in compliance with CEQA Guidelines Section 15062 – Notice of Exemption; and

WHEREAS, the Attainment Plan for 2006 24-hour PM_{2.5} Standard for the South Coast Air Basin and other supporting documentation, including but not limited to the Notice of Exemption, were presented to the South Coast AQMD Governing Board and the South Coast AQMD Governing Board has reviewed and considered this information, and has taken and considered staff testimony and public comment prior to approving the project; and

WHEREAS, on October 17, 2006, the U.S. EPA lowered the 24-hour PM_{2.5} National Ambient Air Quality Standard (NAAQS or Standard) to a level of 35 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) from the previous 1997 24-hour PM_{2.5} NAAQS of 65 $\mu\text{g}/\text{m}^3$; and

WHEREAS, effective February 12, 2016, South Coast Air Basin is classified as a Serious nonattainment area with respect to the 2006 24-hour PM_{2.5} NAAQS with an attainment date of December 31, 2019; and

WHEREAS, based on 2017-2019 monitoring data, two sites within the South Coast Air Basin in Mira Loma and Compton exceeded the 24-hour PM_{2.5} standard. As a result, the South Coast Air Basin failed to meet the standard by the 2019 attainment deadline; and

WHEREAS, on September 16, 2020, the U.S. EPA finalized the determination that the South Coast Air Basin failed to attain the 2006 24-hour PM_{2.5} NAAQS (35 $\mu\text{g}/\text{m}^3$) by the December 31, 2019 attainment date; and

WHEREAS, the South Coast AQMD is required to submit a revision of the SIP to the U.S. EPA through CARB within one year of the attainment date to address the federal Clean Air Act requirements for a Serious nonattainment that fails to attain by the attainment deadline; and

WHEREAS, the Attainment Plan for 2006 24-hour PM_{2.5} Standard for the South Coast Air Basin has been developed to address the new planning requirements of the SIP revision. Key elements include emissions inventory, attainment demonstration, five percent annual reductions of PM_{2.5} or PM_{2.5} precursors, additional feasible measures analysis, reasonable further progress (RFP), and contingency measures; and

WHEREAS, the Attainment Plan for 2006 24-hour PM2.5 Standard for the South Coast Air Basin demonstrates a two-fold approach. For Mira Loma and other monitoring stations with the exception of Compton, attainment is demonstrated based on the traditional approach using updated emissions inventory and regional air quality modeling. Attainment in Compton is demonstrated through supplemental weight of evidence and air quality trend analysis based on monitoring data; and

WHEREAS, a draft Attainment Plan for 2006 24-hour PM2.5 Standard for the South Coast Air Basin was released on September 18, 2020 with a comment period from September 18, 2020 to October 19, 2020; and

WHEREAS, a Regional Public Hearing was held on October 7, 2020 to solicit information, comments, and suggestions from the public, affected businesses and stakeholders; and

WHEREAS, the draft final Attainment Plan for 2006 24-hour PM2.5 Standard for the South Coast Air Basin was released on November 3, 2020; and

WHEREAS, the South Coast Air Basin is expected to attain the 2006 24-hour PM2.5 Standard in 2023 based on the continued implementation of existing regulations and programs by the South Coast AQMD and CARB; and

WHEREAS, the South Coast AQMD Governing Board has determined that a Socioeconomic Impact Assessment is not required, pursuant to Health and Safety Code Section 40440.8 or 40728.5, because these sections apply only to rules; and

WHEREAS, the public hearing has been properly noticed in accordance with all provisions regarding notice of revisions to the SIP in Code of Federal Regulations (CFR) Title 40, Section 51.102; and

WHEREAS, the South Coast AQMD Governing Board has held a public hearing in accordance with all provisions of law; and

WHEREAS, the South Coast AQMD specifies that the Planning and Rules Manager of the Attainment Plan for 2006 24-hour PM2.5 Standard for the South Coast Air Basin as the custodian of the documents or other materials which constitute the record of proceedings upon which the adoption of the Attainment Plan for 2006 24-hour PM2.5 Standard for the South Coast Air Basin is based, which are located at the South Coast AQMD, 21865 Copley Drive, Diamond Bar, California; and

NOW, THEREFORE BE IT RESOLVED, that the South Coast AQMD Governing Board does hereby determine, pursuant to the authority granted by law, that the Attainment Plan for 2006 24-hour PM2.5 Standard for the South Coast Air Basin is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) – Common Sense Exemption and CEQA Guidelines Section 15308 – Actions by Regulatory Agencies for

the Protection of the Environment. No exceptions to the application of the categorical exemption set forth in CEQA Guidelines Section 15300.2 – Exceptions, including the “unusual circumstances” exception, apply to the proposed project. This information was presented to the South Coast AQMD Governing Board, whose members exercised their independent judgment and reviewed, considered and approved the information therein prior to acting on the Attainment Plan for 2006 24-hour PM2.5 Standard for the South Coast Air Basin; and

BE IT FURTHER RESOLVED, that the South Coast AQMD Governing Board does hereby approve, pursuant to the authority granted by law, the Attainment Plan for 2006 24-hour PM2.5 Standard for the South Coast Air Basin as set forth in the attached, and incorporated herein by this reference; and

BE IT FURTHER RESOLVED, that the Executive Officer is hereby directed to forward a copy of this Resolution and the Attainment Plan for 2006 24-hour PM2.5 Standard for the South Coast Air Basin to CARB for approval and subsequent submittal to the U.S. EPA for inclusion into the SIP.

DATE: _____

CLERK OF THE BOARDS

ATTACHMENT B

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Draft Final South Coast Air Basin Attainment Plan for 2006 24-Hour PM2.5 Standard

~~SEPTEMBER-NOVEMBER 2020~~

Deputy Executive Officer

Planning, Rule Development, and Area Sources
Philip M. Fine, Ph.D.

Assistant Deputy Executive Officer

Planning, Rule Development, and Area Sources
Sarah L. Rees, Ph.D.

Planning and Rules Manager

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Reviewed by:

Barbara Baird, Chief Deputy Counsel, South Coast AQMD
Sylvia Vanderspek, Air Quality Planning Branch Chief, CARB

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
GOVERNING BOARD**

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Speaker of the Assembly Appointee

Vice Chairman: BEN BENOIT
Council Member, Wildomar
Cities of Riverside County

MEMBERS:

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Supervisor, Fifth District
County of Los Angeles

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MICHAEL A. CACCIOTTI
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Cities of Los Angeles County/Eastern Region

VANESSA DELGADO
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GIDEON KRACOV
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Council Member, Yorba Linda
Cities of Orange County

JANICE RUTHERFORD
Supervisor, Second District
County of San Bernardino

EXECUTIVE OFFICER:
WAYNE NASTRI

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Appendix IV – Future Air Quality: PM2.5 Composition and Unmonitored Area Analysis

Appendix V – Compton PM2.5 Attainment Demonstration

EXECUTIVE SUMMARY

The South Coast Air Basin (Basin) is classified as a Serious nonattainment area for the 2006 24-hour PM_{2.5} national ambient air quality standard (standard) with an attainment deadline of December 31, 2019. Since 2001, PM_{2.5} concentrations in the Basin have significantly decreased due to the implementation of regulations and programs by South Coast Air Quality Management District (South Coast AQMD) and California Air Resources Board (CARB). Despite this progress, based on the 2017-2019 monitoring data, the Basin failed to attain the 2006 standard by the required date. Extreme drought conditions in the 2013-2016 timeframe hampered the efforts for the Basin to meet this standard earlier. Figure ES-1 illustrates the Basin’s progress in attaining the 24-hour standard.

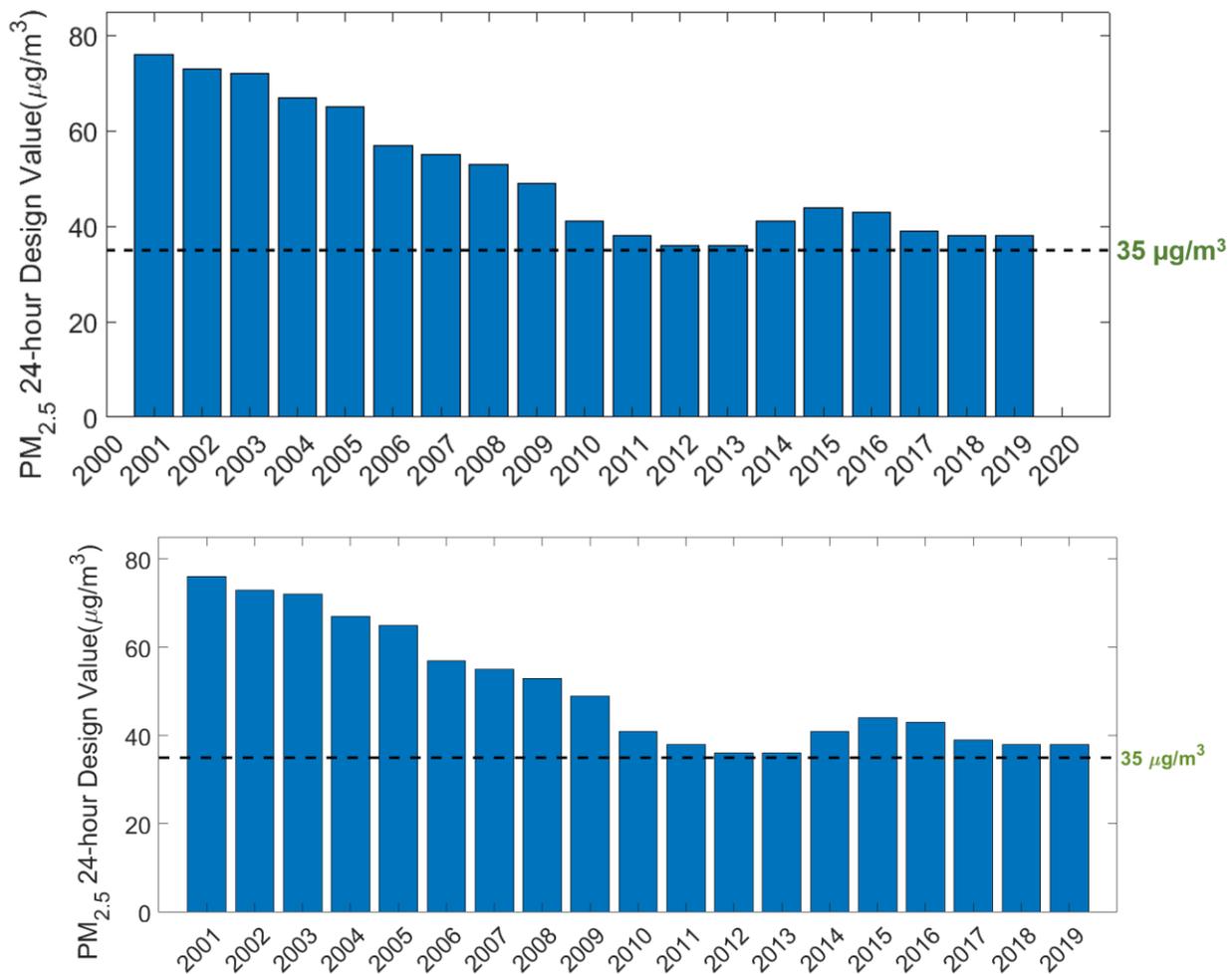


FIGURE ES-1

Progress towards attaining the federal 24-hour PM_{2.5} standard in South Coast Air Basin

The Basin's recent failure to attain the standard is due to exceedances of the standard at two monitoring stations: Compton and Mira Loma. PM2.5 levels in Mira Loma have decreased steadily over the years and are now very close to the standard. A few days of unusually high PM2.5 levels were observed in Compton in 2017, resulting in that site exceeding the standard over the 2017-2019 three-year averaging period. The high PM episodes at Compton in 2017 have not reoccurred since. These episodes ~~and~~ were likely driven by unknown local human activities which would not have been reflected in the emissions inventory.

On July 10, 2020, the U.S. Environmental Protection Agency (U.S. EPA) issued a proposed rule determining that the Basin has failed to attain the standard by the attainment date. For a Serious PM nonattainment area that fails to attain, the Clean Air Act (CAA) requires that a revision to the State Implementation Plan (SIP) be submitted to U.S. EPA within 12 months after the applicable attainment date. The revised SIP must demonstrate attainment of the standard as expeditiously as possible but no later than 5 years from the date of the U.S. EPA's final determination of failure to attain the standard. In addition to the attainment demonstration, the updated SIP must also address several other federal CAA requirements.

This draft Plan is developed to demonstrate attainment of the 2006 24-hour PM2.5 standard and to address the other federal CAA requirements. The attainment demonstration in this Plan is based on a two-fold hybrid approach which addresses the exceedances observed in Mira Loma and Compton. For Mira Loma (and other stations excluding Compton), a traditional approach using chemical transport modeling is used, which shows that the standard will be attained in 2023, if not earlier. Indeed, recent data suggests that Mira Loma may even attain the standard by the end of 2020, before the U.S. EPA considers this plan. For Compton, the traditional modeling approach is not appropriate because the emissions inventory used in modeling does not reflect the anomalous localized sources causing the high PM2.5 levels observed in 2017. As a result, applying the traditional approach to Compton would require unrealistic levels of emissions reductions in a regional scale, which may not be effective in reducing levels in Compton. Therefore, a supplemental weight of evidence analysis is provided for Compton in the Plan based on ambient air quality trends for PM2.5 and PM2.5 precursors, emissions trends, and other statistical analyses to demonstrate attainment of the PM2.5 standard ~~as early as the end of 2020~~ by 2023. ~~However, based on recent monitoring data (2018-2020 3-year averaging period), Monitoring data since 2018 further indicates that Compton will very likely attain the standard over the 2018-2020 time period~~ by the end of 2020, which would also be before U.S. EPA considers this Plan.

Based on the analysis provided in this Plan, given that Compton will likely attain by the end of the year and that Mira Loma is on the edge of attainment, the Basin is expected to attain the 2006 24-hour PM2.5 standard in 2023 based on the continued implementation of existing and recently adopted regulations and programs by South Coast AQMD and CARB. These existing regulations

provide significant amount of reductions in nitrogen oxides (NO_x) emissions, which is the pollutant largely contributing to PM_{2.5} levels. With the Basin so close to attainment, the emissions reductions associated with these measures are expected to provide the needed reductions well in advance of the 2025 statutory attainment date.

1. INTRODUCTION

Background

The Federal Clean Air Act (CAA) requires the U.S. EPA to develop and enforce standards to protect the public from airborne contaminants known to be hazardous to human health. Accordingly, the U.S. EPA sets National Ambient Air Quality Standards (NAAQS or federal standards) for criteria pollutants such as particulate matter less than 2.5 microns (PM2.5) and designates areas as being in attainment or in nonattainment of the NAAQS. The U.S. EPA first promulgated the NAAQS for PM2.5 in July 1997. The 24-hour PM2.5 standard was set at a level of 65 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) based on the three-year average of the 98th percentile of 24-hour concentrations. The annual PM2.5 standard was set at a level of 15 $\mu\text{g}/\text{m}^3$, based on the three-year average of annual mean PM2.5 concentrations. In 2006, the U.S. EPA strengthened the 24-hour standard to 35 $\mu\text{g}/\text{m}^3$. The annual standard stayed at 15 $\mu\text{g}/\text{m}^3$ until December 14, 2012, when it was reduced to 12 $\mu\text{g}/\text{m}^3$. Table 1-1 summarizes the attainment status of South Coast Air Basin (Basin) for all federal PM2.5 standards.

TABLE 1-1

South Coast Air Basin Attainment Status for PM2.5 National Ambient Air Quality Standards

Standard	Level	Attainment Deadline	South Coast Attainment Status
1997 Annual PM2.5	15 $\mu\text{g}/\text{m}^3$	2015	Attained in 2013
1997 24-hour PM2.5	65 $\mu\text{g}/\text{m}^3$	2015	Attained in 2013
2006 24-hour PM2.5	35 $\mu\text{g}/\text{m}^3$	2019	Serious Nonattainment
2012 Annual PM2.5	12 $\mu\text{g}/\text{m}^3$	2025	Serious Nonattainment

Following the U.S. EPA's adoption of the PM2.5 standards in 1997, South Coast Air Quality Management District (South Coast AQMD) began routine monitoring of PM2.5 concentrations within the Basin. In 2005, a maximum 24-hour average concentration of 132.7 $\mu\text{g}/\text{m}^3$ (recorded in East San Gabriel Valley area) and a maximum annual average PM2.5 concentration of 21.0 $\mu\text{g}/\text{m}^3$ (recorded in Metropolitan Riverside County area) were 203 and 139 percent of the 1997 24-hour and annual average standards, respectively.¹ However, PM2.5 concentrations in the Basin have experienced a steady and significant decline over the last two decades, where levels have decreased by 51% since 2001 (see Chapter 2- Air Quality Trends for details). South Coast AQMD and CARB's aggressive regulatory programs resulted in attainment of the original 1997 PM2.5 standards in 2013, two years ahead of the attainment deadline. The remarkable historical

¹ 2007 AQMP (Page 2-5). <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2007-air-quality-management-plan/2007-aqmp-final-document.pdf?sfvrsn=2>.

improvement in PM2.5 air quality is the direct result of Southern California's comprehensive, multiyear strategy of reducing air pollution from various sources.

For the 2006 24-hour PM2.5 standard, the Basin was initially classified as a Moderate nonattainment area with an attainment date of December 31, 2014, and later extended to 2015, pursuant to CAA Subpart 4. ~~The Basin failed to attain the 2006 24-hour PM2.5 NAAQS (35 µg/m³) by the end of 2015.~~ Attainment of the 2006 24-hour PM2.5 NAAQS standard by this deadline. The region was reclassified as a Serious nonattainment area, giving the Basin until 2019 to attain the 2006 24-hour PM2.5 NAAQS.

History of Air Quality Planning for the 2006 PM2.5 Standard

The CAA requires nonattainment areas to develop and implement an emission reduction strategy that will bring the area into attainment of NAAQS in a timely manner. The state is required to submit a State Implementation Plan (SIP) to demonstrate how and when the NAAQS will be achieved and maintained. The federal SIP requirements for the Basin nonattainment area are addressed through the Air Quality Management Plans (AQMP), which are regional blueprints for achieving air quality standards, developed to meet both federal and state CAA planning requirements. Each AQMP is prepared by the South Coast AQMD in collaboration with the California Air Resources Board (CARB) and the South California Association of Governments (SCAG) through an extensive public process.

2012 AQMP and the 2012 State SIP Strategy: Moderate Area Plan

The purpose of the 2012 AQMP was to set forth a comprehensive program that would lead the Basin into compliance with the 2006 24-hour PM2.5 air quality standard by 2014, and to satisfy the planning requirements of the CAA for a Moderate nonattainment area. The Basin-wide 24-hour PM2.5 attainment strategy was primarily focused on directly emitted PM2.5 and NO_x reductions which could be feasibly achieved by the attainment date of 2014. The 2012 AQMP² included a number of stationary source control measures covering coatings and solvents, combustion sources, petroleum operations, fugitive VOC sources, multiple component sources, incentive programs, and educational programs as well as on-road mobile source control measures focusing on light-, medium-, and heavy-duty vehicles, and off-road vehicles and equipment. Directly emitted PM2.5 emissions were targeted to be substantially reduced by several control measures including episodic curtailment of residential wood burning and open burning and emission reductions from under-fired charbroilers, as well as secondary PM2.5 reductions through ammonia emission reductions from livestock waste. The 2012 PM2.5 Plan was fully approved by the U.S. EPA in 2018.³

² 2012 AQMP. <https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2012-air-quality-management-plan/final-carb-epa-sip-dec2012/2012-aqmp-carb-epa-sip-submittal-main-document.pdf>.

³ 81 FR 22025 (May 16, 2016) and 83 FR 5923 (March 14, 2018).

2015 Supplement: Subpart 4 Requirements

In January 2013, the U.S. Court of Appeals, D.C. Circuit ruled that the U.S. EPA erred in implementing the 1997 PM2.5 NAAQS pursuant solely to the general implementation provisions of Subpart 1 of the CAA, without considering the particulate matter specific provisions of Subpart 4. Although Subpart 4 relates to PM10, the Court reasoned that the plain meaning of the CAA requires implementation of the 1997 PM2.5 standards under Subpart 4 because PM2.5 falls within the statutory definition of PM10 and are thus subject to the same statutory requirements as PM10. Subpart 4 is more specific about what states must do to bring areas into attainment through the establishment of a two-tier classification system for nonattainment areas (Moderate or Serious). Subpart 4 also has specific provisions regarding regulation of precursors of PM emissions that are not present in Subpart 1. On June 2, 2014, the U.S. EPA classified the Basin as Moderate nonattainment under Subpart 4. Subpart 4 provides for an attainment year of 2015 for Moderate areas, one year later than the attainment year in the 2012 AQMP. Thus, the Basin was provided the new attainment date of December 31, 2015 to meet the 2006 PM2.5 standard for Moderate nonattainment areas.

Based on the ambient monitoring data from 2012-2014, attainment of the 2006 24-hour PM2.5 NAAQS (35 µg/m³) was not achieved by the end of 2014 as anticipated in the 2012 AQMP. The higher PM2.5 levels observed in 2013 and 2014 affected by extreme drought conditions in Southern California had reversed the long-term trend of improving PM2.5 concentrations resulting in nonattainment. To address the Subpart 4 requirements, the 2015 Supplement included a demonstration of attainment of the 24-hour PM2.5 NAAQS by 2015; a discussion of the effects of the drought on the 2014 attainment date; provided new transportation conformity budgets for 2015; updated RACM/RACT analysis; updated list of control strategy commitments; and a demonstration of compliance that applies to major stationary source PM2.5 precursors.⁴ The 2015 Supplement was submitted to the U.S. EPA on March 4, 2015 and was fully approved by the U.S. EPA in 2018.⁵

2016 AQMP and 2016 State SIP Strategy: Serious Area Plan

In July 2015, South Coast AQMD submitted a formal request to the U.S. EPA to reclassify the Basin as a Serious nonattainment area for the 24-hour PM2.5 NAAQS based on the monitoring data, which indicated that attainment was not practicable by December 31, 2015. In January 2016, the U.S. EPA approved the Basin's re-designation as Serious nonattainment and the commitment to plan for attainment of the 24-hour PM2.5 NAAQS as expeditiously as practicable, but no later than December 31, 2019. Portions of the 2016 AQMP were developed to satisfy the SIP submittal

⁴ 2015 Supplement <https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2012-air-quality-management-plan/2015-supplement-pmsip.pdf?sfvrsn=2>.

⁵ 81 FR 22025 (May 16, 2016) and 83 FR 5923 (March 14, 2018).

requirements of the federal CAA as a Serious nonattainment area of the 2006 24-hour standard.⁶ The 2016 AQMP included new and innovative ways to accomplish these goals through incentive programs, efficiency improvements, recognizing co-benefits from other programs, as well as traditional regulatory measures. It described how reductions in NO_x, SO_x, VOC, and ammonia emissions will contribute to attaining the PM_{2.5} standard in the South Coast area and contained the evaluation of available control measures for all four of these PM_{2.5} precursor pollutants as well as direct PM_{2.5}, consistent with the regulatory presumptions under Subpart 4. Based on the 2016 AQMP's updated emission inventory and modeling, attainment of the 2006 standard was expected to be achieved by 2019 using baseline emissions, which incorporated the control impacts of already adopted rules and regulations. The Serious Area Plan, as included in the 2016 AQMP and 2016 California SIP, was approved by the U.S. EPA in 2019.⁷

Monitoring data from 2017 to 2019 indicated that the Basin did not attain the 2006 24-hour PM_{2.5} standard by December 31, 2019. Two air monitoring stations, Mira Loma and Compton, exceeded the PM_{2.5} NAAQS. While Mira Loma has been the highest design value site since 2008, Compton became the highest site in 2017 due to three anomalous high readings recorded in January and December 2017. On July 10, 2020, the U. S. EPA issued a proposed rule determining that the Basin has failed to attain the standard by the attainment deadline.⁷ For a Serious PM nonattainment area that fails to attain, Section 189(d) of the CAA requires that within 12 months after the applicable attainment date, a revision to the California SIP must be submitted, that, among other elements, provides for expeditious attainment within the time limits prescribed by regulation and provides for a five percent annual reduction in the emissions of direct PM_{2.5} or a PM_{2.5} precursor pollutants.

PM_{2.5} Precursors

PM_{2.5} is either directly emitted into the atmosphere (primary particles) or formed through atmospheric chemical reactions from precursor gases (secondary particles). Primary PM_{2.5} includes road dust, diesel soot, combustion products, and other sources of fine particles. Secondary PM_{2.5} products, such as sulfates, nitrates, and complex organic carbon compounds, are formed from reactions with oxides of sulfur, oxides of nitrogen, VOCs, and ammonia. The majority of PM_{2.5} in the South Coast Air Basin is secondary in nature.

Subpart 4 of the CAA specifies that the attainment plan requirements apply to emissions of all four precursor pollutants and direct PM_{2.5} from all types of stationary, area, and mobile sources, except as otherwise provided in the Act (*e.g.*, in CAA Section 189(e)). Under CAA Section 189(e), control requirements that apply to PM_{2.5} are also applicable to the precursors of PM, namely NO_x, SO_x, VOC and ammonia. In August 2016, U.S. EPA issued the Final Rule of “*Fine Particle Matter*

⁶ 2016 AQMP. <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15>.

⁷ 84 FR 3305 (March 14, 2019).

National Ambient Air Quality Standards: State Implementation Plan Requirements” (81 FR 58010) that provides a planning requirement framework for the 2012 and future PM2.5 NAAQS pursuant to Subpart 4. States must evaluate and adopt control measures for direct PM2.5 and all four PM2.5 precursors from stationary, mobile and area sources, unless states can demonstrate that the contribution of a precursor is insignificant.

Purpose of This Plan

This plan (Plan or Section 189(d) Plan) is developed to address the attainment planning requirements for the Basin due to its failure to attain the 2006 PM2.5 standard by the attainment deadline. The attainment plan addresses directly-emitted PM2.5 as well as the four PM2.5 precursors, namely NOx, SOx, VOC, and ammonia emissions. Chapter 2 of this document presents the PM2.5 air quality trends. Chapter 3 describes the base-year emissions inventory and future projections of emissions. Chapter 4 describes the overall control strategy based on the continued implementation of regional and statewide control measures for attaining the 2006 24-hour PM2.5 standard in the Basin. Chapter 5 presents the attainment demonstration and future air quality projections. Other federal CAA requirements are discussed in Chapter 6.

2. AIR QUALITY TRENDS

Introduction

~~This chapter summarizes, ambient fine particulate matter (PM2.5) in the South Coast Air Basin (Basin) as monitored by South Coast AQMD is summarized for the year 2019, along with prior year trends, in the South Coast Air Basin (Basin). The factors influencing PM2.5 concentrations are also discussed. The Basin's recent air quality is compared to the NAAQS and to the California Ambient Air Quality Standards (CAAQS or State standards). Data presented indicate the current attainment or nonattainment status for the various NAAQS and CAAQS PM2.5 standards, showing the progress made to date and assisting the South Coast AQMD in planning for future attainment.~~

The South Coast AQMD began regular monitoring of PM2.5 in 1999 following the U.S. EPA's adoption of the national PM2.5 standards in 1997. In 2019, ambient PM2.5 concentrations were monitored at 24 locations throughout the South Coast Air Basin, including two near-road sites. Filter-based Federal Reference Method (FRM) PM2.5 sampling was employed at 17 of these stations. ~~Eight~~ 8 of the FRM measurement stations sampled on a daily basis, ~~daily~~ beyond the federally required 1-in-3-day sampling schedule, including the two near-road sites. Fifteen stations, including one near-road site, employed continuous PM2.5 monitors and 8 of these were collocated with FRM measurements. Except for the continuous federal equivalent method (FEM) PM2.5 monitors in Anaheim, Rubidoux, Long Beach (South) and Ontario Route 60, only FRM filter-based monitors meet the U.S. EPA criteria to be used for NAAQS comparison.⁸ These four monitors recently passed a comparability assessment and therefore, daily averages can be used to supplement FRM measurements on days with missing data. South Coast AQMD has been granted annual waivers by U.S. EPA precluding the use of all other FEM monitors for NAAQS attainment consideration since they do not meet comparability criteria. The continuous data is used for forecasting, real-time air quality alerts, and for evaluating hour-by-hour variations. Figure 2-1 provides the location of all regulatory PM2.5 monitors within the Basin.

⁸ The continuous PM2.5 monitors deployed by South Coast AQMD are FEM-designated Beta Attenuation Monitor (BAM) instruments. The U.S. EPA waiver from NAAQS compliance for the continuous samplers is re-evaluated annually as part of the South Coast AQMD Annual Air Quality Monitoring Network Plan [<http://www.aqmd.gov/home/library/clean-air-plans/monitoring-network-plan>].

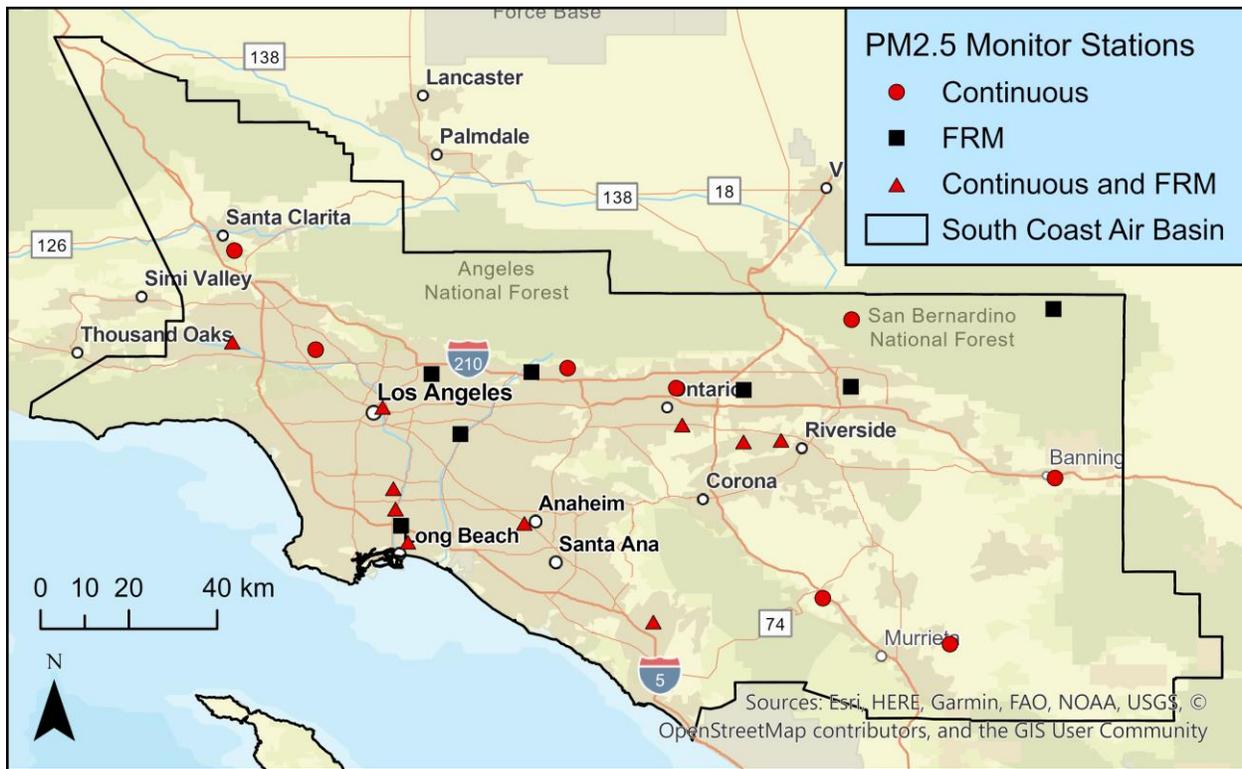


FIGURE 2-1

Location of All Regulatory Monitors in the South Coast Air Basin. All FRM monitors and the continuous monitors in Anaheim, Rubidoux, Long Beach (South) and Ontario Route 60 meet the U.S. EPA criteria to be used for NAAQS comparison.

Inhalation of fine particulate matter has been associated with a wide variety of health effects such as exacerbation of symptoms in patients with respiratory or cardiovascular disease, decline in pulmonary function in children, increased risk of premature death, increased risk of lung cancer, and potentially may be linked to adverse reproductive and cognitive effects. The impacts of these health effects may be seen in increased asthma-related hospital admissions, increased school absences and lost work days. Elevated PM2.5 concentrations also impair visibility. This list of health and welfare effects is not comprehensive; detailed health effects information can be found in Appendix I: Health Effects in the 2016 AQMP or in the U.S. EPA NAAQS documentation at <https://www.epa.gov/naaqs>.

Factors that Influence PM2.5 Concentrations

The South Coast Air Basin’s air pollution problems are a consequence of the combination of direct emissions from the nation’s second largest urban area, atmospheric chemical reactions from those precursor pollutants, meteorological conditions adverse to the dispersion of those emissions, and mountainous terrain surrounding the Basin that traps pollutants as they are pushed inland with the sea breeze. PM2.5 is a suspension of solid or liquid particles that are less than 2.5 micron in diameter. These particles can be directly emitted by combustion sources or can be formed in the

atmosphere. (Figure 2-2). Gas-phase volatile organic compound (VOCs), oxides of nitrogen (NO_x), oxides of sulfur (SO_x) and ammonia (NH₃) react with each other and other atmospheric oxidants to form species with lower volatility that condense into the particle-phase. The precursors are from mobile, point and area sources, with the largest portion resulting from fuel combustion. Both directly emitted PM2.5 and PM2.5 that is formed in the atmosphere contribute to measured PM2.5 concentrations, but in the South Coast Air Basin, secondary PM2.5 formation is responsible for roughly two thirds of the total PM2.5 mass (Figure 2-3).⁹

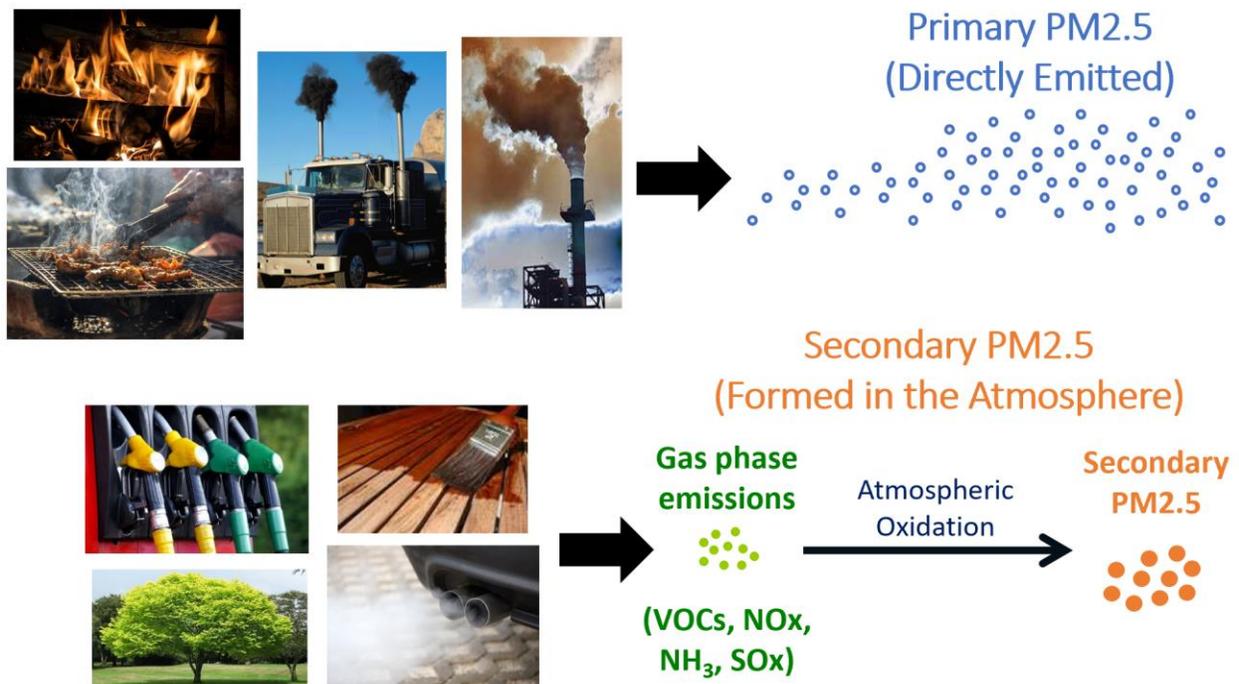


FIGURE 2-2
PM2.5 Formation Mechanisms

⁹ Fractions of primary and secondary PM were estimated using the PM2.5 speciation data measured at the Los Angeles-North Main street from June 2012 to July 2018. The total mass of the elemental carbon and metals was assigned as primary PM2.5. The total mass of inorganic ions was assigned as secondary PM2.5. For organic aerosols, we referred to Figure V-6-20 in the Appendix V of the South Coast AQMD's 2016 Air Quality Management Plan (AQMP) and assigned 30% of the organic aerosol as primary PM2.5 and 70% to the secondary PM2.5 fraction. Appendix V of the South Coast AQMD's 2016 Air Quality Management Plan (AQMP) is available at <https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/appendix-v.pdf?sfvrsn=10>.

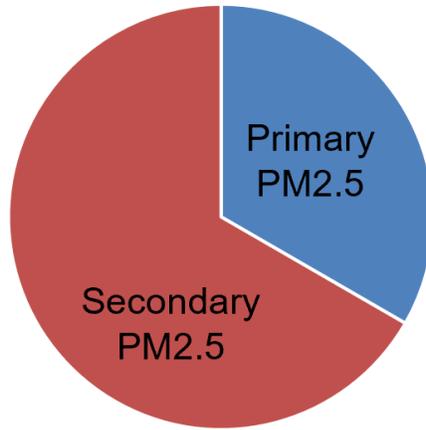


FIGURE 2-3

Approximate Contribution of Primary and Secondary PM2.5 Formation Processes in the South Coast Air Basin. The contribution was calculated based on annual averaged PM2.5 speciation measurements conducted at the Los Angeles-North Main street station from June 2012 to July 2018.⁹

Most sources of PM2.5 and PM2.5 precursors have regular patterns of emissions that may vary by day of the week or possibly by season. However, episodes of elevated PM2.5 can be caused by adverse meteorological conditions and emission sources that occur infrequently such as wildfires, fireworks, or residential wood combustion. Wildfires are an important source of PM2.5 and PM2.5 precursors and can lead to significant PM2.5 episodes, especially during the summer and fall months when wildfire activity is more likely. Fireworks, either from commercial displays or personal use, are a significant source of PM2.5 on July 4th and 5th each year; concentrations recorded on these days are typically the highest measured in the entire year. To a lesser extent, fireworks also influence PM2.5 concentrations on January 1st in some areas of the South Coast Air Basin. Residential wood combustion is also an important source of PM2.5 and PM2.5 precursors, predominantly during the months of November through February. Residents are more likely to burn wood on cool nights, on the weekends, and during holiday periods. Wood burning patterns also vary throughout the Basin.

While long term trends in PM2.5 concentrations are largely driven by changes in emissions, the observed daily variations in pollutant concentrations are primarily the result of meteorological changes and to some extent, residential wood combustion, except on days with elevated atypical emissions such as fireworks and wildfires. Elevated PM2.5 concentrations can occur in the Basin throughout the year but occur most frequently in fall and winter. This is mainly due to the unfavorable meteorological conditions that are more common in those months. Figure 2-5 summarizes the meteorological factors that influence PM2.5 concentrations.



FIGURE 2-5
Important Factors That Influence PM_{2.5} Concentrations

The average wind speed for Los Angeles is the lowest of the nation’s 10 largest urban areas. In addition, the summertime daily maximum mixing heights¹⁰ in Southern California are the lowest, on average, due to strong temperature inversions in the lower atmosphere that effectively trap pollutants near the surface. Southern California also has abundant sunshine, which drives the photochemical reactions that form a significant portion of fine particulate mass (PM_{2.5}). Periods of fog or high humidity can also lead to elevated PM_{2.5} concentrations as chemistry in fog droplets can increase fine particle mass.

Storms, which predominantly occur during the winter months, are effective in reducing ambient PM_{2.5} concentrations. Enhanced ventilation and destruction of temperature inversions facilitate atmospheric mixing. Rainfall is extremely effective form of deposition, which can significantly reduce PM_{2.5} concentrations in the atmosphere. The frequency of these storms during the winter months can strongly influence the 98th percentile daily average concentration, which is a key parameter to determine attainment of the 24-hour PM_{2.5} standard.

¹⁰ The maximum mixing height is an index of how well pollutants can be dispersed vertically in the atmosphere.

Ambient Air Quality Standards

Federal and State Standards

Ambient air quality standards have been set by both the federal government and the State of California for fine particulate matter. In this chapter, statistics capturing the number of days exceeding federal standards are presented along with concentration trends and design values. Exceedance metrics are instructive regarding trends and control strategy effectiveness. However, it should be noted that an exceedance of the concentration level of a federal standard does not necessarily mean that the NAAQS was violated or that it would cause nonattainment. The form of the standard must also be considered. For example, for 24-hour PM2.5, the form of the standard is the annual 98th percentile measurement of all the 24-hour PM2.5 daily samples at each station.

For PM2.5 NAAQS attainment/nonattainment decisions, the most recent three years of data are considered along with the form of the standard, to calculate a *design value* for each station.¹¹ The overall design value for an air basin is the highest design value of all the stations in that basin. The California State air quality standards are values that are not to be exceeded, typically evaluated over a 3-year period, and the data is evaluated in terms of a *State designation value*, which allows for some statistical data outliers and exceptional events. Attainment deadlines for the State standards are ‘as soon as practicable.’

TABLE 2-1

National Ambient Air Quality Standards (NAAQS) and Design Value Requirements for Fine Particulate Matter

Averaging Time**	NAAQS Level	Design Value Form of NAAQS*
24-Hour (2006)	35 µg/m³	3-year average of the annual 98th percentile of daily 24-hour concentration
24-Hour (1997) [revised 2006]***	65 µg/m ³	
Annual (2012)	12.0 µg/m³	Annual average concentration, averaged over 3 years (<i>annual averages based on average of 4 quarters</i>)
Annual (1997) [revised 2012]***	15.0 µg/m ³	

Bold text denotes the current and most stringent NAAQS

* The NAAQS is attained when the design value (form of concentration listed) is equal to or less than the level of the NAAQS

** Year of U.S. EPA NAAQS update review shown in parenthesis and revoked or revised status in brackets; for revoked or revised NAAQS, areas may have continuing obligations until that standard is attained.

***On July 25, 2016 U.S. EPA finalized a determination that the Basin attained the 1997 annual (15.0 µg/m³) and 24-hour PM2.5 (65 µg/m³) NAAQS, effective August 24, 2016.

¹¹ Note that for modeling attainment demonstrations, the U.S. EPA modeling guidance recommends a 5-year weighted average for the design value instead of a 3-year average.

TABLE 2-2
California Ambient Air Quality Standards (CAAQS) and Designation Value Requirements for Fine Particulate Matter

Averaging Time**	CAAQS Level	Designation Value Form of CAAQS*
Annual (2012)	12.0 µg/m ³	Annual average of the daily 24-hour concentrations. Maximum value in a three year period.

* The CAAQS is attained when the design value (form of concentration listed) is equal to or less than the level of the CAAQS

Under the Exceptional Events Rule,¹² U.S. EPA allows certain air quality data to not be considered for NAAQS attainment status when that data is influenced by exceptional events that meet strict evidential requirements, such as high winds, wildfires, volcanoes, or some cultural events (such as Independence Day or New Year’s fireworks). An exceptional event meets the following criteria:

- The event affected air quality in such a way that there exists a clear causal relationship between the specific event and the monitored exceedance or violation
- The event was not reasonably controllable or preventable
- The event was caused by human activity that is unlikely to recur at a particular location or was a natural event

For a few PM measurements in the Basin between 2016 and 2019, the District applied the U.S. EPA Exceptional Events Rule to flag some PM2.5 data due to wildfires and fireworks on Independence Day. All of the exceptional event flags through 2019 have been submitted with the affected data to U.S. EPA’s Air Quality System (AQS) database. The preparation of the District’s documentation for those events that affect regulatory decisions is under way and U.S. EPA’s concurrence will be requested if these events have regulatory significance. The process to achieve an attainment designation for PM2.5 in the South Coast Air Basin will likely depend upon U.S. EPA’s concurrence with the exceptional event flags and the appropriate demonstrations showing that exceedances were caused by wildfire smoke and/or Independence Day fireworks.

PM2.5 Air Quality Trends

24-hour Standard

Over the past two decades, the number of 24-hour PM2.5 exceedance days have continuously decreased. The number of days when the Basin-maximum 24-hour PM2.5 exceeded the 24-hour NAAQS in each month from 2000 to 2019 are shown in Figure 2-6. Compared with data collected in 2000, the number of days exceeding the standard in 2019 decreased by 89%, from 109 days to 12 days. In the 2000s, exceedance days were recorded in every month. However, in recent years,

¹² The Final 2016 U.S. EPA Exceptional Events Rule is available at <https://www.epa.gov/air-quality-analysis/final-2016-exceptional-events-rule-supporting-guidance-documents-updated-faqs>.

the 24-hour standard is typically only exceeded in the winter months, from November to February. Even in the winter months, there are considerably fewer number of exceedance days than in past decades.

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2000	16	5	8	10	13	4	6	2	9	12	9	15	109
2001	12	1	15	8	21	7	7	7	12	19	18	11	138
2002	12	9	2	8	6	6	7	10	7	22	11	13	113
2003	13	2	7	0	12	12	4	0	14	18	4	8	94
2004	14	3	14	4	0	11	2	1	4	10	6	4	73
2005	4	0	5	1	2	2	3	1	3	8	8	13	50
2006	4	9	0	2	11	2	2	0	0	5	8	3	46
2007	1	4	5	5	6	1	2	0	0	5	16	2	47
2008	4	1	2	0	1	0	2	0	2	2	8	4	26
2009	4	2	3	0	4	0	1	4	1	0	6	5	30
2010	1	4	0	1	0	0	1	0	0	2	1	2	12
2011	0	1	0	0	0	0	1	0	0	5	3	5	15
2012	2	0	0	0	0	0	1	0	0	1	7	6	17
2013	1	3	1	0	0	0	0	0	0	4	2	1	12
2014	8	0	0	0	1	0	0	0	0	0	0	2	11
2015	13	10	3	3	0	0	1	0	0	0	0	0	30
2016	3	1	1	0	0	0	1	0	0	1	0	3	10
2017	1	0	1	0	1	0	2	0	0	1	5	8	19
2018	6	0	0	0	0	0	2	0	0	2	5	4	19
2019	2	0	0	0	0	0	2	0	0	0	7	1	12
2020	4	1	0	0	0	0							

FIGURE 2-6

Number of Days When the Basin-Maximum 24-Hour PM2.5 Concentrations Exceeded the 24-Hour PM2.5 Standard (35.4 µg/m³) in Each Month from January 2000 to June 2020 in the South Coast Air Basin.

The trend of the Basin-maximum 98th percentile 24-hour PM2.5 measured in the South Coast Air Basin is presented in Figure 2-7. This parameter is an important metric for tracking progress towards clean air goals as the three-year average of the 98th percentile concentration at each station represents the design value. As shown in the figure, the basin maximum 98th percentile 24-hour PM2.5 values have declined significantly over the past two decades. The value recorded in 2019 has decreased by 58% compared with the value recorded in 2000, from 85.6 µg/m³ to 36.2 µg/m³. With the exception of 2012, Mira Loma has had the highest 98th percentile value in all years before 2017. Compton had the highest 98th percentile value in 2017 due to three anomalous measurements

(See Chapter 5 and Appendix V). The highest 98th percentile in the Basin in 2018 and 2019 was recorded at the CA710 near road monitor and Mira Loma, respectively.

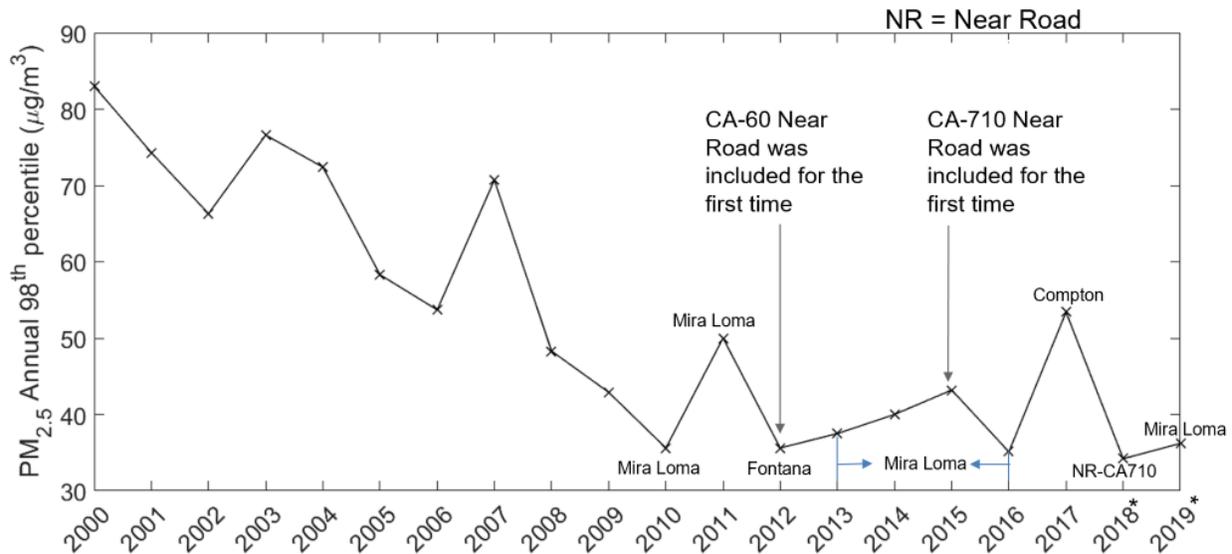


FIGURE 2-7

Basin-Maximum 98th Percentile 24-Hour PM_{2.5} Concentrations Measured in the South Coast Air Basin from 2000-2019

* Data likely to be approved as exceptional events by U.S. EPA removed from analysis.

The trend of the 24-hour basin-maximum PM_{2.5} design value measured in the South Coast Air Basin is shown in Figure 2-8. The 24-hour PM_{2.5} design value has continuously declined and is approaching the 24-hour PM_{2.5} federal standard (35 µg/m³). Compared with the design value in 2001, the 24-hour PM_{2.5} design value has declined by 50%, from 76 µg/m³ in 2001 to 38 µg/m³ in 2019. From 2008 to 2016, the highest design value was recorded in Mira Loma. However, in the last two years, Compton has replaced Mira Loma as the station with highest 24-hour PM_{2.5} design value due to three anomalous values recorded in 2017 (See Chapter 5 and Appendix V). The slight increasing trend in the 2014 and 2015 3-year design values is due in large part to extreme drought conditions experienced in Southern California and the associated lack of periodic storm events in the winter months that facilitate dispersion and washout of pollutants.¹³

¹³ South Coast AQMD, Final Supplement to the 24-Hour PM_{2.5} State Implementation Plan for the South Coast Air Basin. Attachment B, Effects of the Drought. <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2012-air-quality-management-plan/2015-supplement-pmsip.pdf?sfvrsn=2>. Last accessed Sept 9th, 2020.

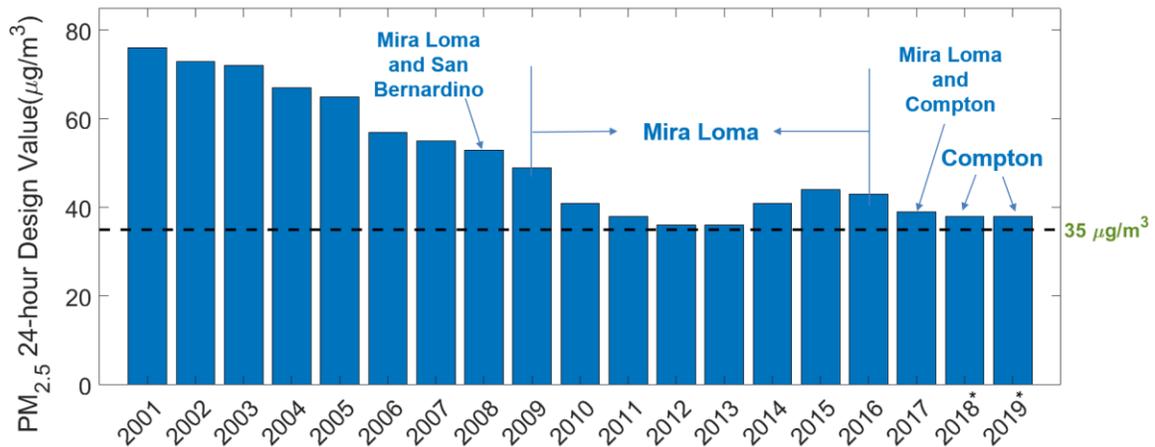
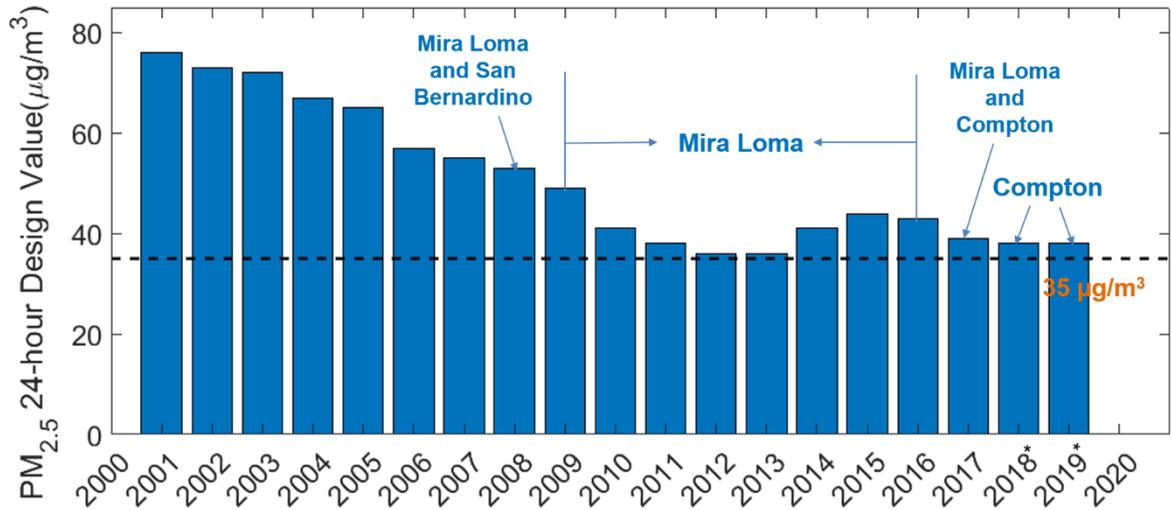


FIGURE 2-8

24-Hour PM_{2.5} Design Value in the South Coast Air Basin from 2000-2019

* Data likely to be approved as exceptional events by U.S. EPA removed from analysis.

Annual Standard

Figure 2-9 presents the trend of the annual average PM_{2.5} concentration measured in the South Coast Air Basin. As shown in the figure, the Basin-maximum annual average PM_{2.5} has decreased significantly over the past two decades. The annual average recorded in 2019 has decreased 58% compared with the value recorded in 2000, from 30.2 µg/m³ to 12.6 µg/m³. Between 2010 and 2015, the highest annual average PM_{2.5} concentration was recorded in Mira Loma. However, annual averages recorded at the Ontario Route-60 near road station exceed averages in Mira Loma since 2015. The 2019 annual average is the lowest on record.

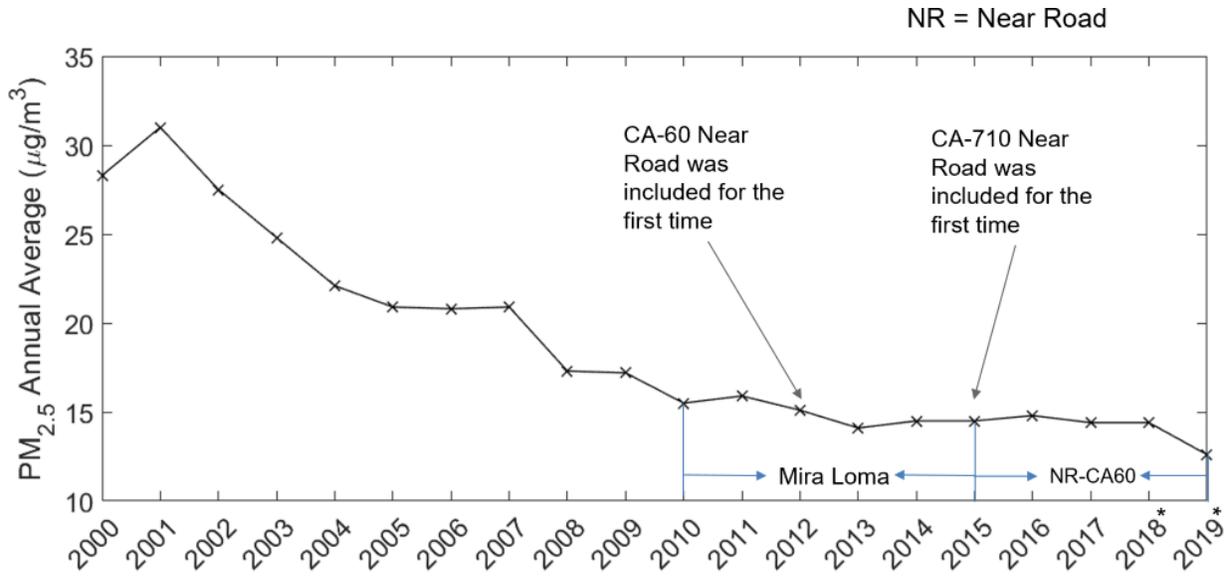


FIGURE 2-9

Basin-Maximum Annual Average PM_{2.5} Concentrations Measured in the South Coast Air Basin from 2000-2019

* Data likely to be approved as exceptional events by U.S. EPA removed from analysis.

Trends in the annual PM_{2.5} design values measured in the South Coast Air Basin are shown in Figure 2-10. The annual PM_{2.5} design value has decreased significantly over the past two decades. Compared with the design value in 2001, the annual PM_{2.5} design value in 2019 decreased by 54%, from 29.8 µg/m³ to 13.8 µg/m³. The Ontario Route-60 Near Road station currently has the highest annual design value. By the end of 2019, the annual PM_{2.5} design value in the South Coast Air Basin was only 1.8 µg/m³ higher than the 2012 annual PM_{2.5} federal standard. The 2019 design value is the lowest since measurements began.

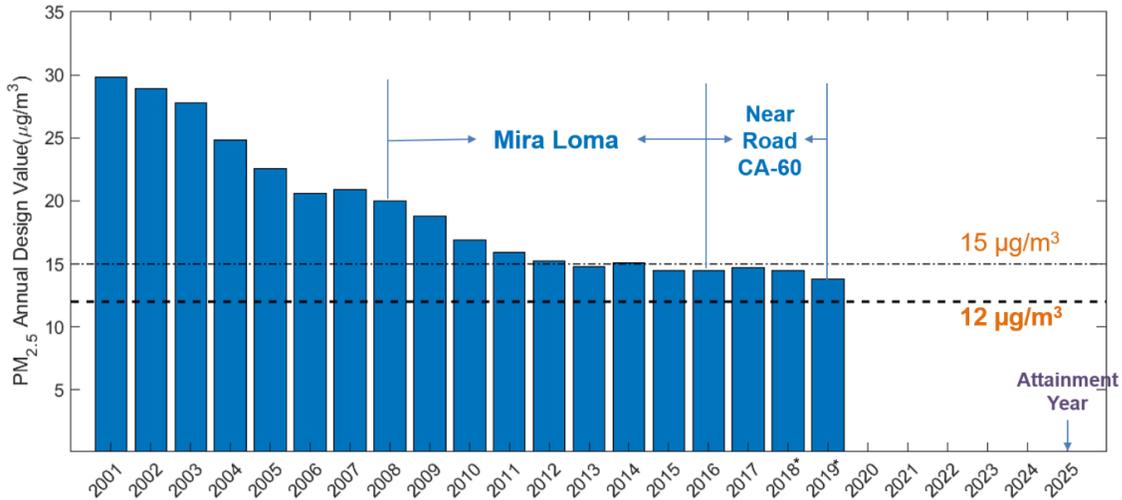


FIGURE 2-10

Annual average PM2.5 design value in the South Coast Air Basin from 2000-2019

* Data likely to be approved as exceptional events by U.S. EPA have been removed from analysis.

Attainment Status (24-hour Standard)

The 2019 PM2.5 24-hour design values are summarized in Table 2-3. Numbers in the parentheses are calculated after removing 24-hour PM2.5 data that are likely to be approved as exceptional events by the U.S. EPA. Data likely to be approved as exceptional events by U.S. EPA are removed from this analysis. PM2.5 concentrations were highest in South Central LA County and the inland valley areas of metropolitan Riverside County. The highest 2019 PM2.5 24-hour design value of 38 µg/m³ was measured in the South Central LA County area at the Compton air monitoring station. The next highest 2019 PM2.5 24-hour design value was 37 µg/m³, measured in the Metropolitan Riverside County area at the Mira Loma air monitoring station. All other 2019 PM2.5 24-hour design values were below the 24-hour NAAQS (35 µg/m³).

TABLE 2-3
2017–2019 24-hour PM2.5 Design Values by County*

County	2017–2019 PM2.5 24-Hour Design Value (µg/m³)	Percent of Current (2006) PM2.5 NAAQS (35 µg/m³)	Area of Design Value Max
Los Angeles-	38 (38)	109 (109)	South Central LA County
Orange	31 (29)17**	89 (83)49	Central Orange County Saddleback Valley
Riverside	37 (37)	106 (106)	Metropolitan Riverside County-3
San Bernardino	34 (32)	97 (91)	CA-60 Near Road

*Numbers in the parentheses are calculated after removing 24-hour PM2.5 data that are likely to be approved as exceptional events by U.S. EPA removed from analysis

**Anaheim in the Central Orange County area does not have a valid design value because measurements do not meet data completeness requirements

2019 PM2.5 24-hour design values measured at all station in the South Coast Air Basin are presented in Figure 2-11. There is no state 24-hour PM2.5 standard. Although the South Coast Air Basin did not attain the 24-hour NAAQS by the 2019 deadline, if the 98th percentile 24-hour PM2.5 of all stations in 2020 are below the 24-hour NAAQS, the South Coast Air Basin will attain the standard by 2020. The 2-year average (2018-2019) of the 98th percentile 24-hour PM2.5 measured at all stations in the South Coast Air Basin are shown in Figure 2-12. As shown in the figure, the 2-year average is below the 24-hour federal standard at all stations. At the two highest stations, Mira Loma and Ontario Route-60 Near Road, if the 2020 98th percentile 24-hour PM2.5 values are below 35.8 $\mu\text{g}/\text{m}^3$ and 44.0 $\mu\text{g}/\text{m}^3$, respectively, both stations will have a design value below the 24-hour federal standard in 2020.

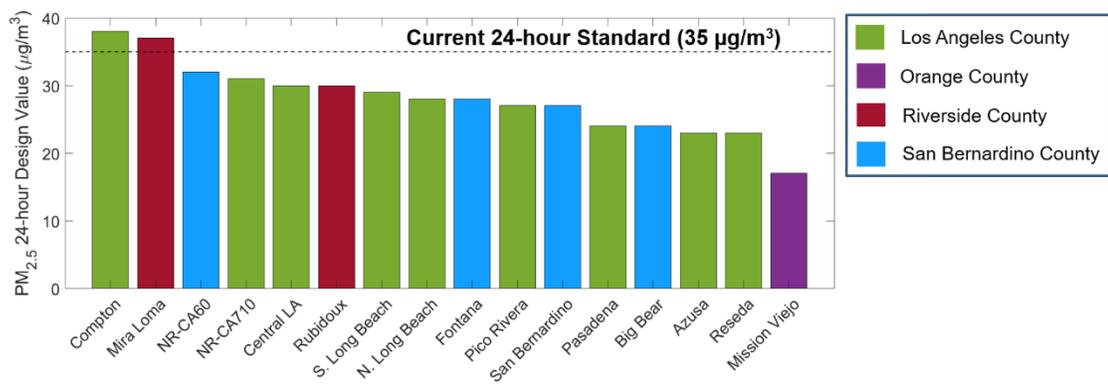


FIGURE 2-11

Three year (2017-2019) 24-Hour PM2.5 Design Values Measured at All Stations in the South Coast Air Basin. Anaheim does not have a valid design value because incomplete data in the 2017 4th quarter. Data likely to be approved as exceptional events by U.S. EPA has been removed from the analysis.

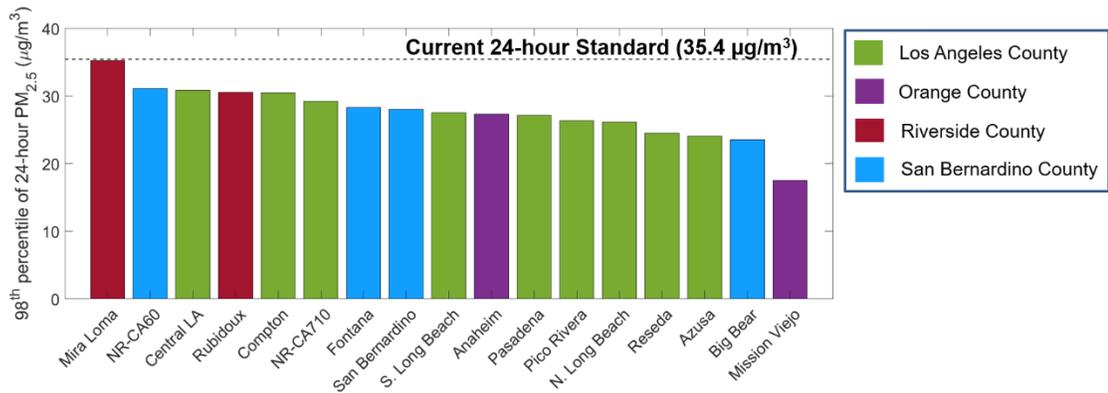


FIGURE 2-12

Two-year average (2018-2019) 98th percentile 24-Hour PM2.5 values at all Stations in the South Coast Air Basin. Data likely to be approved as exceptional events by U.S. EPA has been removed from the analysis.

Attainment Status (Annual Standard)

The 2019 PM2.5 annual federal design values are summarized in Table 2-4. Data likely to be approved as exceptional events by U.S. EPA are removed from this analysis. The highest 2019 PM2.5 federal annual design value of 13.8 µg/m³ was measured in the Ontario Route-60 Near Road air monitoring station. The next highest 2019 PM2.5 federal annual design value was 13.4 µg/m³, measured in the Metropolitan Riverside County area at the Mira Loma air monitoring station.

TABLE 2-4
2017–2019 Annual Federal Design Values by County*

County	2017–2019 PM2.5 Annual Design Value (µg/m ³)	Percent of Current (2012) PM2.5 NAAQS (12.0 µg/m ³)	Area of Design Value Max
Los Angeles	12.5 (12.4)	104 (103)	South Central LA County
Orange	7.9 (7.9)**	66 (66)	Saddleback Valley
Riverside	13.5 (13.4)	113 (112)	Metropolitan Riverside County
San Bernardino	14.0 (13.8)	117 (115)	CA-60 Near Road

* Numbers in the parentheses are calculated after removing 24-hour PM2.5 data that are likely to be approved as exceptional events by U.S. EPA. Data likely to be approved as exceptional events by U.S. EPA removed from analysis

** Anaheim in the Central Orange County area does not have a valid design value because measurements do not meet data completeness requirements

The 2019 PM2.5 annual state designation values are summarized in Table 2-5. The 2019 PM2.5 annual state designation values measured in Los Angeles, Riverside, and San Bernardino Counties exceed the state standard of 12 µg/m³. The highest 2019 PM2.5 state annual designation value of 17 µg/m³ was measured in the West San Fernando Valley area at the Reseda air monitoring station. State Designation Values are based on the maximum annual average recorded in a three-year period, and therefore, they are less responsive to year-to-year changes in concentrations. Exceptional events were not removed when calculating these state designation values, which explains why the highest annual average was recorded in the West San Fernando Valley—a location where wildfire smoke is common in the summer and fall.

TABLE 2-5
2017–2019 Annual State Designation Values by County

County	2017–2019 PM2.5 Annual State Designation Value ($\mu\text{g}/\text{m}^3$)	Percent of Current PM2.5 CAAQS ($12 \mu\text{g}/\text{m}^3$)	Area of Design Value Max
Los Angeles	17	142	West San Fernando Valley
Orange	12	100	Central Orange County
Riverside	15	125	Metropolitan Riverside County
San Bernardino	16	133	CA-60 Near Road

Figure 2-13 illustrates the spatial trend of the 2019 PM2.5 annual design values at all FRM PM2.5 stations in the South Coast Air Basin. The highest PM2.5 annual averages are in northwestern Riverside County (Mira Loma area), southwestern San Bernardino County (CA-60 Near Road), and the southern portion of Los Angeles County.

2019 PM2.5 annual design values measured at all stations in the South Coast Air Basin are presented in Figure 2-14. As shown in the figure, the 2019 PM2.5 annual design value exceeded the federal standard at four stations (Ontario Route-60 Near Road, Mira Loma, Compton, Long Beach Route-710 Near Road), with design values of $13.8 \mu\text{g}/\text{m}^3$, $13.4 \mu\text{g}/\text{m}^3$, $12.4 \mu\text{g}/\text{m}^3$, and $12.2 \mu\text{g}/\text{m}^3$, respectively (115, 112, 103, and 102 percent of the annual NAAQS).

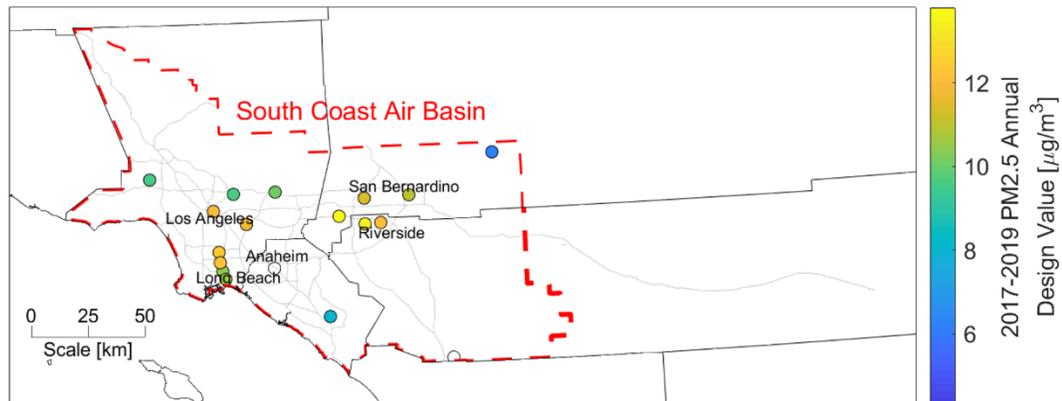


FIGURE 2-13

All FRM PM2.5 Stations in the South Coast Air Basin. The colors of circles represent the 2017-2019 annual PM2.5 design value measured at each station. Anaheim in the Central Orange County area does not have a valid design value because measurements do not meet data completeness requirements. Data likely to be approved as exceptional events by U.S. EPA has been removed from analysis.

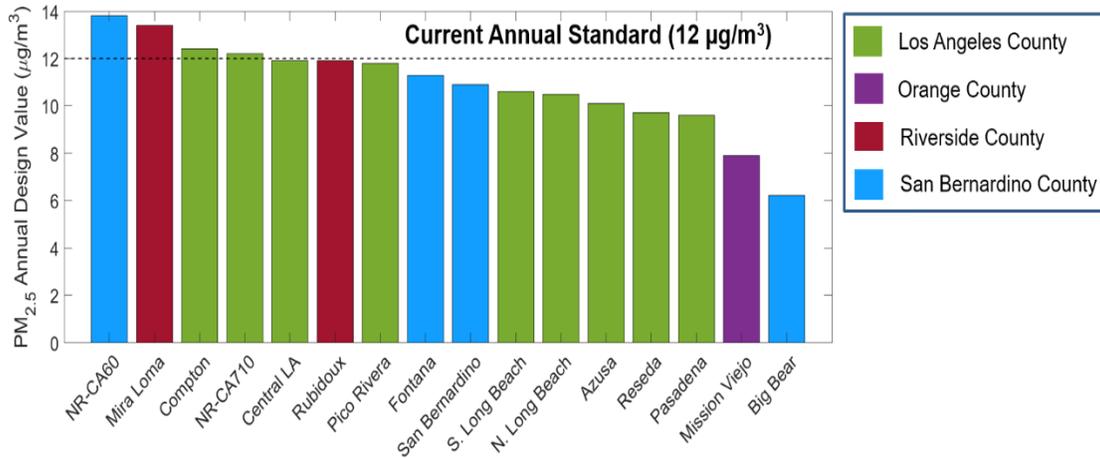


FIGURE 2-14

2017-2019 Annual PM_{2.5} Design Values Measured at All Stations in the South Coast Air Basin. Anaheim in the Central Orange County area does not have a valid design value because measurements do not meet data completeness requirements. Data likely to be approved as exceptional events by U.S. EPA has been removed from analysis.

Figure 2-15 shows the number of days when the 24-hour PM_{2.5} exceeded the 24-hour federal PM_{2.5} standard (35.4 µg/m³) in each month of 2019 at each FRM PM_{2.5} station in the South Coast Air Basin are presented in Figure 2-15. With the exception of the fourth and fifth of July, which are influenced by Independence Day fireworks, all exceedances occur in the months of November through January. Exceedances in the winter months are predominantly caused by cold and humid weather conditions that favor the formation of secondary inorganic aerosols and residential wood smoke. Exceedances caused by Independence Day fireworks are considered to be exceptional events; these exceedances will not be considered when determining attainment status upon U.S. EPA approval of a successful exceptional event demonstration.

2019	Wood burning and unfavorable meteorology					July 4 th and 5 th Fireworks			Wood burning & unfavorable meteorology			
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
Mira Loma (Van Buren)	2	0	0	0	0	0	1	0	0	0	6	1
Ontario-Route 60 Near Road	1	0	0	0	0	0	1	0	0	0	4	0
Rubidoux	1	0	0	0	0	0	1	0	0	0	3	0
Fontana	1	0	0	0	0	0	1	0	0	0	1	0
Anaheim	0	0	0	0	0	0	1	0	0	0	3	0
Azusa	0	0	0	0	0	0	1	0	0	0	0	0
Pasadena	0	0	0	0	0	0	1	0	0	0	0	0
Pico Rivera #2	0	0	0	0	0	0	1	0	0	0	0	0
San Bernardino	0	0	0	0	0	0	1	0	0	0	0	0
Compton	0	0	0	0	0	0	0	0	0	0	1	0
Long Beach-Route 710 Near Road	0	0	0	0	0	0	0	0	0	0	1	0
Los Angeles-North Main Street	0	0	0	0	0	0	0	0	0	0	1	0
Big Bear	0	0	0	0	0	0	0	0	0	0	0	0
Long Beach (North)	0	0	0	0	0	0	0	0	0	0	0	0
Long Beach (South)	0	0	0	0	0	0	0	0	0	0	0	0
Mission Viejo	0	0	0	0	0	0	0	0	0	0	0	0
Reseda	0	0	0	0	0	0	0	0	0	0	0	0

FIGURE 2-15

Number of Days the 24-Hour PM2.5 Exceeded the 24-Hour Federal PM2.5 Standard (35.4 µg/m³) in Each Month at Each FRM PM2.5 Station in the South Coast Air Basin in 2019. The red boxes are exceptional events that are likely to be approved by U.S. EPA.

Summary

While the Basin has not yet attained the latest 24-hour and annual federal PM2.5 standards, PM2.5 concentrations have declined considerably since monitoring began in the early 2000s. PM2.5 concentrations in recent years have been approaching federal standards with the lowest annual average PM2.5 value recorded in 2019. In addition, the two-year average (2018-2019) of the 98th percentile daily value is below the standard at all stations in the Basin, making attainment of the 24-hour standard by the end of 2020 a distinct possibility. Attainment of 24-hour standard and the annual standard to a lesser extent, depends significantly on weather, especially humid and cold conditions that favor the formation of secondary PM2.5 and the frequency of storms during the winter months.

3. BASE-YEAR AND FUTURE EMISSIONS

Introduction

This chapter summarizes the PM_{2.5} and PM_{2.5} precursor emissions in the South Coast Air Basin for the 2018 baseline year as well as the projected emissions for the year 2023. The 2018 base year emissions inventory reflects actual point source emissions and estimated emissions for other categories subject to adopted regulations with current compliance dates as of 2018, whereas the 2023 future baseline emissions inventory is based on economic projections and adopted regulations for all categories with both current and future compliance dates. The current emissions inventory reflects regulations and programs adopted by South Coast AQMD as of December 2015 and by CARB as of November 2015. Regulations reflected in EMFAC2017 are included in the on-road mobile emissions. The annual average emissions inventory is used to perform PM_{2.5} modeling and to report emission reduction progress as required by the federal CAA.

Emission Inventory Methodology

Emissions in the inventory can be grouped into four categories: point, area, on-road mobile and off-road mobile sources. Emissions from each category are estimated using specific methodologies described briefly in the next sections. The methodologies used in this Plan are consistent with those used in the 2016 AQMP with updates where applicable. While more detailed information regarding the emissions inventory development for the base and future years is available in Chapter 3 and Appendix 3 of the 2016 AQMP¹⁴, a brief description for the four groups of emissions is provided below. Three main changes to the emissions inventory introduced in this Plan compared to the 2016 AQMP are: 1) point source emissions for the baseline year of 2018 are based on the reported actual emissions obtained from South Coast AQMD's Annual Emissions Reporting (AER) program, 2) on-road vehicle emissions are estimated using the EMFAC2017 model, which is an upgrade of the EMFAC2014 model used in the 2016 AQMP, and 3) updates in ocean-going vessel (OGV) emissions that account for growth rates for containerships, the delayed introduction of Tier 3 engines in California waters and other activity data for the ports.

Point Sources

Point sources generally correspond to permitted facilities with one or more emission sources at an identified location (e.g., power plants, refineries). The larger point source facilities with annual emissions of 4 tons or more of either Volatile Organic Compounds (VOC), Nitrogen Oxide (NO_x), Sulfur Oxide (SO_x), or total Particulate Matter (PM), or annual emissions of over 100 tons of Carbon Monoxide (CO) are required to report their criteria pollutant emissions and selected air toxics pursuant to Rule 301 through the Annual Emission Reporting (AER) Program. These facilities need to report emissions on an annual basis and are subject to emission audits. This Plan

¹⁴ South Coast AQMD (2017), 2016 Air Quality Management Plan, Appendix III, Base and future year emission inventory. Available at: <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/appendix-iii.pdf?sfvrsn=6>.

uses the 2018 annual reported emissions for the 2018 baseline, as opposed to the projected emissions from 2012 that were used in the 2016 AQMP.

Area Sources

Area sources consist of many small emission sources (e.g., residential water heaters, architectural coatings, consumer products and permitted sources that are smaller than the above thresholds) which are distributed across the region and are not required to individually report their annual emissions. There are about 400 area source categories for which emission estimates are jointly developed by CARB and the South Coast AQMD. The emissions from these sources are estimated using specific activity information and emission factors. Activity data are usually obtained from survey data or scientific reports (e.g., Energy Information Administration (EIA) reports for fuel consumption other than natural gas, Southern California Gas Company for natural gas consumption, paint suppliers under Rule 314 and South Coast AQMD databases). Emission factors are based on rule compliance factors, source tests, manufacturer's product or technical specification data, default factors (mostly from the U.S. EPA's AP-42 published emission factor compilations), or weighted emission factors derived from the point source facilities' annual emissions reports. The overall methodology for area sources is described in Appendix III of the 2016 AQMP. The area source emissions in this Plan are the same emissions projected in the 2016 AQMP for 2018 and 2023, using growth and control factors derived from regulatory and socio-economic data.

On-Road Sources

On-road sources include motor vehicles such as passenger cars, buses and trucks that travel on roads, streets, and highways. Emissions from on-road sources are calculated using travel activity and vehicle-specific emission factors that depend on temperature and relative humidity. This Plan uses the same travel activity data from SCAG's 2016 RTP/SCS¹⁵ that was used in the 2016 AQMP, but on-road emission factors are updated based on CARB's EMFAC 2017 model, which is an update to the EMFAC 2014 model that was used in the 2016 AQMP. In addition, the Emission Spatial and Temporal Allocator (ESTA, <https://github.com/mmb-carb/ESTA>) tool developed by CARB is used to distribute the emissions spatially and temporally to generate inputs to the air quality model used in the attainment demonstration air quality simulations. CARB's EMFAC 2017 model has undergone revisions from the previous version (EMFAC 2014) which include changes in emission rates for light-, medium- and heavy-duty vehicles. More detailed information on the changes incorporated in EMFAC 2017 can be found at CARB's website.¹⁶

¹⁵ SCAG 2016, The 2016-2040 Regional Transportation Plan/sustainable Communities Strategy: A Plan for Mobility, Accessibility, Sustainability and a High Quality of Life. Available at <http://scagrtpsc.net/SiteAssets/ExecutiveSummary/index.html>.

¹⁶ <https://ww2.arb.ca.gov/our-work/programs/mobile-source-emissions-inventory/road-documentation/msei-modeling-tools-emfac>.

Figure 3-1 compares the on-road emissions estimated using EMFAC 2014 in the 2016 AQMP and EMFAC 2017 used in the in this Plan for milestone years 2018 and 2023. In general, EMFAC 2017 tends to estimate lower VOC emissions, compared to EMFAC 2014. NOx emissions in 2018 are comparable between the two EMFAC versions. However, future NOx emissions estimated with EMFAC2017 are higher than NOx emissions estimated with EMFAC2014. In addition, the differences in NOx estimates tend to increase in future years, compared to estimates projected by EMFAC 2014. The main contributor to higher future NOx emissions estimated by EMFAC 2017 is the higher in-use NOx emission rates from medium- and heavy-duty vehicle model years of 2010 and newer. Also, light-duty vehicles have lower running exhaust emissions, but have higher start emissions in the newer version of EMFAC.

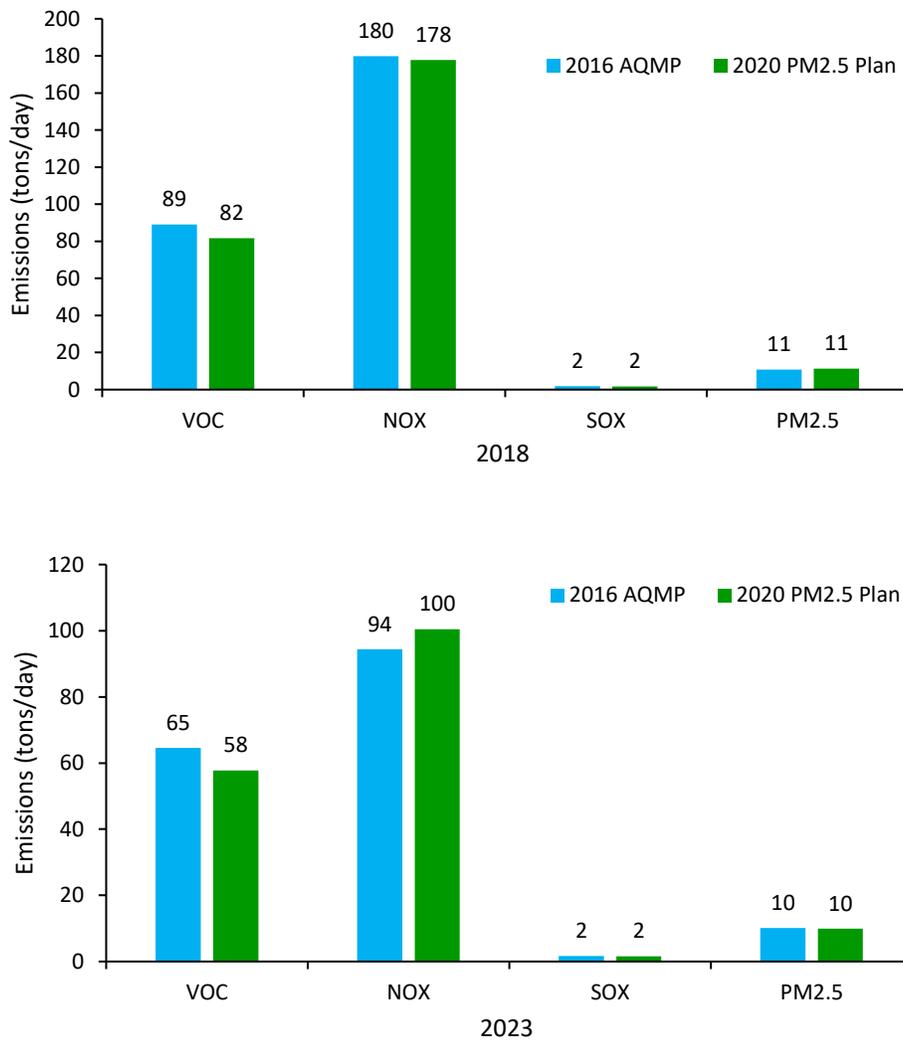


FIGURE 3-1

Comparison of On-Road Annual Average Emissions Estimated Using EMFAC 2014 in 2016 AQMP and EMFAC 2017 in Current Plan

Off-Road Sources

Mobile sources not included in the on-road mobile source emissions inventory are classified as off-road mobile sources. CARB uses several models to estimate emissions for more than 100 off-road equipment categories of different fuel types, engine sizes, and engine types. The models account for the effects of various adopted regulations, technology types, and seasonal effects on emissions. The models combine equipment population, equipment activity, horsepower, load factors, population growth, survival rates, and emission factors to yield the annual emissions by county, air basin, or statewide. Temporal usage profiles are used to develop seasonal emission estimates that are then spatially allocated to or within the county or air basin using surrogates such as population.¹⁷ The off-road inventory for this Plan was primarily based on the 2016 AQMP inventory, which used a suite of category-specific models, with the exception of OGVs.

The only adjustment in the off-road emissions inventory since the adoption of the 2016 AQMP is for the OGV category to account for growth rates for containerships, the delayed introduction of Tier 3 engines in California waters and other activity data in ports. The OGV emissions in the 2016 AQMP had anticipated a faster turnover to cleaner vessels (i.e., vessels meeting International Maritime Organizations' Tier 3 engine standards). However, the updated OGV inventory shows NO_x emissions increasing with time reflecting delayed turnover to cleaner vessels in the near future, while PM_{2.5} emissions decrease due to the impact of existing regulations. See CARB 2018 Updates to the California State Implementation Plan¹⁸ for further details.

Base Year (2018) Emission Inventory

Table 3-1 shows the 2018 annual average emissions inventory for the South Coast Air Basin by major source category. Figure 3-2 characterizes relative contributions by stationary and mobile source categories. On- and off-road sources continue to be major contributors for each of the five pollutants. Overall, total mobile source emissions account for 44 percent of the VOC and 84 percent of the NO_x emissions. The on-road mobile category alone contributes 22 percent of the VOC and 48 percent of the NO_x emissions. For primary PM_{2.5}, mobile sources represent 28 percent of the emissions with another 14 percent due to vehicle-related entrained road dust. Stationary sources account for 72% of the total directly emitted PM_{2.5}. Paved and unpaved road dust account for 18 percent of PM_{2.5} emissions in the stationary source category. Under the stationary source category, commercial cooking is the predominant source of directly emitted PM_{2.5} emissions (26 percent). Stationary sources emit most of the SO_x emissions with the point and area source categories contributing 50 percent and 8 percent of the SO_x emissions in the Basin, respectively. Area sources play a major role in VOC emissions, emitting 50 percent of total emissions, with consumer products being the single largest VOC emitting source category.

¹⁷ More information about off-road models can be found at http://www.arb.ca.gov/msei/categories.htm#offroad_motor_vehicles

¹⁸ CARB 2018 Updates to the California State Implementation Plan, Available at <https://ww3.arb.ca.gov/planning/sip/2018sipupdate/2018update.pdf>

Figure 3-3 shows the fraction of the 2018 inventory by responsible agency for VOC, NO_x, SO_x, directly emitted PM_{2.5} and NH₃. The U.S. EPA and CARB have primary authority to regulate emissions from mobile sources. The U.S. EPA's authority primarily applies to aircraft, locomotives, ocean going vessels (OGVs), and some categories of on- and off-road mobile equipment. CARB also has authority over on-road categories and some off-road mobile and area source categories including OGV and consumer products, while the South Coast AQMD has direct authority over all point sources and most area sources, with limited authority over mobile sources. As shown in Figure 3-3, most of the NO_x and VOC emissions in the Basin are from sources that fall under the primary jurisdiction of the U.S. EPA and CARB. For example, the U.S. EPA and CARB have direct control over 85 percent and over 70 percent of the Basin's total NO_x and VOC emissions, respectively. Conversely, 58 percent of the SO_x emissions, 72 percent of the directly emitted PM_{2.5} emissions and 79 percent of the ammonia emissions are from sources under South Coast AQMD's authority. NO_x and VOC are important precursors to form ozone and PM_{2.5}, and SO_x and NH₃ along with directly emitted PM_{2.5}, contribute to the region's PM_{2.5} air quality. This illustrates that actions at the federal, state, and local levels are all needed to ensure the region attains the federal ambient air quality standards.

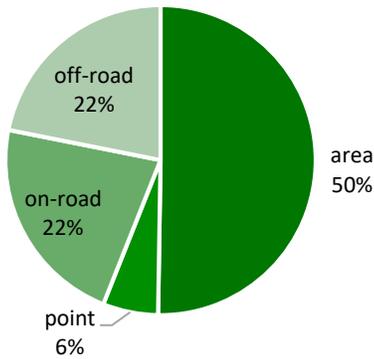
TABLE 3-1

 Summary of Emissions by Major Source Category in the South Coast Air Basin: 2018 Base Year
 Average Annual Day (tpd¹)

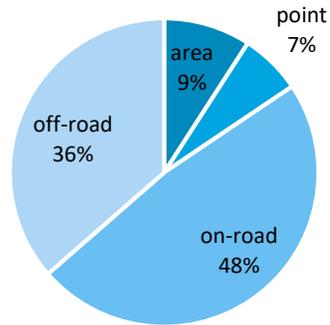
SOURCE CATEGORY	Annual Average					
	VOC	NOx	CO	SOx	PM2.5	NH3
STATIONARY SOURCES						
Fuel Combustion	10.4	23.2	40.4	1.3	4.8	7.6
Waste Disposal	13.9	1.4	0.7	0.4	0.3	5.5
Cleaning and Surface Coatings	37.3	0.0	0.1	0.0	1.6	0.2
Petroleum Production and Marketing	21.0	0.3	2.7	0.3	0.9	0.1
Industrial Processes	10.3	0.1	0.8	0.1	6.7	9.4
Solvent Evaporation:						
Consumer Products	87.6	0.0	0.0	0.0	0.0	0.0
Architectural Coatings	11.5	0.0	0.0	0.0	0.0	0.0
Others	2.3	0.0	0.0	0.0	0.0	1.2
Misc. Processes	12.5	14.8	56.1	0.5	30.5	34.6
Residential Fuel Combustion	8.4	14.6	46.8	0.5	6.6	0.1
Paved Road Dusts	0.0	0.0	0.0	0.0	8.1	0.0
Cooking	1.9	0.0	0.0	0.0	11.5	0.0
Others	2.1	0.3	9.3	0.0	4.3	34.5
RECLAIM SOURCES	0.0	17.8	0.0	5.5	0.0	0.0
Total Stationary Sources	206.8	57.7	100.7	8.2	44.8	58.6
MOBILE SOURCES						
On-Road Vehicles	81.6	177.9	760.3	1.7	11.4	14.2
Off-Road Vehicles	80.8	134.9	691.3	4.1	6.3	0.2
Total Mobile Sources	162.4	312.8	1,451.6	5.8	17.6	14.4
TOTAL	369.2	370.5	1,552.3	14.0	62.4	72.9

¹ Values may not sum due to rounding errors

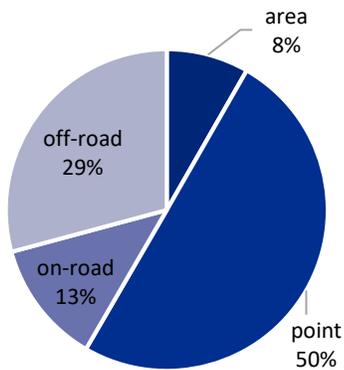
VOC Emissions: 369 tons/day



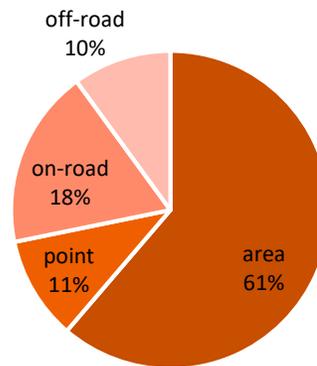
NOx Emissions: 370 tons/day



SOx Emissions: 14 tons/day



PM2.5 Emissions: 62 tons/day



NH3 Emissions: 73 tons/day

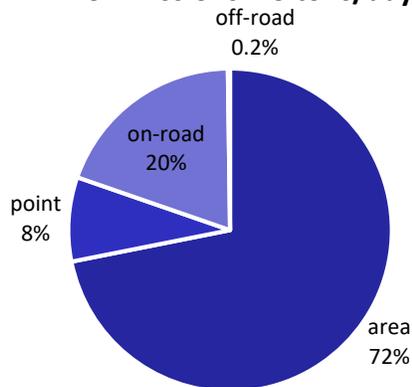


FIGURE 3-2

Relative Contribution by Source Category to 2018 Emission Inventory.

*Values are rounded to nearest integer and may not sum due to rounding.

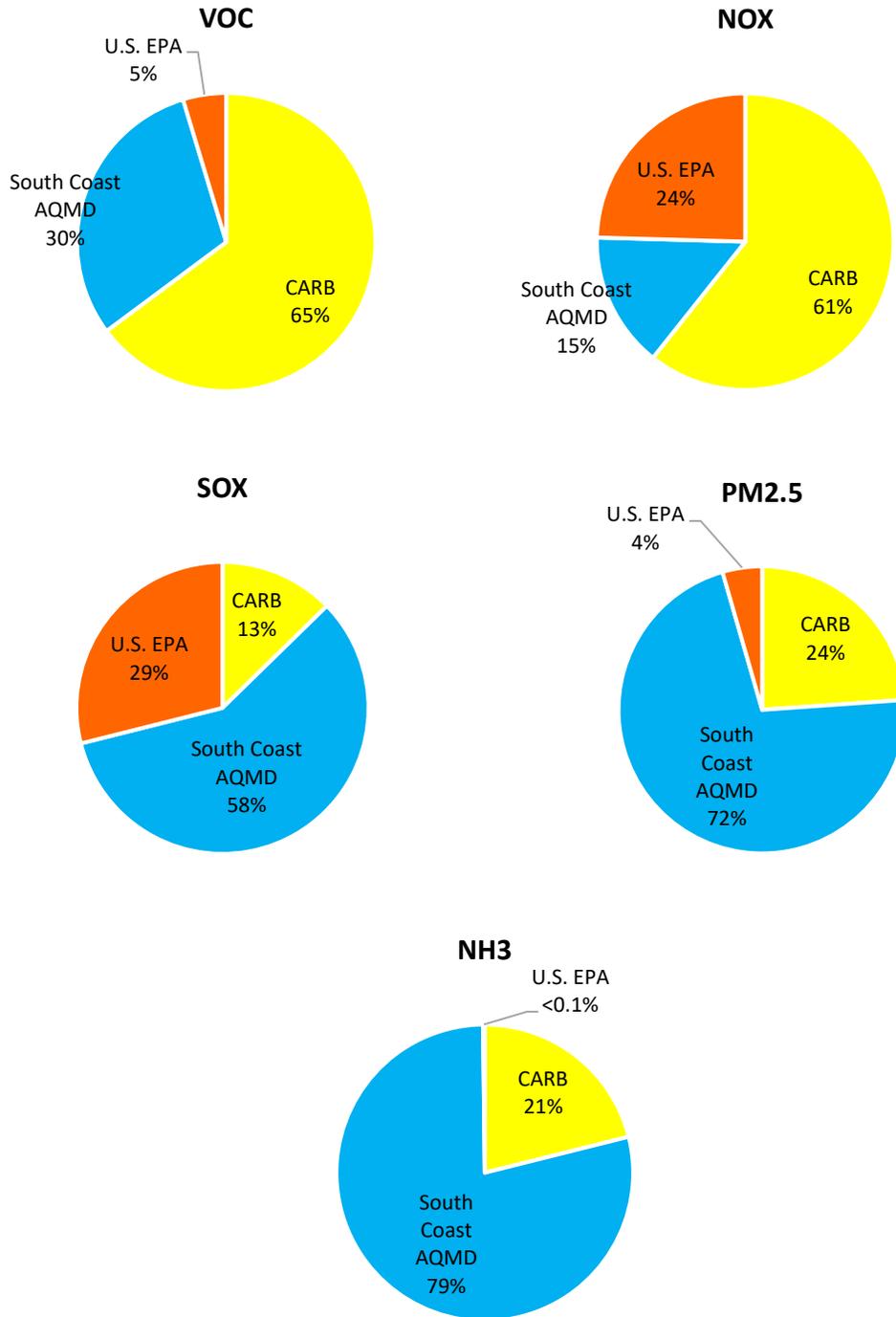


FIGURE 3-3

2018 Annual Emission Inventory Agency Primary Responsibility

*Values are rounded to nearest integer and may not sum due to rounding.

Future Emissions

Stationary and off-road mobile sources, except for OGV, in the 2023 future emissions inventory in this Plan were projected using growth and control factors developed for the 2016 AQMP, while OGV emissions were projected using later estimates from the 2018 updates to the California SIP Plan¹⁹ to reflect a slower turnover to cleaner vessels. On-road mobile source emissions were projected using EMFAC 2017 emission factors applied to the 2023 vehicle activity projected in SCAG's 2016 RTP.

Future-year stationary source emissions are divided into RECLAIM and non-RECLAIM point source emissions and area sources. RECLAIM stands for REgional CLean Air Incentives Market is the world's first comprehensive market program to reduce NOx and SOx emissions using a cap-and-trade approach. Future NOx and SOx emissions from RECLAIM point sources are estimated based on their allocations as specified by South Coast AQMD Rule 2002 –Allocations for NOx and SOx. The forecasts for area source emissions were derived for the 2016 AQMP using: (1) emissions from the 2012 base year, (2) expected controls based on implementation of South Coast AQMD's rules as reflected in the 2016 AQMP, and (3) activity growth in various source categories between the base and future years. Chapter 3 and Appendix III of the 2016 AQMP provide more information on how the emissions were projected. Non-RECLAIM point sources were derived similarly to area sources, but projections were based on reported 2018 emissions.

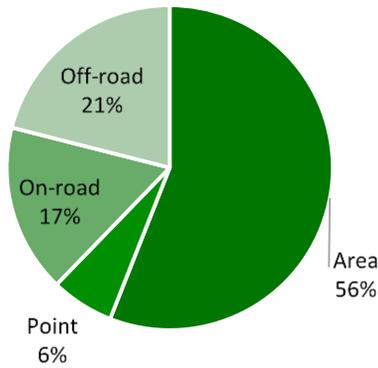
The 2023 projected emissions reflect already adopted rules and regulations implemented up to and including 2023. Tables 3-2 presents the annual average emissions for 2023. Emissions inventories for the attainment year and the Reasonable Further Progress (RFP) milestone years (2020 and 2026) as well as the base year can be found in Appendix I.

For mobile sources, NOx emissions are expected to decrease due to existing regulations such as engine standards for new and existing on-road and off-road mobile sources and in-use fleet requirements. Emissions from on-road mobile sources are projected to decline for all pollutants from 2018 to 2023. Off-road emissions are also expected to decline, except for CO and SOx. Emissions from stationary sources, except for NOx and NH3, are expected to increase due to an increase in population and economic activity. Figure 3-4 illustrates the relative contribution to the 2023 inventory by source category. A comparison of Figures 3-2 and 3-4 indicates that the mobile category continues to be the largest contributor to NOx emissions. Figure 3-5 compares the annual average emissions of VOC and NOx between 2018 and 2023 for the four major categories. PM2.5 emissions are dominated by area sources with cooking, demolition, and road dust categories as main contributors. Because of the growth in population, economic activity and vehicle miles travelled (VMT), and existing regulations, the area source contribution to PM2.5 is projected to increase from 61 percent in 2018 to 64 percent in 2023. Emissions from paved road dust are

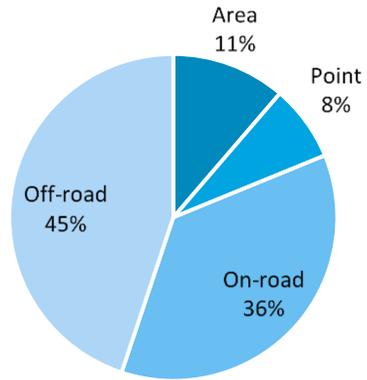
¹⁹ CARB 2018 Updates to the California State Implementation Plan, Available at <https://ww3.arb.ca.gov/planning/sip/2018sipupdate/2018update.pdf>.

proportional to VMT and they are categorized as area sources, and not as an on-road mobile source. Point sources are the major contributor to SO_x; 50 percent in 2018 and 51 percent in 2023 followed by aircraft and ocean-going vessels which are the second and third largest SO_x emitters. Finally, emissions of NH₃ are expected to decline slightly, due to decreases in on-road mobile and area sources.

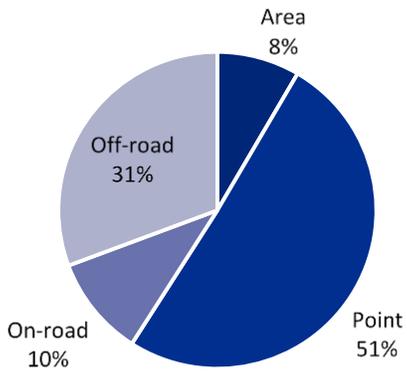
VOC Emissions: 345 tons/day



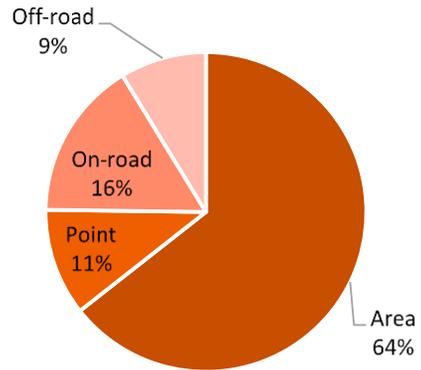
NOx Emissions: 277 tons/day



SOx Emissions: 15 tons/day



PM2.5 Emissions: 62 tons/day



NH3 Emissions: 72 tons/day

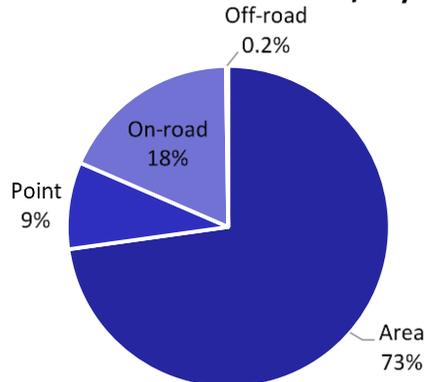


FIGURE 3-4

Relative Contribution by Source Category to 2023 Annual Emission Inventory

*Values are rounded to nearest integer and may not sum due to rounding.

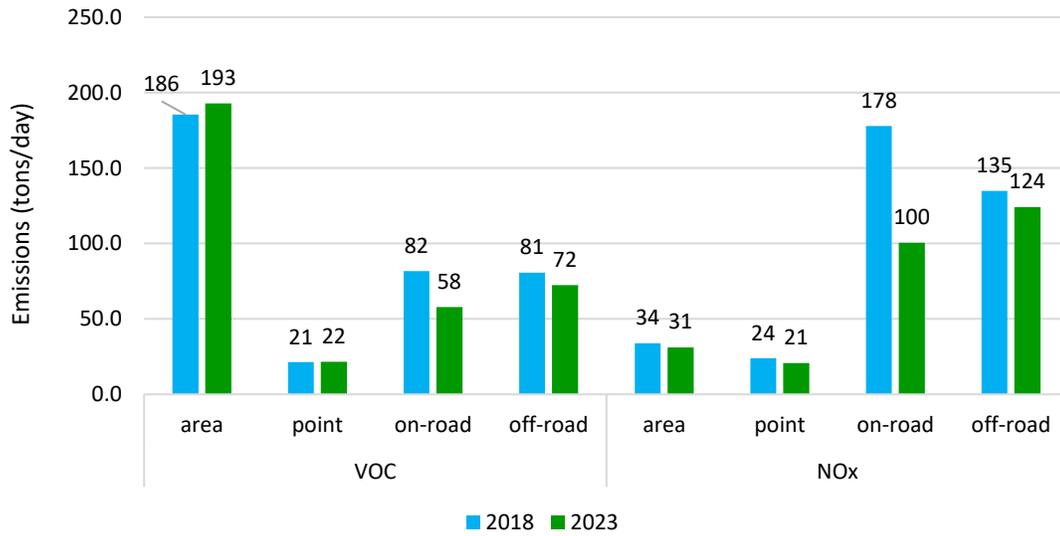


FIGURE 3-5
 Comparison of NOx and VOC Annual Average Emission Inventory in
 Year 2018 and 2023 By Major Source Category

TABLE 3-2

 Summary of Emissions By Major Source Category: 2023 Baseline Average Annual Day (tpd¹)

SOURCE CATEGORY	Annual Average					
	VOC	NOx	CO	SOx	PM2.5	NH3
STATIONARY SOURCES						
Fuel Combustion	10.3	22.4	40.6	1.5	4.9	7.5
Waste Disposal	15.1	1.5	0.7	0.5	0.3	5.8
Cleaning and Surface Coatings	41.4	0.0	0.1	0.0	1.7	0.2
Petroleum Production and Marketing	19.8	0.3	2.7	0.3	0.9	0.1
Industrial Processes	10.9	0.1	0.8	0.1	7.1	9.4
Solvent Evaporation:						
Consumer Products	90.1	0.0	0.0	0.0	0.0	0.0
Architectural Coatings	12.0	0.0	0.0	0.0	0.0	0.0
Others	2.5	0.0	0.0	0.0	0.0	1.1
Misc. Processes	12.4	13.2	55.7	0.5	31.7	34.3
Residential Fuel Combustion	8.4	12.9	46.4	0.5	6.5	0.1
Paved Road Dust	0.0	0.0	0.0	0.0	8.5	0.0
Cooking	2.0	0.0	0.0	0.0	12.1	0.0
Others	2.0	0.3	9.3	0.1	4.5	34.2
RECLAIM SOURCES ²	0.0	14.5	0.0	6.1	0.0	0.0
Total Stationary Sources	214.5	52.0	100.6	9.0	46.5	58.4
MOBILE SOURCES						
On-Road Vehicles	57.8	100.4	535.6	1.6	9.9	13.1
Off-Road Vehicles	72.5	124.2	720.0	4.7	5.4	0.2
Total Mobile Sources	130.3	224.6	1,255.5	6.2	15.3	13.2
TOTAL	344.8	276.6	1,356.2	15.2	61.8	71.6

¹ Values are rounded to nearest integer and may not sum due to rounding

² Includes 2015 RECLAIM NOx shaves

Top Ten Source Categories (2018 and 2023)

The top ten sources of criteria pollutants in the annual inventories for 2018 and 2023 are briefly discussed in this section. Figures 3-6 and 3-7 provide the top ten categories for VOCs for the years 2018 and 2023, respectively. Consumer products are the largest contributors to VOC emissions, and are expected to continue to grow through 2023 due to the projected growth in population. Other VOC sources from industrial activities, such as coating and degreasing processes, are also expected to increase due to the increased industrial activity. In contrast, on-road emissions from light and medium duty vehicles decline from 2018 to 2023 as a result of existing regulations. Off-road equipment which include commercial/industrial, lawn and garden, construction/mining and various other mobile equipment rank the 2nd highest source of VOCs in 2023. The top 10 categories account for 72 percent of the total VOC inventory in 2018 and 71 percent in 2023.

Figures 3-8 and 3-9 show the top ten categories for NO_x emissions for 2018 and 2023, respectively. Mobile source categories remain the predominant contributor to NO_x emissions. Heavy-duty diesel trucks, off-road equipment, and ocean-going vessels are the top three emitters on the list for both years. NO_x emissions from all top emitters are projected to decline from 2018 to 2023, except for ocean-going vessels and aircraft. The top ten categories account for 76 percent of the total NO_x inventory in 2018, and 77 percent in 2023.

Figures 3-10 to 3-11 show the top ten source categories for SO_x emissions in the years 2018 and 2023. The main contributors to SO_x emissions represent a wide variety of sectors that include RECLAIM facilities, fuel combustion for industrial applications, and on-road and off-road sources. SO_x emissions from the off-road mobile category are expected to increase reflecting increased activities at the ports and airports. The top 10 categories represent 90 percent of the SO_x emissions in 2018 and 91 percent in 2023.

Figures 3-12 and 3-13 show the top ten source categories for primary PM_{2.5} in 2018 and 2023, respectively. Commercial and industrial cooking and paved road dust are the largest contributors to PM_{2.5} emissions and are expected to increase slightly between 2018 and 2023, due to increased population and traffic activity. The top ten categories represent 72 percent of the total primary PM_{2.5} inventory in 2018 and 74 percent in 2023.

Figures 3-14 and 3-15 show the top ten source categories for ammonia (NH₃) in 2018 and 2023, respectively. Miscellaneous processes, which include human perspiration and respiration, human and pet waste, household ammonia use, cigarette smoke and domestic fertilizer use, are the largest contributor to total ammonia emissions. Other industrial and farming activities, and on-road sources also contribute to total NH₃ emissions. The top ten categories represent 92 percent of the total ammonia inventory in 2018 and 91 percent in 2023.

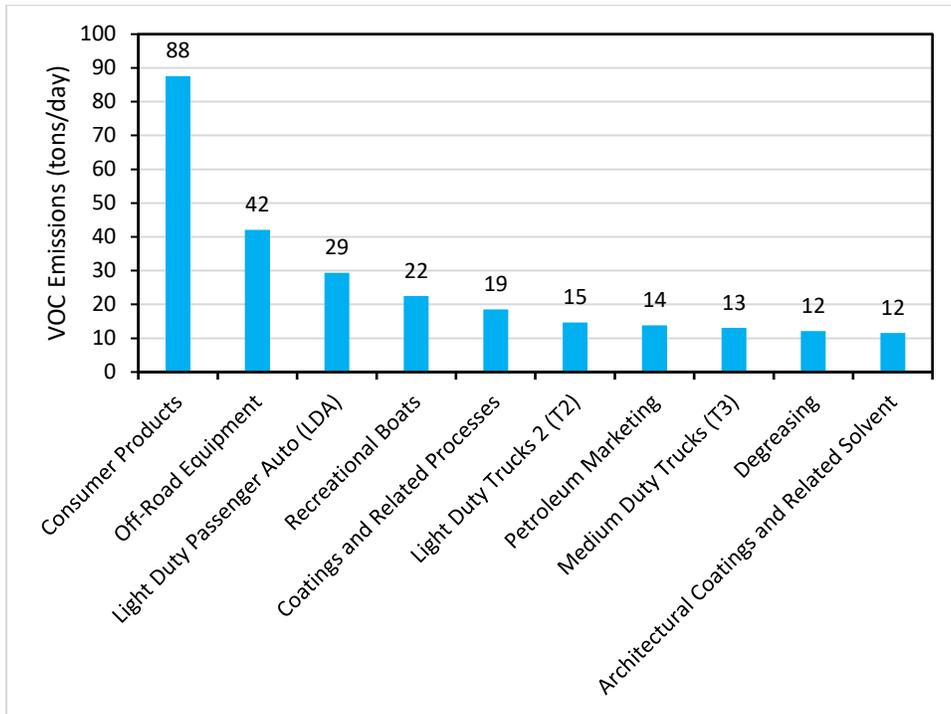


FIGURE 3-6
Top Ten Emitter Categories for VOC in 2018 (Annual Average)

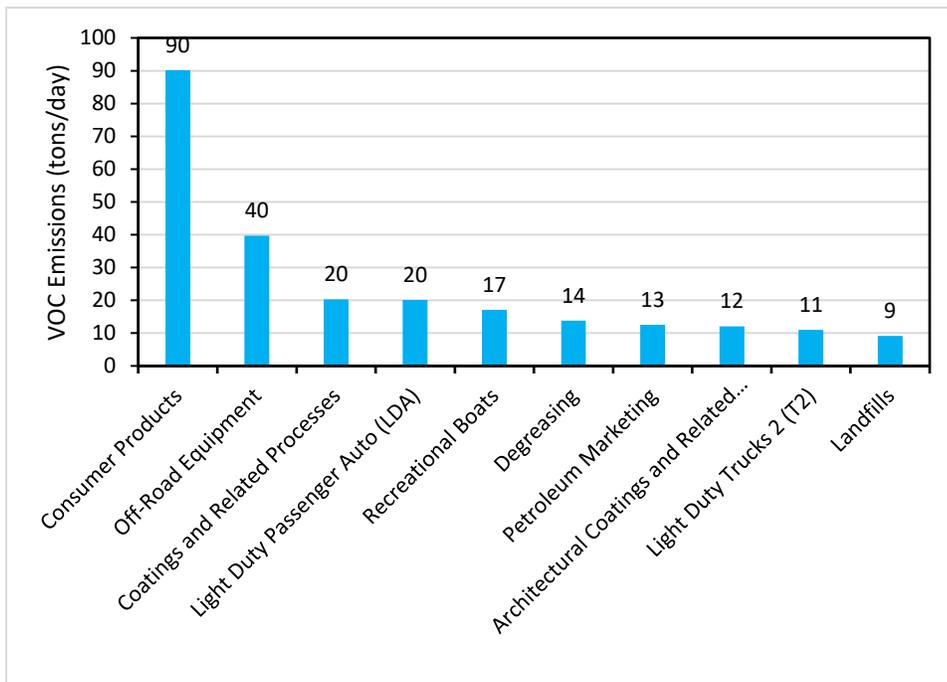


FIGURE 3-7
Top Ten Emitter Categories for VOC in 2023 (Annual Average)

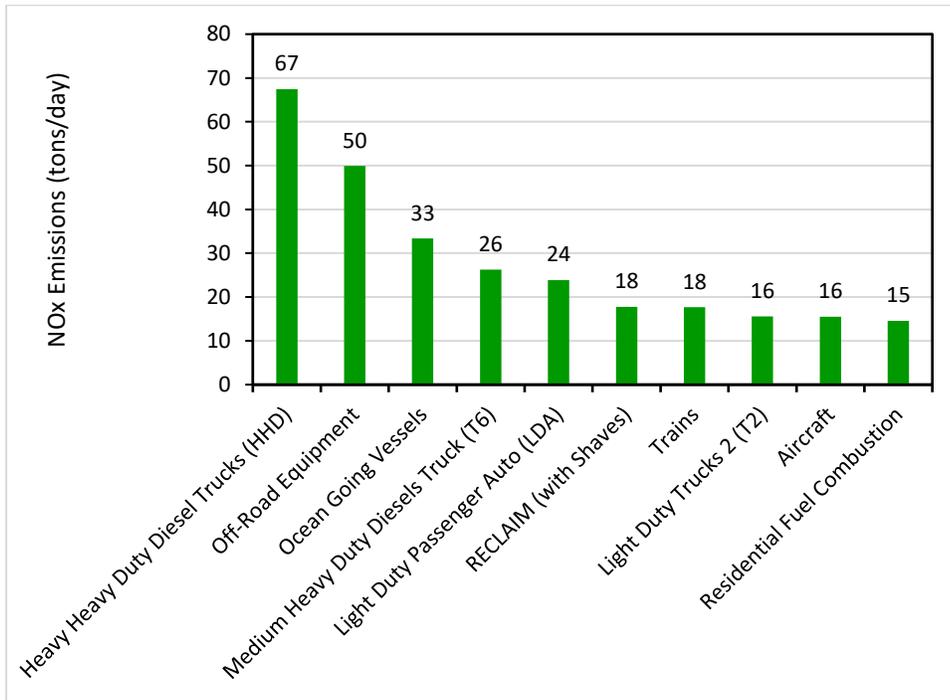


FIGURE 3-8

Top Ten Emitter Categories for NOx in 2018 (Annual Average)

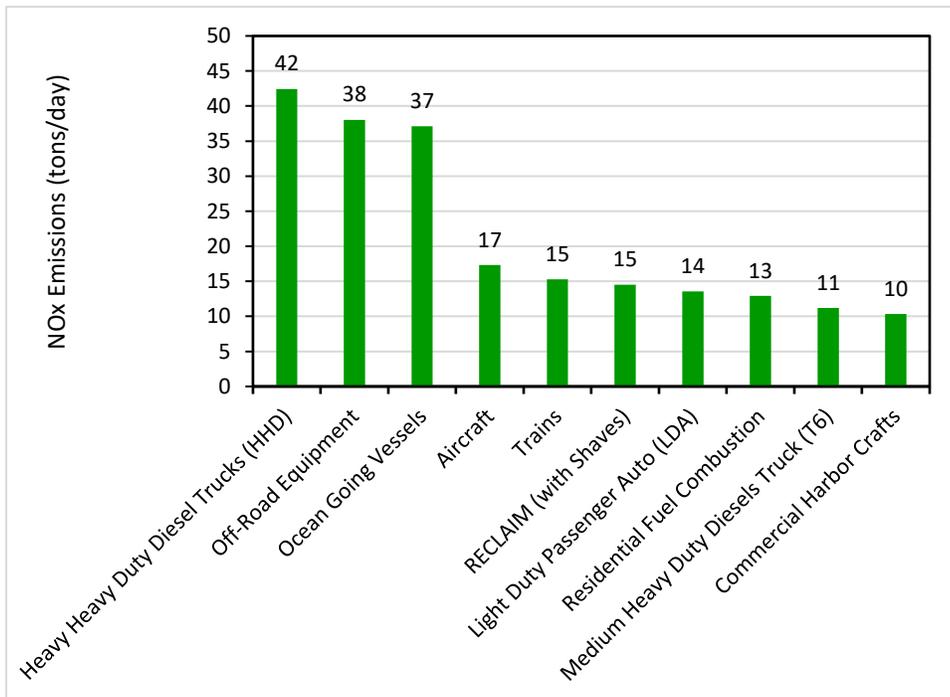


FIGURE 3-9

Top Ten Emitter Categories for NOx in 2023 (Annual Average)

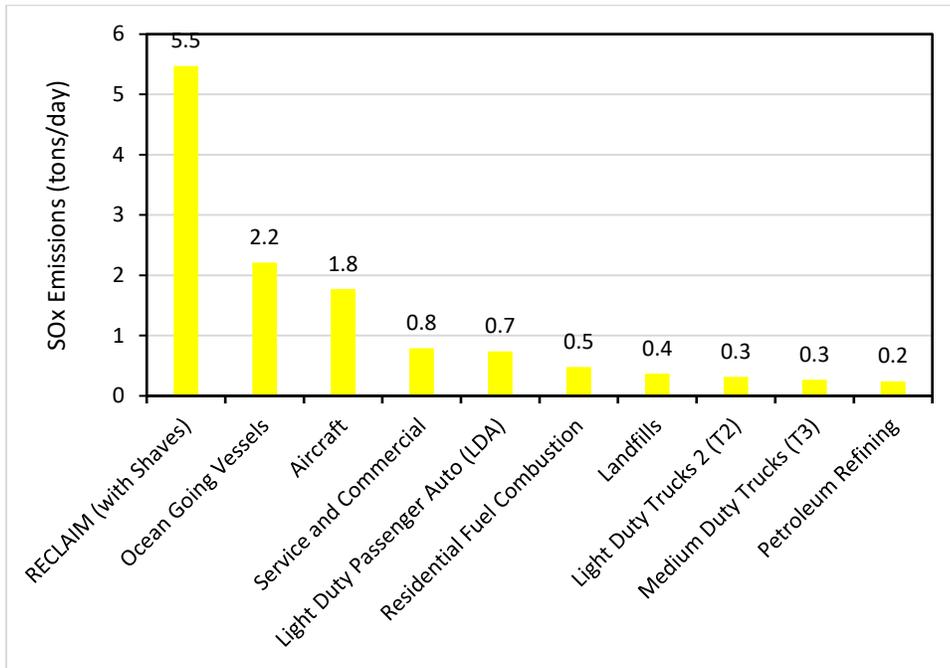


FIGURE 3-10
Top Emitter Categories for SOx in 2018 (Annual Average)

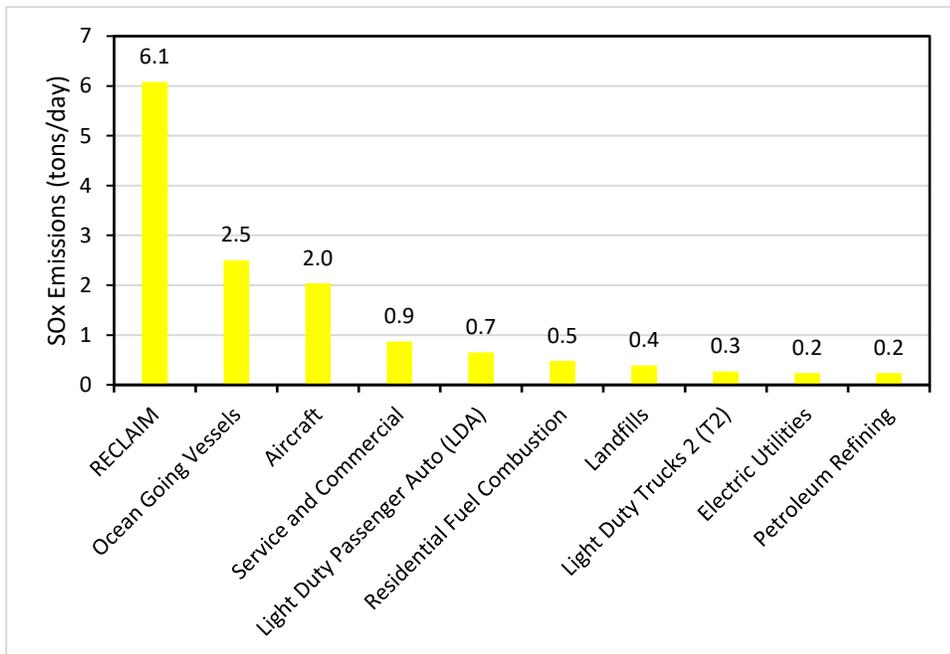


FIGURE 3-11
Top Emitter Categories for SOx in 2023 (Annual Average)

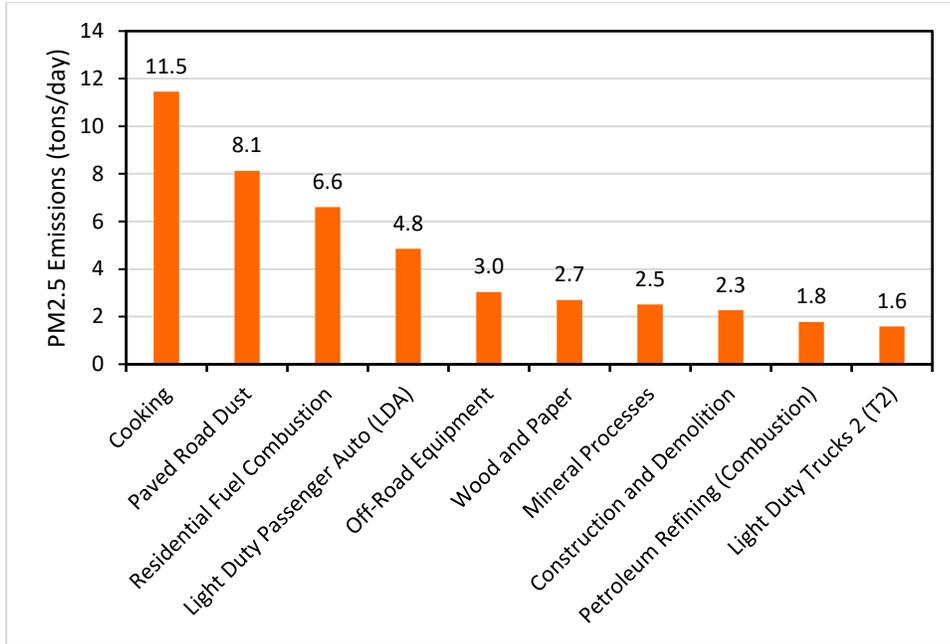


FIGURE 3-12

Top Ten Emitter Categories for Directly Emitted PM2.5 in 2018 (Annual Average)

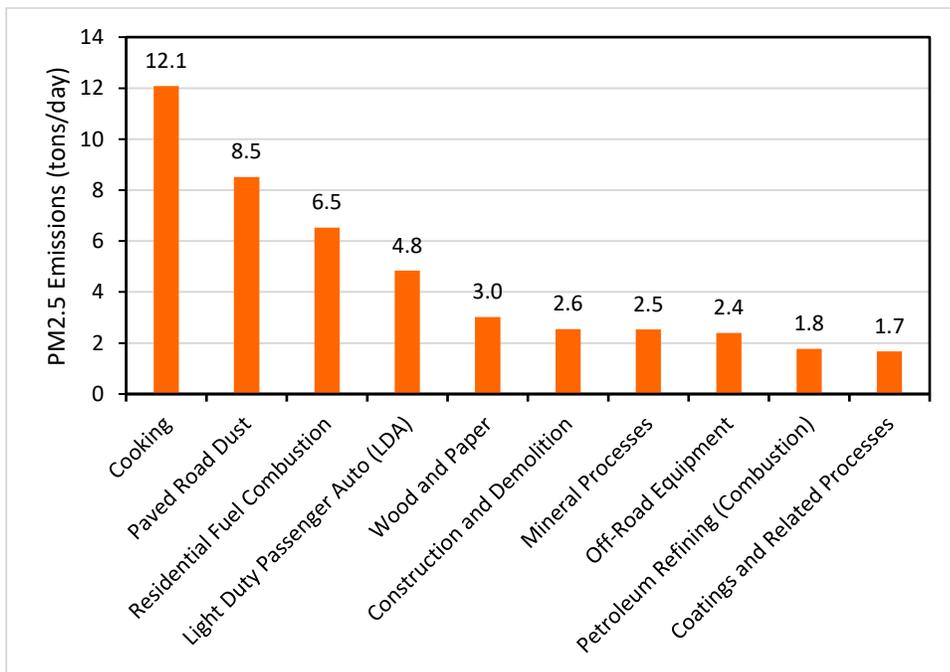


FIGURE 3-13

Top Ten Emitter Categories for Directly Emitted PM2.5 in 2023 (Annual Average)

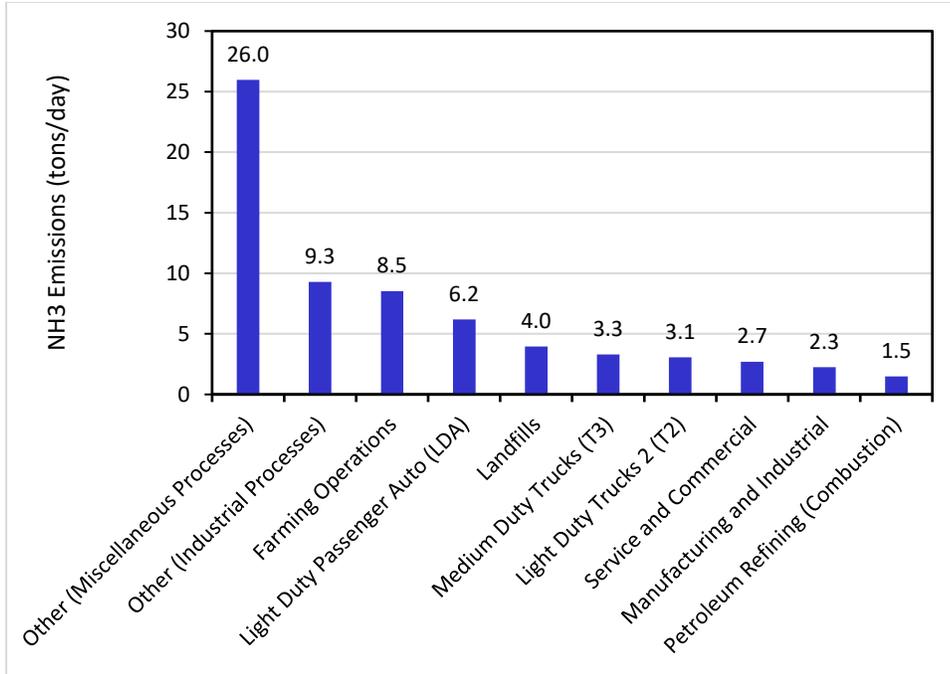


FIGURE 3-14

Top Ten Emitter Categories for Directly Emitted NH3 in 2018 (Annual Average)

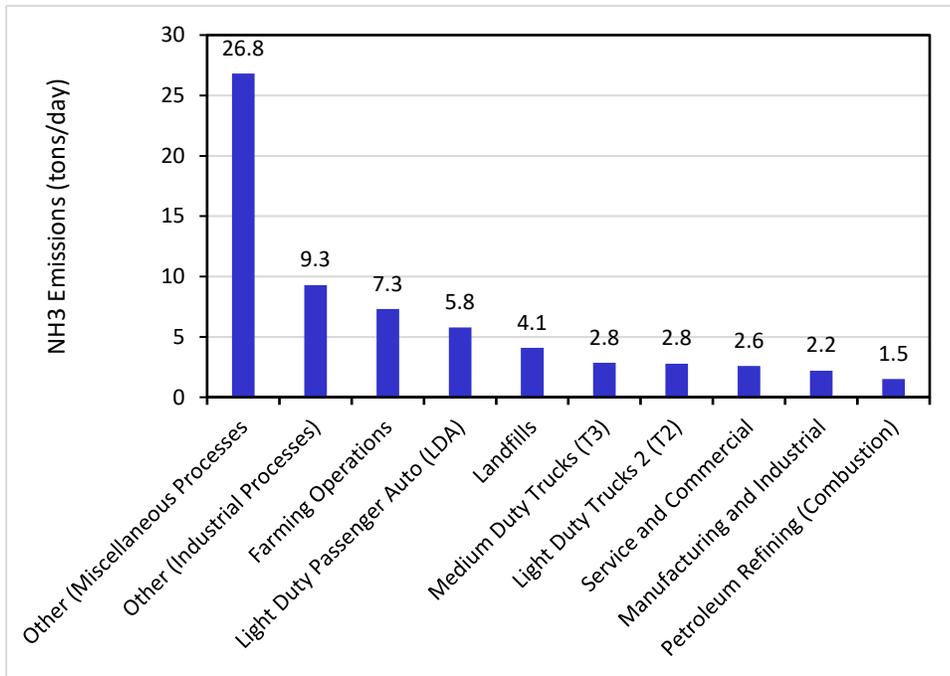


FIGURE 3-15

Top Ten Emitter Categories for Directly Emitted NH3 in 2023 (Annual Average)

Condensable and Filterable Portions of PM2.5 Emissions

Per PM2.5 NAAQS final implementation rule²⁰, the SIP emissions inventory is required to identify the condensable and filterable portions of PM2.5 separately, in addition to primary PM2.5 emissions. Primary PM emissions consist of condensable and filterable portions. Condensable PM is the material that is in vapor phase in stack conditions. The U.S. EPA's Air Emissions Reporting Requirements (AERR) requires states to report annual emissions of filterable and condensable components of PM2.5 and PM10, "as applicable," for large sources for every inventory year and for all sources every third inventory year, beginning with 2011.²¹ Subsequent emissions inventory guidance²² from the U.S. EPA clarifies the meaning of the phrase "as applicable" by providing a list of source types "for which condensable PM is expected by the AERR." Filterable PM comprises "particles that are directly emitted by a source as a solid or liquid [aerosol] at stack or release conditions." Primary PM2.5 is the sum of condensable and filterable PM2.5 emissions. Category specific conversion factors developed by CARB and used in the Imperial County 2018 SIP²³ were applied in the current analysis to estimate condensable PM and then filterable PM was calculated by subtracting the condensable from the total PM2.5 primary emissions. The baseline 2018, future attainment year 2023, and the RFP milestone years 2020 and 2026 are included in the analysis. Details on the condensable and filterable PM2.5 emissions are provided in Appendix I of this Plan.

Uncertainties in the Emissions Inventory

An effective AQMP/State Implementation Plan requires a complete and accurate emissions inventory. Over the years, significant improvements have been made to quantify emission sources for which control measures are developed. Increased use of continuous monitoring and source testing has contributed to the improvements in point source inventories. Technical assistance provided to facilities and auditing of reported emissions by the South Coast AQMD have also improved the accuracy of the point source emissions inventory. Area source inventories that rely on average emission factors and regional activity data have inherent uncertainties. Industry-specific surveys and source-specific studies during rule development have also provided certain degree of refinements to these emissions estimates. Mobile source inventories are also continuously updated and improved. As described earlier, many improvements are included in the on-road mobile source model EMFAC 2017, which estimates emissions from trucks, passenger cars, and buses. Improvements and updates are also included in the off-road models. Overall, the emissions inventory in this Plan is based on the most current data and methodologies, resulting in the most accurate inventory available.

²⁰ 40 CFR 51.1008(a)(1)(iv).

²¹ 40 CFR §51.15(a)(1) and §51.30(b)(1).

²² USEPA. 2017. Emissions Inventory Guidance for Implementation of Ozone and Particulate Matter National Ambient Air Quality Standards (NAAQS) and Regional Haze Regulations. Available at: https://www.epa.gov/sites/production/files/2017-7/documents/ei_guidance_may_2017_final_rev.pdf.

²³ Imperial County 2018 Annual Particulate Matter less than 2.5 microns in Diameter State Implementation Plan, April 2018. Available at https://ww3.arb.ca.gov/planning/sip/planarea/imperial/final_2018_ic_pm25_sip.pdf.

Relative to future emissions, there are many challenges inherent in making accurate growth projections, such as where vehicle trips will occur, distribution between various modes of transportation (such as trucks and trains), as well as estimates for population growth and the number and type of jobs. Forecasts are made with the best information available; nevertheless, there is uncertainty in emissions projections. AQMP updates are generally developed every three to four years, thereby allowing for frequent updates and improvements to the inventories. Interim SIP revisions between AQMPs also provide an opportunity to revisit assumptions and data used in the emissions development and to update the inventory based on best available data. In sum, the emission projected for future years in this Plan represent a reasonable forecast with the best available information and latest updates to all sectors.

4. CONTROL STRATEGY

The overall control strategy for meeting the 2006 PM2.5 standard in the Basin is based on the continued implementation of existing South Coast AQMD and CARB regulations and programs over the next few years. With the Basin being close to attainment, the emissions reductions associated with these measures are expected to provide the needed reductions. Also, recently adopted regulations, discussed in this section, will provide additional emission reductions which will further ensure attainment of the standard before the attainment date. Chapter 5 presents future air quality and provides details on the air quality modeling analysis and attainment demonstration.

The 2016 PM2.5 Plan discussed the five primary pollutants that contribute to the mass of the ambient aerosol (*i.e.*, directly emitted PM2.5, NO_x, SO_x, VOC, and ammonia). Various combinations of reductions in these pollutants could be effective in improving PM2.5 air quality. Given the Basin's challenge to attain the federal ozone standards, in which the NO_x control path is the most effective and efficient strategy in meeting the 8-hour ozone standards, a comprehensive and integrated plan focusing on NO_x reduction was determined to be the most effective path to attain both PM2.5 and ozone standards for the Basin. The updated modeling analysis described in Chapter 5 further confirms this conclusion.

Since the PM2.5 standard was first promulgated in 1997, CARB and South Coast AQMD have made great progress in reducing PM2.5 levels over the last several decades. Emissions of NO_x, the most dominant PM precursor on elevated 24-hour PM2.5 days, have been reduced by 76% through implementation of existing regulations and programs, contributing to reductions in PM2.5 concentrations. Significant NO_x controls have been implemented in stationary sources, including engine standards, retrofitting existing sources with add-on controls (e.g., selective catalytic reduction), equipment modification (e.g., low-NO_x burners), and replacement of old high-emitting equipment with new and cleaner units. Aggressive NO_x controls have also been implemented for mobile sources including emission standards, fleet requirements, alternative fuels, repowering with cleaner engines, and incentive programs. VOC reductions have been achieved through reformulations in consumer products, solvents, adhesives, and coatings. SO_x emissions have reduced substantially through implementation of Ocean Going Vessel Fuel Regulation by CARB as well as mandatory SO_x RECLAIM reductions. In addition to the above-mentioned regulations and programs, reductions of directly emitted PM2.5 have also been achieved through stationary source regulations on significant PM sources such as residential wood burning and under-fired charbroilers and mobile source regulations for heavy-duty trucks, off-road equipment and OGVs.

This chapter describes existing regulations and programs providing emission reductions for the attainment of the 2006 PM2.5 standard by 2023. In addition, this chapter describes the recently adopted regulations and programs since the adoption of the 2016 AQMP. These newly adopted measures will provide additional reductions beyond the existing regulations and give further assurance for meeting the 2006 24-hour PM2.5 standard by the 2023 attainment date.

South Coast AQMD Existing Regulations and Programs Providing Emission Reductions in Future Baseline Emissions

South Coast AQMD has implemented aggressive PM2.5 and PM2.5 precursor emission reduction strategies in the past several decades to attain the federal PM2.5 standards in the Basin. The emissions benefits of these regulations and programs are reflected in the future baseline emissions inventory which is used for air quality modeling and attainment demonstration purposes. These emissions reflect the specific control requirements in existing rules and regulations as well as the natural turnover of engines, equipment, and appliances. Appendix II provides a complete list of the South Coast AQMD's existing PM2.5, NOx, VOC, NH3 and SOx rules and regulations.

The following is a brief description of the South Coast AQMD's adopted rules for stationary sources that are not yet fully implemented and will provide further emission reductions in the next few years.

- RECLAIM Program (Regulation XX)

The NOx RECLAIM regulation, a cap-and-trade program first adopted in 1993, has been revised several times to reduce NOx emissions from the largest NOx emitting stationary sources within the South Coast AQMD's jurisdictional boundary. It has promoted additional NOx reductions by allocating and re-assessing RECLAIM Trading Credits (RTC) which periodically decline based on assessments of Best Available Retrofit Control Technology (BARCT) for a wide range of NOx-emitting equipment, such as boilers, heaters, furnaces, ovens, kilns, coke calciner, fluid catalytic cracking units, internal combustion engines, and turbines. In 1994, the initial RECLAIM RTC allocation was 110 tons per day (tpd) of NOx, which will be reduced to 14.5 tpd in 2022. NOx RECLAIM is currently transitioning to a command-and-control regulatory structure to achieve source-specific and/or industry-specific BARCT level of NOx controls, which will provide further emission reductions (more details are provided in the next section under South Coast AQMD's Adopted Rules and Programs Since 2016 AQMP).

On November 5, 2010, the Governing Board of the South Coast AQMD adopted amendments to its Regional Clean Air Incentives Market (RECLAIM) program that result in cumulative reductions of 5.7 tons per day tpd, or more than 51 percent reduction, of SOx from all RECLAIM facilities by 2019.

- Rule 1111 (Reduction of NOx Emissions from Natural-Gas-Fired, Fan-Type Central Furnaces) and CLEANair Furnace Rebate Program

Rule 1111 was originally adopted in 1978 to reduce NOx emissions from natural-gas-fired, fan-type central furnaces used for residential and commercial space heating. Rule 1111 was amended in 2009 to lower the NOx emission limit from 40 to 14 ng/Joule (ng/J), and was again amended in 2014 to include a mitigation fee option where manufacturers can pay a

per-unit fee in lieu of meeting the Ultra Low-NO_x emission limit of 14 ng/J. In addition, through the CLEANair Furnace Rebate Program, South Coast AQMD provides an incentive to residents who purchase and install a compliant furnace that meets the Rule 1111 NO_x emission limit. Emission reduction benefits from implementation of Rule 1111 will continue beyond 2026.

- Rule 1146.2 (Large Water Heater, Small Boilers and Process Heaters)
The 1998 adoption of Rule 1146.2 established NO_x emission limits for large water heaters and small boilers ranging from 75,000 Btu/hr up to and including 2 million Btu/hr (MMBtu/hr). New water heaters or boilers greater than 0.4 MMBtu/hr and less than or equal to 2 MMBtu/hr were required to meet an emission limit of 30 ppm of NO_x. New units from 75,000 Btu/hr to 0.4 MMBtu/hr were required to meet a NO_x emission limit of 55. Rule 1146.2 was amended in May 2006 to address NO_x emission limits for new equipment. With the exception for small pool heaters rated less than or equal to 400,000 Btu/hr, new manufactured units greater than 400,000 Btu/hr must meet a NO_x emission limit of 20 ppm starting January 1, 2010. Most new manufactured units less than or equal to 400,000 Btu/hr must meet a 20 ppm NO_x limit by January 1, 2012. Pool heaters rated less than or equal to 400,000 Btu/hr, will continue to meet the existing limit of 55 ppm. Emission reduction benefits from implementation of Rule 1146.2 will continue until 2020.
- Rule 1147 (NO_x Reductions from Miscellaneous Sources)
Under Rule 1147, equipment requiring South Coast AQMD permits that are not regulated by other NO_x rules must meet an emission limit of 30 or 60 parts per million (ppm) of NO_x depending upon equipment type and process temperature. Compliance dates for emission limits are based on the date of equipment manufacture and emission limits are applicable to older equipment first. Owners of existing equipment are provided at least 15 years of use before they must meet rule emission limits. Specific categories of newer units have later compliance dates. Smaller and low emission units get more time to comply with emission limits than larger units. These small sources are not subject to rule emission limits until they are at least 20 years old. These units are required to demonstrate compliance with rule emission limits starting July 1, 2017. Rule 1147 was amended in September 2011 to delay implementation dates up to two years, remove a requirement for fuel or time meters and provide compliance flexibility for small and large sources. Emission reduction benefits from implementation of Rule 1147 will continue until 2023.

In addition to the regulatory approach, South Coast AQMD has also implemented incentive funding programs to encourage the immediate use of commercially available, low, near-zero and zero emissions mobile and stationary technologies. These incentive programs provide ongoing emission reductions from a variety of source categories. Examples of those incentive programs include:

- Carl Moyer Memorial Air Quality Standards Attainment Program for heavy-duty diesel engines retrofit and replacement with cleaner technologies;
- Clean School Buses Incentives for public school districts to purchase new alternative fuel school buses in order to retire their older polluting diesel buses and to replace expired alternative fuel bus tanks;
- Electric Lawn and Garden Equipment Program cleans the air through the replacement of gasoline-powered residential lawn mowers and commercial lawn and garden equipment with lower emission models at substantial discounts;
- Surplus Off-Road Opt-In for NO_x (SOON) Program for the purchase of low-emission heavy-duty engines for off-road diesel fleet vehicles;
- Proposition 1B – Goods Movement Emissions Reduction Program to reduce diesel air pollution from goods movement operations;
- Enhanced Fleet Modernization Program (EFMP) for retirement of older higher polluting vehicles;
- Volkswagen Environmental Mitigation Trust that provides funding to mitigate excess emissions from the heavy-duty sector through the replacement or repower of older, heavy-duty vehicles, engines and equipment with zero emission and other clean technologies; and
- Mobile Source Air Pollution Review Committee (MSRC) Clean Transportation Initiative that the MSRC is partnering with South Coast AQMD to enhance the initiatives available under the On-Road Heavy-Duty Voucher Incentive Program (VIP). The VIP provides funding to owners/operators with fleets of 10 or fewer vehicles to replace older vehicles with engine models that are 2013 emissions-compliant or newer to help clean up emissions from older, more polluting vehicles.

These incentive programs have resulted in early emission reductions of PM_{2.5} and PM_{2.5} precursors from on-road and off-road mobile sources beyond existing regulations.

South Coast AQMD Adopted Rules and Programs Since 2016 AQMP But Not Yet Reflected in the Inventory

Since the adoption of the 2016 AQMP, South Coast AQMD has adopted several rules and programs to further reduce NO_x and VOC emissions. While emissions reductions from existing regulations and programs are expected to provide the needed reductions for attaining the 2006 PM_{2.5} standard, the recently adopted rules and regulations would provide additional emission reductions benefits and assurances towards attainment.

Table 4-1 summarizes NO_x and VOC rules that have been adopted or amended by the South Coast AQMD since the 2016 AQMP. Pursuant to directives listed in control measure CMB-05 of the 2016 AQMP and in recently adopted state statute (AB 617), RECLAIM facilities are subject to an expedited schedule to implement additional BARCT no later than December 31, 2023. As a result, Rules 1110.2, 1117, 1134, 1135, and 1146 series have been adopted and/or amended in the 2018-2020 timeframe to implement CMB-05 and AB 617. Rule 1110.2 (Emissions from Gaseous- and Liquid-Fueled Engines) reduces emissions of NO_x, VOC, and CO from all stationary and portable engines rated over 50 rated brake horsepower (bhp). Rule 1117 (Emissions of Oxides of Nitrogen from Glass Melting Furnaces) establishes NO_x and SO_x emission standards for container glass melting and sodium silicate furnaces, including NO_x emission limits for auxiliary combustion equipment associated with container glass melting operations. Rules 1134 (Emissions of Oxides of Nitrogen from Stationary Gas Turbines) and 1135 (Emissions of Oxides of Nitrogen from Electricity Generating Facilities) apply to RECLAIM and non-RECLAIM facilities. Both rules include more stringent NO_x emission limits to reflect current BARCT and provide implementation timeframes to facilitate the transition of the NO_x RECLAIM program to a command-and-control regulatory structure. Amendments of Rule 1146 series (1146, 1146.1, and 1146.2) update the NO_x emission limits for boilers, heaters, and steam generators covered under these rules. The revised NO_x emission limits represent BARCT and apply to RECLAIM and non-RECLAIM facilities. The implementation of all these rule amendments (Rules 1110.2, 1117, 1134, 1135, and 1146 series) will result in approximately 5.7 tpd of NO_x reductions over the implementation schedule specified in these rules.

The 2016 AQMP also includes Facility-Based Mobile Source Measures covering marine ports (MOB-01), railyards (MOB-02), warehouse/distribution centers (MOB-03), commercial airports (MOB-04), and new development and redevelopment projects (EGM-01). These measures are intended to help achieve the emission reductions attributed to CARB's Further Deployment of Cleaner Technology measures by reducing emissions from these facilities through South Coast AQMD actions. In May 2018, the South Coast AQMD Governing Board directed staff to pursue various approaches for reducing emissions from these large indirect sources: a voluntary Memorandum of Understanding (MOU) approach with marine ports and commercial airports, and regulatory approaches for warehouses/distribution centers, railyards and new developments and re-development projects. In December 2019, the Facility-Based Mobile Source Control Measure for Commercial Airports (in the form of MOUs with the five commercial airports) was adopted with an expected reduction of 0.52 tpd of NO_x emissions in 2023. This measure implements the 2016 AQMP Control Measure MOB-04, Emission Reductions at Commercial Airports and applies to Los Angeles International Airport, John Wayne Airport, Hollywood Burbank Airport, Ontario International Airport, and Long Beach Airport.

Additional NO_x emission reductions are anticipated from continued implementation of existing incentive programs with future funding. Finally, additional reductions are anticipated from deployment of Metrolink's Tier 4 locomotives, which were not included in the 2016 AQMP emissions inventory. South Coast AQMD Rule 445 Wood-Burning Devices was amended in June 2020 to implement the backstop Contingency Control Measure BCM-09 in the 2016 AQMP and to address the CAA contingency measure requirements for the PM_{2.5} standards. The 2020 amendments extended the No-Burn day requirement Basin-wide when the daily PM_{2.5} air quality is forecast to exceed 30 µg/m³ in any source receptor area, providing additional emission reduction benefits beyond those incorporated in the baseline reductions from this source category. In addition, the No-Burn day thresholds will automatically be lowered upon the EPA's finding of failure to fulfill specific requirements as set forth in 40 CFR § 51.1014(a). The 2020 amendments of Rule 445 provide additional emission reductions in PM_{2.5} in 2020 and beyond.

TABLE 4-1

Rules and Programs Adopted or Amended by South Coast AQMD since 2016 AQMP (January 2016 to August 2020)

Source	Rule No – Rule Title	Adoption Date	Implementation End Date	VOC Reductions (tons per day)	NOx Reductions (tons per day)	PM Reductions (tons per day)	2016 AQMP Control Measure
Stationary	Rule 1113 – Architectural Coatings	2/5/2016 (Amended)	2019	0.88			CTS-01*
Stationary	Rule 1168 – Adhesive and Sealant Applications	10/6/2017 (Amended)	2023	1.38			CTS-01
Stationary	Rule 1135 – Emissions of Oxides of Nitrogen from Electricity Generating Facilities	11/2/2018 (Amended)	2024		1.7		CMB-01; CMB-05
Stationary	Rule 1146 – Emissions of Oxides of Nitrogen from Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters	12/7/2018 (Amended)	2023 (RECLAIM) / 2033 (Non-RECLAIM)		0.27 (RECLAIM) / 0.04 (Non-RECLAIM)		CMB-01; CMB-05
Stationary	Rule 1146.1 – Emissions of Oxides of Nitrogen from Small Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters						
Stationary	Rule 1146.2 – Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters						
Stationary	Rule 1118.1 – Control of Emissions from Non-Refinery Flares	1/4/2019 (Adopted)	2025	0.014	0.18		CMB-03
Stationary	Rule 1134 – Emissions of Oxides of Nitrogen from Stationary Gas Turbines	4/5/2019 (Amended)	2026		2.8		CMB-01; CMB-05
Stationary	Rule 1110.2 – Emissions from Gaseous- and Liquid-Fueled Engines	11/1/2019 (Amended)	2023		0.29		CMB-05; CMB-01
Stationary	Rule 1117 – Emissions from Container Glass Melting and Sodium Silicate Furnaces	6/5/2020 (Amended)	2023		0.57		CMB-05
Stationary	Rule 445 – Wood-Burning Devices	6/5/2020 (Amended)				0.070**	BCM-09
Mobile	Facility-Based Mobile Source Measure for Commercial Airports	12/6/2019	2023		0.52		MOB-04

* 2012 AQMP Control Measure

** Up to 0.27 tons per day per rule when all contingency measures are triggered

CARB Key Mobile Source Regulations and Programs Providing Emission Reductions in Future Baseline Emissions

Given the severity of California's air quality challenges and the need for ongoing emission reductions, CARB has implemented the most comprehensive mobile source emissions control program in the nation. CARB's ~~comprehensive~~ program relies on four fundamental approaches:

- Stringent emissions standards that minimize emissions from new vehicles and equipment;
- In-use programs that target the existing fleet and require the use of the cleanest vehicles and emissions control technologies;
- Cleaner fuels that minimize emissions during combustion; and
- Incentive programs that remove older, dirtier vehicles and equipment and replace those vehicles with the cleanest technologies.

This multi-faceted approach has spurred the development of increasingly cleaner technologies and fuels and achieved significant emission reductions across all mobile source sectors that go far beyond national programs or programs in other states. These efforts extend back to the first mobile source regulations adopted in the 1960s, and pre-date the federal CAA of 1970, which established the basic national framework for controlling air pollution. In recognition of the pioneering nature of CARB's efforts, the CAA provides California unique authority to regulate mobile sources more stringently than the federal government by providing a waiver of preemption for its new vehicle emission standards under Section 209(b). This waiver provision preserves a pivotal role for California in the control of emissions from new motor vehicles, recognizing that California serves as a laboratory for setting motor vehicle emission standards. Since then, CARB has consistently sought and obtained waivers and authorizations for its new motor vehicle and off-road regulations. CARB's history of progressively strengthening standards as technology advances, coupled with the waiver process requirements, ensures that California's regulations remain the most stringent in the nation. A list of regulatory actions CARB has taken since 1985 is provided at the end of this analysis to highlight the scope of CARB's actions to reduce mobile source emissions.

Since 2000, CARB adopted numerous regulations aimed at reducing exposure to diesel PM and NOx. These regulations are aimed at freight transport sources such as heavy-duty diesel trucks, transportation sources such as passenger cars and buses, and off-road sources such as large construction equipment. Phased implementation of these regulations will produce increasing emission reduction benefits through 2023 and beyond, as the regulated fleets are retrofitted, and as older and dirtier portions of the fleets are replaced with newer and cleaner models at an accelerated pace.

Further, CARB and South Coast AQMD staff work closely on identifying and distributing incentive funds to accelerate cleanup of engines. Key incentive programs include: Low Carbon Transportation, Air Quality Improvement Program, Volkswagen Mitigation Trust, Community Air Protection, Carl Moyer Program, Goods Movement Program, and Funding Agricultural Replacement Measures for Emission Reductions (FARMER). These incentive-based programs work in tandem with regulations to accelerate deployment of cleaner technology.

I) Light-Duty Vehicles

NOx emissions from light-duty vehicles and key programs contributing to those reductions in the Basin have been reduced significantly since 1990 and will continue to go down through 2023 due to the benefits of CARB's longstanding light-duty mobile source program. Key light-duty programs include the Advanced Clean Cars program (ACC), On-Board Diagnostics (OBD), Reformulated Gasoline (RFG), Incentive Programs, and the Enhanced Smog Check Program.

Since setting the nation's first motor vehicle exhaust emission standards in 1966 that led to the first pollution controls, California has dramatically tightened emission standards for light-duty vehicles. California is unique in that it is the only state authorized under the Clean Air Act to set more stringent mobile source standards than the federal standards. Through CARB regulations, today's new cars pollute 99 percent less than their predecessors did thirty years ago. In 1970, CARB required auto manufacturers to meet the first standards to control NOx emissions along with hydrocarbon emissions. The simultaneous control of emissions from motor vehicles and fuels led to the use of cleaner-burning RFG that has removed the emissions equivalent of 3.5 million vehicles from California's roads. Since CARB first adopted it in 1990, the Low-Emission Vehicle Programs (LEV and LEV II) and Zero-Emission Vehicle (ZEV) Program have resulted in the production and sales of hundreds of thousands of ZEVs in California.

i. Advanced Clean Cars

CARB's groundbreaking ACC program is now providing the next generation of emission reductions in California and ushering in a new zero emission passenger transportation system. The success of these programs is evident: California is the world's largest market for ZEVs, with over 21 models available today, and a wide variety are now available at lower price points, attracting new consumers. As of October 2019, Californians drive nearly 50 percent of all ZEVs on the road in the United States, while the U.S. makes up about half of the world market. This movement towards commercialization of advanced clean cars has occurred due to CARB's ZEV regulation, part of ACC, which affects passenger cars and light-duty trucks.

CARB's ACC Program, approved in January 2012, is a pioneering approach of a 'package' of regulations that - although separate in construction - are related in terms of the synergy developed to address both ambient air quality needs and climate change. The ACC program combines the control of smog, soot causing pollutants and greenhouse gas emissions into a single coordinated

package of requirements for model years 2015 through 2025. The program assures the development of environmentally superior cars that will continue to deliver the performance, utility, and safety vehicle owners have come to expect.

The ACC program approved by CARB in January 2012 also included amendments affecting the current ZEV regulation through the 2017 model year in order to enable manufacturers to successfully meet 2018 and subsequent model year requirements. These ZEV amendments are intended to achieve commercialization through simplifying the regulation and pushing technology to higher volume production in order to achieve cost reductions. The ACC Program benefits will increase over time as new cleaner cars enter the fleet displacing older and dirtier vehicles. However, in 2019, the federal government finalized Part 1 of the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule, which revoked California's authority to set more stringent greenhouse gas (GHG) and zero emission vehicle (ZEV) requirements for light duty vehicles. In 2020, Part 2 of that rule was finalized, rolling back previously adopted vehicle standards. These rules threaten the ACC Program and clean air quality progress made in California.

ii. On Board Diagnostics

California's first OBD regulation required manufacturers to monitor some of the emission control components on vehicles starting with the 1988 model year. In 1989, CARB adopted OBD II, which required 1996 and subsequent model year passenger cars, light-duty trucks, and medium-duty vehicles and engines to be equipped with second generation OBD systems. OBD systems are designed to identify when a vehicle's emission control systems or other emission-related computer-controlled components are malfunctioning, causing emissions to be elevated above the vehicle manufacturer's specifications. CARB subsequently strengthened OBD II requirements and added OBD II specific enforcement requirements for 2004 and subsequent model year passenger cars, light-duty trucks, and medium-duty vehicles and engines.

iii. Reformulated Gasoline

Since 1996, CARB has been regulating the formulation of gasoline resulting in California gasoline being the cleanest in the world. California's cleaner-burning gasoline regulation is one of the cornerstones of the State's efforts to reduce air pollution and cancer risk. RFG is fuel that meets specifications and requirements established by CARB. The specifications reduced motor vehicle toxics by about 40 percent and reactive organic gases by about 15 percent. The results from cleaning up fuel can have an immediate impact as soon as it is sold in the State. Vehicle manufacturers design low-emission emission vehicles to take full advantage of cleaner-burning gasoline properties.

iv. Incentive Programs

There are a number of different incentive programs focusing on light-duty vehicles that produce extra emission reductions beyond traditional regulations. The incentive programs work in two ways, encouraging the retirement of dirty older cars and encouraging the purchase of a cleaner vehicle.

Voluntary accelerated vehicle retirement or “car scrap” programs provide monetary incentives to vehicle owners to retire older, more polluting vehicles. The purpose of these programs is to reduce fleet emissions by accelerating the turnover of the existing fleet and subsequent replacement with newer, cleaner vehicles. Both State and local vehicle retirement programs are available.

California’s voluntary vehicle retirement program is administered by the Bureau of Automotive Repair (BAR) and provides \$1,000 per vehicle and \$1,500 for low-income consumers for unwanted vehicles that have either failed or passed their last Smog Check Test and that meet certain eligibility guidelines. This program is referred to as the Consumer Assistance Program.

In recent years, the California Legislature has allocated significant funding increases towards incentive-based programs. In fiscal year 2019-20, the Clean Vehicle Rebate Project (CVRP) was allocated \$238 million. CVRP is designed to offer vehicle rebates on a first-come, first-serve basis for light-duty ZEVs, plug-in hybrid electric vehicles, and zero-emission motorcycles. Through March 2019, CVRP has provided rebates for nearly 320,000 vehicles at a total of just over \$720 million since the project’s launch in 2010.

Clean Cars 4 All (formerly known as the Enhanced Fleet Modernization Program Plus-Up Pilot Project) provides incentives for lower-income consumers living in and near disadvantaged communities who scrap their old vehicles and purchase new or used hybrid, plug-in hybrid, or zero-emission vehicle replacement vehicles. Since fiscal year 2014–2015, CARB has allocated \$112 million for Clean Cars 4 All.

v. California Enhanced Smog Check Program

BAR is the State agency charged with administration and implementation of the Smog Check Program. The Smog Check Program is designed to reduce air pollution from California registered vehicles by requiring periodic inspections for emission-control system problems, and by requiring repairs for any problems found. In 1998, the Enhanced Smog Check program began in which Smog Check stations relied on the BAR-97 Emissions Inspection System (EIS) to test tailpipe emissions with either a Two-Speed Idle (TSI) or Acceleration Simulation Mode (ASM) test depending on where the vehicle was registered. For instance, vehicles registered in urbanized areas received an ASM test, while vehicles in rural areas or received a TSI test.

In 2009, the following requirements were added in to improve and enhance the Smog Check Program, making it more inclusive of motor vehicles and effective on smog reductions:

- Low pressure evaporative test;
- More stringent pass/fail cutpoints;
- Visible smoke test; and
- Inspection of light- and medium-duty diesel vehicles.

The next major change to the program was due to AB 2289, ~~adopted in October 2010~~, a 2010 new law restructuring California's Smog Check Program, streamlining and strengthening inspections, increasing penalties for misconduct, and reducing costs to motorists. This new law sponsored by CARB and BAR, promised faster and less expensive Smog Check inspections by taking advantage of OBD software installed on all vehicles since 2000. ~~This new~~ law also directs vehicles without this equipment to high-performing stations, helping to ensure that these cars comply with current emission standards. This program will reduce consumer costs by having stations take advantage of diagnostic software that monitors pollution-reduction components and tailpipe emissions. Beginning mid-2013, ~~testing of passenger vehicles using OBD~~ testing was required on all passenger vehicles model years 2000 or newer.

II) Heavy-Duty Trucks

NOx emissions from heavy-duty vehicles and key programs contributing to those reductions in the Basin have decreased significantly since 1990 and will continue to decrease through 2023 due to the benefits of CARB's long-standing heavy-duty mobile source program. Key programs include Heavy-Duty Engine Standards, Clean Diesel Fuel, the Truck and Bus Regulation and Incentive Programs.

i. Heavy-Duty Engine Standards

Since 1990, heavy-duty engine NOx emission standards have become dramatically more stringent, dropping from 6 grams per brake horsepower-hour (g/bhp-hr) in 1990 down to the current 0.2 g/bhp-hr standard, which took effect in 2010. In addition to mandatory NOx standards, there have been several generations of optional lower NOx standards put in place over the past 15 years. Most recently in 2015, engine manufacturers can certify in California to three optional NOx emission standards of 0.1 g/bhp-hr, 0.05 g/bhp-hr, and 0.02 g/bhp-hr (i.e., 50 percent, 75 percent, and 90 percent lower than the current mandatory standard of 0.2 g/bhp-hr). The optional standards allow local air districts and CARB to preferentially provide incentive funding to buyers of cleaner trucks, to encourage the development of cleaner engines.

ii. Clean Diesel Fuel

Since 1993, CARB has required that diesel fuel have a limit on the aromatic hydrocarbon content and sulfur content of the fuel. Diesel powered vehicles account for a disproportionate amount of

the diesel PM, which is considered a toxic air contaminant. In 2006, CARB required a low-sulfur diesel fuel to be used not only by on-road diesel vehicles but also for off-road engines. The diesel fuel regulation allows alternative diesel formulations as long as emission reductions are equivalent to the CARB formulation.

iii. *Cleaner In-Use Heavy-Duty Trucks (Truck and Bus Regulation)*

The Truck and Bus Regulation was first adopted in December 2008. This rule represents a multi-year effort to turn over the legacy fleet of engines and replace them with the cleanest technology available. In December 2010, CARB revised specific provisions of the in-use heavy-duty truck rule, in recognition of the deep economic effects of the recession on businesses and the corresponding decline in emissions.

Starting in 2012, the Truck and Bus Regulation phases in requirements applicable to an increasingly larger percentage of the truck and bus fleet over time, so that by 2023 nearly all older vehicles will be upgraded to have exhaust emissions meeting 2010 model year engine emissions levels while continuing to lower NOx levels through 2023. The regulation applies to nearly all diesel-fueled trucks and buses with a GVWR greater than 14,000 pounds that are privately or federally owned, including on-road and off-road agricultural yard goats, and privately and publicly owned school buses. Moreover, the regulation applies to any person, business, school district, or federal government agency that owns, operates, leases or rents affected vehicles. The regulation also establishes requirements for any in-state or out-of-state motor carrier, California-based broker, or any California resident who directs or dispatches vehicles subject to the regulation. Finally, California sellers of a vehicle subject to the regulation would have to disclose the regulation's potential applicability to buyers of the vehicles. Approximately 170,000 businesses in nearly all industry sectors in California, and almost a million vehicles that operate on California roads each year are affected. Some common industry sectors that operate vehicles subject to the regulation include: for-hire transportation, construction, manufacturing, retail and wholesale trade, vehicle leasing and rental, bus lines, and agriculture.

In 2017, California passed legislation ensuring compliance with the Truck and Bus Regulation through the California Department of Motor Vehicles (DMV) vehicle registration program. Starting January 1, 2020, DMV will verify compliance to ensure that vehicles subject to the Truck and Bus Regulation meet the requirements prior to obtaining DMV vehicle registration. The law requires the DMV to deny registration for any vehicle that is non-compliant or has not reported to CARB as compliant or exempt from the Truck and Bus Regulation.

CARB compliance assistance and outreach activities that are key in support of the Truck and Bus Regulation include:

- The Truck Regulations Upload and Compliance Reporting System, an online reporting tool developed and maintained by CARB staff;

- The Truck and Bus regulation's fleet calculator, a tool designed to assist fleet owners in evaluating various compliance strategies;
- Targeted training sessions all over the State; and
- Out-of-state training sessions conducted by a contractor.

CARB staff also develops regulatory assistance tools, conducts and coordinates compliance assistance and outreach activities, administers incentive programs, and actively enforces the entire suite of regulations. Accordingly, CARB's approach to ensuring compliance is based on a comprehensive outreach and education effort.

iv. Incentive Programs

There are a number of different incentive programs focusing on heavy-duty vehicles that produce extra emission reductions beyond traditional regulations. The incentive programs encourage the purchase of cleaner trucks.

Several State and local incentive funding pools have been used historically, and remain available, to fund the accelerated turnover of on-road heavy-duty vehicles. Since the Carl Moyer Memorial Air Quality Standards Attainment Program (Moyer Program) began in 1998 nearly \$1 billion in Moyer Program incentive grants have been used to clean up over 60,000 older engines in California. This has reduced NOx and ROG emissions by more than 183,000 tons, and particulate matter by more than 6,700 tons statewide.

Beginning in 2008, the Goods Movement Emission Reduction Program funded by Proposition 1B has funded cleaner trucks for the region's transportation corridors; the final increment of funds will implement projects through 2020.

The California Legislature has recently allocated significant funding increases towards heavy-duty vehicle incentive-based programs. The Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) is the cornerstone of advanced technology heavy-duty incentives, providing funding since 2010 to support the long-term transition to zero-emission vehicles in the heavy-duty market. Since its inception in 2009, HVIP has been allocated over \$447 million. HVIP has supported the purchase of 2,559 zero-emission trucks and buses, 2,631 hybrid trucks, 2,068 low NOx engines, and 195 trucks with electric power take off systems by California fleets through June 30, 2019.

CARB has also administered a Truck Loan Assistance Program since 2009. As of June 30, 2019, about \$113.2 million in Truck Loan Assistance Program funding has been expended to provide about \$1.5 billion in financing to small-business truckers for the purchase of approximately 26,000 cleaner trucks, exhaust retrofits, and trailers throughout California.

III) Off-Road Sources

Off-road sources encompass equipment powered by an engine that does not operate on the road. Sources vary from ships to lawn and garden equipment and for example, include sources like locomotives, aircraft, tractors, harbor craft, off-road recreational vehicles, construction equipment, forklifts, and cargo handling equipment.

NOx emissions from off-road equipment and key programs contributing to those reductions have decreased significantly in the Basin since 1990 and will continue to decrease through 2023 due to the benefits of CARB's and U.S. EPA long-standing programs. Key programs include Off-Road Engine Standards, Locomotive Engine Standards, Clean Diesel Fuel, Cleaner In-Use Off-Road Regulation and In-Use Large Spark Ignition (LSI) Fleet Regulation.

i. Off-Road Engine Standards

The Clean Air Act preempts states, including California, from adopting requirements for new off-road engines less than 175 HP used in farm or construction equipment. California may adopt emission standards for in-use off-road engines pursuant to Section 209(e)(2), but must receive authorization from U.S. EPA before it may enforce the adopted standards.

CARB first approved regulations to control exhaust emissions from small off-road engines (SORE) such as lawn and garden equipment in December 1990 with amendments in 1998, 2003, 2010, 2011, and 2016. These regulations were implemented through three tiers of progressively more stringent exhaust emission standards that were phased in between 1995 and 2008.

Manufacturers of forklift engines are subject to new engine standards for both diesel and large spark ignition (LSI) engines. Off-road diesel engines were first subject to engine standards and durability requirements in 1996 while the most recent Tier 4 Final emission standards were phased in starting in 2013. Tier 4 emission standards are based on the use of advanced after-treatment technologies such as diesel particulate filters and selective catalytic reduction. LSI engines have been subject to new engine standards that include both criteria pollutant and durability requirements since 2001 with the cleanest requirements phased-in starting in 2010.

ii. Locomotive Engine Standards

The CAA and the U.S. EPA national locomotive regulations expressly preempt states and local governments from adopting or enforcing "any standard or other requirement relating to the control of emissions from new locomotives and new engines used in locomotives" (U.S. EPA interpreted new engines in locomotives to mean remanufactured engines, as well). U.S. EPA has approved two sets of national locomotive emission regulations (1998 and 2008). In 1998, U.S. EPA approved the initial set of national locomotive emission regulations. These regulations primarily emphasized NOx reductions through Tier 0, 1, and 2 emission standards. Tier 2 NOx emission

standards reduced older uncontrolled locomotive NO_x emissions by up to 60 percent, from 13.2 to 5.5 g/bhp-hr.

In 2008, U.S. EPA approved a second set of national locomotive regulations. Older locomotives are required to meet more stringent particulate matter (PM) emission standards upon remanufacture, ~~are required to meet more stringent particulate matter (PM) emission standards~~ which are about 50 percent cleaner than Tier 0–2 PM emission standards. U.S. EPA refers to the PM locomotive remanufacture emission standards as Tier 0+, Tier 1+, and Tier 2+. The new Tier 3 PM emission standard (0.1 g/bhp-hr), for model years 2012-2014, is the same as the Tier 2+ remanufacture PM emission standard. The 2008 regulations also included new Tier 4 (2015 and later model years) locomotive NO_x and PM emission standards. The U.S. EPA Tier 4 NO_x and PM emission standards further reduced emissions by approximately 95 percent from uncontrolled levels.

In April 2017, CARB petitioned U.S. EPA for rulemaking, seeking the amendment of emission standards for newly built locomotives and locomotive engines and lower emission standards for remanufactured locomotives and locomotive engines. The petition asks U.S. EPA to update its standards to take effect for remanufactured locomotives in 2023 and for newly built locomotives in 2025. The new emission standards would provide critical criteria pollutant reductions, particularly in the disadvantaged communities that surround railyards.

iii. Clean Diesel Fuel

Since 1993, CARB has required that diesel fuel have a limit on the aromatic hydrocarbon content and sulfur content of the fuel. Diesel powered vehicles account for a disproportionate amount of the diesel particulate matter which is considered a toxic air contaminant. In 2006, CARB required a low-sulfur diesel fuel to be used not only by on-road diesel vehicles but also for off-road engines. The diesel fuel regulation allows alternative diesel formulations as long as emission reductions are equivalent to the CARB formulation.

iv. Cleaner In-Use Off-Road Equipment (Off-Road Regulation)

The Off-Road Regulation which was first approved in 2007 and subsequently amended in 2010 in light of the impacts of the economic recession. These off-road vehicles are used in construction, manufacturing, the rental industry, road maintenance, airport ground support and landscaping. In December 2011, the Off-Road Regulation was modified to include on-road trucks with two diesel engines.

The Off-Road Regulation will significantly reduce emissions of diesel PM and NO_x through 2023 from the over 150,000 in-use off-road diesel vehicles that operate in California. The regulation affects dozens of vehicle types used in thousands of fleets by requiring owners to modernize their

fleets by replacing older engines or vehicles with newer, cleaner models, retiring older vehicles or using them less often, or by applying retrofit exhaust controls.

The Off-Road Regulation imposes idling limits on off-road diesel vehicles, requires a written idling policy, and requires a disclosure when selling vehicles. The regulation also requires that all vehicles be reported to CARB and labeled, restricts the addition of older vehicles into fleets, and requires fleets to reduce their emissions by retiring, replacing, or repowering older engines, or installing verified exhaust retrofits. The requirements and compliance dates of the Off-Road Regulation vary by fleet size.

Fleets are subject to increasingly stringent restrictions on adding older vehicles. The regulation also sets performance requirements. While the regulation has many specific provisions, in general by each compliance deadline, a fleet must demonstrate that it has either met the fleet average target for that year, or has completed the Best Available Control Technology requirements. The performance requirements of the Off-Road Regulation were phased in from January 1, 2014 through January 1, 2019.

Compliance assistance and outreach activities in support of the Off-Road Regulation include the following activities.

The Diesel Off-road On-line Reporting System, an online reporting tool developed and maintained by CARB staff.

The Diesel Hotline (866-6DIESEL), which provides the regulated public with questions about the regulations and access to CARB staff. Staff is able to respond to questions in English, Spanish and Punjabi.

The Off-road Listserv, providing equipment owners and dealerships with timely announcement of regulatory changes, regulatory assistance documents, and reminders for deadlines.

v. *LSI In-Use Fleet Regulation*

Forklift fleets can be subject to either the LSI fleet regulation, if fueled by gasoline or propane, or the off-road diesel fleet regulation. Both regulations require fleets to retire, repower, or replace higher-emitting equipment in order to maintain fleet average standards. The LSI fleet regulation was originally adopted in 2007 with requirements beginning in 2009. While the LSI fleet regulation applies to forklifts, tow tractors, sweeper/scrubbers, and airport ground support equipment, it maintains a separate fleet average requirement specifically for forklifts. The LSI fleet regulation requires fleets with four or more LSI forklifts to meet fleet average emission standards.

vi. *Incentive Programs*

There are a number of different incentive programs focusing on off-road mobile sources that increase the penetration of cleaner technologies into the market. The incentive programs encourage the purchase of cleaner diesel engines.

The Clean Off-Road Equipment Voucher Incentive Project (CORE) is a voucher project similar to HVIP, but for advanced technology off-road equipment. The fiscal year 2017–2018 Funding Plan allocated \$40 million to support zero-emission freight equipment through CORE. CARB launched CORE at the end of 2019.

California’s agricultural industry consists of approximately 77,500 farms and ranches, providing over 400 different commodities, making agriculture one of the State’s most diverse industries. In recognition of the strong need and this industry’s dedication to reducing their emissions, the State Legislature has allocated over \$330 million towards the FARMER Program since 2017. CARB staff developed the FARMER Program to meet the State Legislature’s objectives and help meet the State’s criteria, toxic, and greenhouse gas emission reduction goals. As of September 30, 2019, the FARMER Program has spent \$97 million on over 2,500 pieces of agricultural equipment and will reduce 250 tons of PM2.5 and 4,200 tons of NOx over the lifetime of the projects.

A complete listing of CARB’s existing regulations and the adoption dates are provided in Appendix III.

CARB Recent Regulations Adopted But Not Yet Reflected in the Inventory

Recent regulations have been adopted for on-road and off-road mobile sources since the release of the 2016 AQMP. The emissions inventory and attainment demonstration included in this Plan reflect all on-road regulations incorporated in EMFAC 2017 and off-road regulations included in the 2016 AQMP. While the emissions benefits from these newly adopted programs are not yet reflected in the base or future inventories, the emissions reductions will support monitored attainment of the 24-hour PM2.5 standard in the Basin. These programs are listed below.

- Amendments to California’s Heavy-Duty Vehicle Inspection Program (HDVIP) and Periodic Smoke Inspection Program (PSIP) – The HDVIP and PSIP amendments lower opacity limits for on-road heavy-duty vehicles. The amendments provide PM emissions benefits starting in 2019 as vehicles operating with damaged emissions control components and emitting above the proposed opacity limits are repaired or replaced.
- Innovative Clean Transit - The Innovative Clean Transit (ICT) Regulation seeks to transition buses in California to zero-emission by 2040. The ICT regulation requires California transit agencies to gradually transition their buses to zero-emission technologies beginning with a requirement that only zero emission buses can be purchased starting in 2029. The ICT regulation is structured to allow transit agencies to take advantage of

incentive programs by acting early and, also implementing plans that are best suited to their unique situation.

- Zero-Emission Airport Shuttle Bus - The Zero-Emission Airport Shuttle Regulation (Shuttle Regulation) will transition combustion-powered vehicles that serve California's commercial airports to zero-emission vehicles (ZEVs). Specifically, the Shuttle Regulation requires fixed route airport shuttles serving California's 13 largest airports to transition to 100 percent ZEVs by 2035. The Shuttle Regulation applies to public and private fleets, including operators of parking facilities, rental car agencies, and hotels.
- The Advanced Clean Truck (ACT) regulation adopted by the Board on June 25, 2020 will accelerate the widespread adoption of zero-emission vehicles (ZEVs) in the medium-and heavy-duty truck sector and reduce the amount of harmful emissions generated from on-road mobile sources. The ACT regulation requires truck manufacturers to sell increasing numbers of zero-emission trucks (ZEVs) in California annually. Medium- and heavy-duty vehicle manufacturers must produce and sell ZEVs beginning with the 2024 model year with increasing sales annually through the 2035 model year when 55 percent of annual Class 2b-3 vehicle sales, including pickup trucks, must be ZEVs, 75 percent of annual Class 4-8 vehicle sales must be ZEVs, and 40 percent of Class 7-8 Tractor sales must be ZEVs.
- Ocean Going Vessels-At Berth - The Control Measure for Ocean-Going Vessels at Berth (At Berth Regulation) is designed to achieve added public health and air quality benefits by requiring emission controls at additional ports and terminals, including marine terminals that operate independently from a port or port authority, and vessels not covered by the previous ocean-going vessel regulation.
- Omnibus Low-NOx Regulation - The Heavy-Duty Engine and Vehicle Omnibus Regulation (Omnibus Regulation) establishes new exhaust emission standards, test procedures, and other emission-related requirements for 2024 and subsequent model year California-certified on-road heavy-duty engines. The Omnibus Regulation implements two measures included within CARB's 2016 State Strategy for the State Implementation Plan: a "Low-NOx Engine Standard" which will significantly reduce NOx emissions from new engines during certification; and a "Lower In Use Emission Performance Level," which will ensure in-use heavy-duty vehicles continue to control emissions throughout their useful lives.

As described above, there are several on-going and new programs that will provide significant reductions of NOx and PM2.5 between now and 2023 and beyond 2023. Most notably, of the already approved regulations, are the Truck and Bus regulation and the Off-Road regulation. In addition to these approved regulations, the Board is considering measures that will provide further reductions in 2023.

5. FUTURE AIR QUALITY

Introduction

This chapter presents projected future PM_{2.5} air quality and demonstrates attainment of the 2006 24-hour PM_{2.5} standard for the South Coast Air Basin (Basin) in 2023, one year earlier than the statutory attainment year. Future attainment status is generally assessed through the modeled attainment test; however, Compton cannot demonstrate attainment through the traditional modeling approach due to an anomalous baseline design value (see Chapter 2). Therefore, a hybrid approach, combining chemical transport modeling and a suite of supplemental analyses, is used in the current attainment demonstration. This chapter describes the Relative Response Factor (RRF) approach to predict future air quality, the 5-year weighted PM_{2.5} design values used in the attainment demonstration, the PM_{2.5} chemical species fractions included in the RRF approach, future PM_{2.5} concentrations in the Basin, the supplemental weight of evidence approach to demonstrate attainment in Compton, and the unmonitored area analysis.

PM_{2.5} Modeling Approach

In this attainment demonstration, 2018 is used as the base year from which future design values are projected. 2023 is projected to be the new attainment year of the 2006 24-hour PM_{2.5} standard for the Basin. The PM_{2.5} modeling employs the same approach as described in the 2016 AQMP attainment demonstrations except for updates in the modeling platform, input databases, and emissions inventory. Future year design values are determined using site-specific quarterly-averaged RRFs, which are calculated for the following PM_{2.5} components: ammonium, nitrate, sulfate, organic carbon, elemental carbon, crustal, salt, and particle-bound water. The RRFs are then applied to the baseline 5-year weighted PM_{2.5} design values per the U.S. EPA guidance (U.S. EPA, 2018).²⁴ A future design value less than or equal to 35.49 µg/m³ attains the NAAQS.

Design Values

The 24-hour PM_{2.5} design value is defined as the three-year average of the 98th percentile of all 24-hour concentrations sampled by Federal Reference Method (FRM) at a monitoring site. Sites with everyday sampling frequency use the 8th highest value, sites with every 3rd day sampling frequency use the 3rd highest value, and sites with every 6th day sampling frequency use the 2nd highest value as the 98th percentile.

As shown in Figure 5-1, the Basin's 24-hour PM_{2.5} design values have decreased significantly over the last 20 years due to the implementation of regulations by South Coast AQMD and CARB. However, the rate of decrease in the 24-hour design value has slowed or reversed in recent years despite continuing reductions of PM_{2.5} and its precursor emissions. This was largely due to

²⁴ U.S. EPA, (2018). Modeling Guidance for Demonstrating Air Quality Goals for Ozone, PM_{2.5}, and Regional Haze. https://www3.epa.gov/ttn/scram/guidance/guide/O3-PM-RH-Modeling_Guidance-2018.pdf.

adverse meteorology such as persistent drought, which lasted for several years. The design value for 2001 was 76 $\mu\text{g}/\text{m}^3$ while the 2019 design value (based on 2017-2019 data) was 38 $\mu\text{g}/\text{m}^3$. In 2019, the Basin maximum 98th percentile was 36.2 $\mu\text{g}/\text{m}^3$ at Mira Loma.

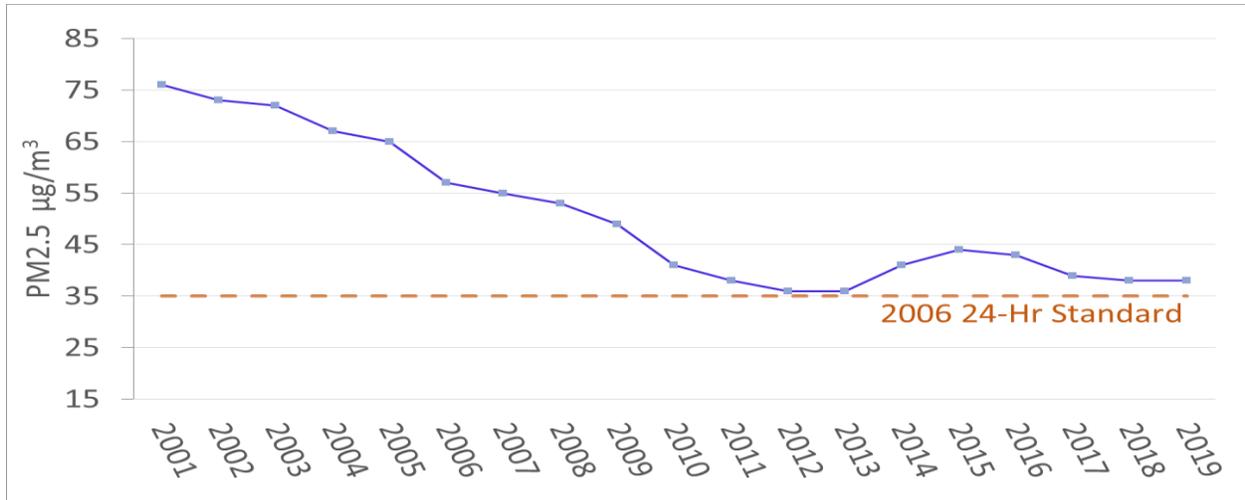


FIGURE 5-1
South Coast Air Basin 24-Hour Design Values

The U.S. EPA guidance (U.S. EPA, 2018)²⁵ recommends the use of multiple year averages of design values to dampen the effects of single year anomalies due to factors such meteorological variability or radical changes in the local emissions profile. Consistent with this guidance, the attainment demonstration in this Plan relies on the 2015-2019 five-year weighted design value, which includes 2018, the base year selected for the emissions inventory, meteorology and chemical transport modeling. Table 5-1 provides the five-year weighted 24-hour average PM_{2.5} design values for all the sites that have valid design values during the 5-year period. The design values in Table 5-1 would not include the PM_{2.5} data if they were flagged by South Coast AQMD as an exceptional event and approved by the U.S. EPA. However, since there was no PM_{2.5} data during the five-year period which was flagged as an exceptional event, the design values in Table 5-1 include all valid measurement data collected in the Basin.

Compton and Mira Loma currently exhibit the highest 24-hour PM_{2.5} design values in the Basin. Historically, Mira Loma was the design site between 2008 and 2017. In 2017, Compton’s DV was as high as Mira Loma and Compton continued to have the highest DVs in 2018 and 2019. This was due to the atypically high 98th percentile recorded in Compton in 2017, as indicated in Chapter 2.

²⁵ U.S. EPA, (2018). Modeling Guidance for Demonstrating Air Quality Goals for Ozone, PM_{2.5}, and Regional Haze. https://www3.epa.gov/ttn/scram/guidance/guide/O3-PM-RH-Modeling_Guidance-2018.pdf.

TABLE 5-1
Five-year Weighted 24-hour PM2.5 Design Values (DV) ($\mu\text{g}/\text{m}^3$)

Monitoring Site	2016 AQMP DV (weighted average for 2010-2014)	Current DV (weighted average for 2015-2019)
Anaheim	26.0	N/A*
Azusa	-	26.0
Big Bear	-	20.3
Compton	-	38.3
Fontana	32.7	29.3
Long Beach – Hudson	-	28.5
Long Beach – South	-	28.6
Long Beach – Near Road	-	32.3
Los Angeles	31.0	30.6
Mira Loma	36.7	37.3
Mission Viejo	-	15.8
Ontario – Near Road	-	34.3
Pasadena	-	25.1
Pico Rivera	-	30.9
Reseda	-	23.7
Riverside Rubidoux	33.0	31.4
San Bernardino	-	28.2

* Does not meet EPA's data completeness requirement and thus no valid design value exists

PM2.5 Composition

PM2.5 is either directly emitted into the atmosphere (primary particles) or formed through atmospheric chemical reactions from precursor gases (secondary particles). Primary PM2.5 includes road dust, diesel soot, combustion products, and other sources of fine particles. Secondary products, such as sulfates, nitrates, and complex organic carbon compounds, are formed from reactions with oxides of sulfur, oxides of nitrogen, VOCs, and ammonia.

PM2.5 speciation data measured at four Chemical Speciation Network (CSN) sites provide the chemical characterization for evaluation and validation of the CMAQ model predictions. With one site in each county, the four CSN sites are strategically located to represent aerosol characteristics in the four counties in the Basin. Riverside-Rubidoux was traditionally the Basin maximum

location. Fontana and Anaheim experience high concentrations within their respective counties, and the Los Angeles site was intended to capture the characteristics of an emission source area.

For the 24-hour attainment demonstration, the U.S. EPA’s guidance (U.S. EPA, 2018) recommends that the determination of species fractions be based on the top 10% of days in each quarter. This results in two days per quarter for the 1-in-6 day CSN data. Figures 5-2 through 5-5 depict the measured PM_{2.5} chemical composition from the top two PM_{2.5} concentration days for each quarter for the four CSN sites in the Basin. In general, concentrations in the first or fourth quarter are higher than those in the other quarters and secondary ammonium, nitrate and sulfate often comprise close to half of the total PM_{2.5} concentrations. Organic carbon (OC), some of which is also secondary in nature, is another significant component. Due to uncertainties in the measurement of OC, the U.S. EPA recommends using the Sulfate, Adjusted Nitrate, Derived Water, Inferred Carbon Hybrid (SANDWICH) method. Figure 5-2 shows the measured PM_{2.5} composition at Rubidoux and Figure 5-3 presents the composition after application of the SANDWICH method. Details regarding the SANDWICH method, as well as figures for other CSN sites, can be found in Appendix IV.

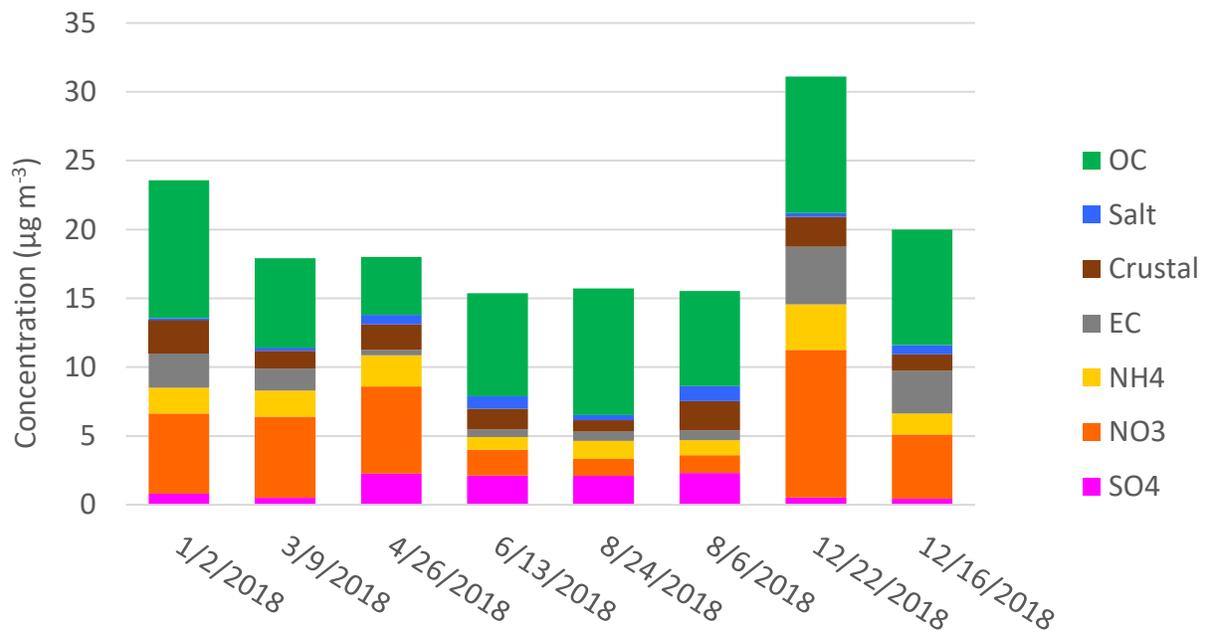


FIGURE 5-2
 Rubidoux Quarterly Top Two-Day 24-Hour PM_{2.5} Mass and Chemical Components Concentrations in 2018

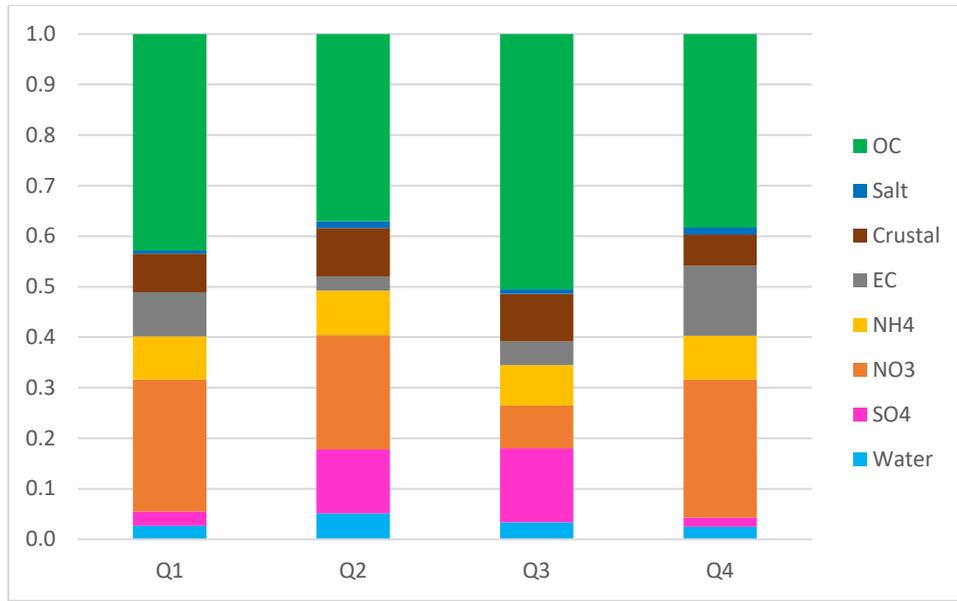


FIGURE 5-3
2018 Rubidoux Top Two-Day Averaged PM2.5 Fraction After SANDWICH

PM2.5 Modeling

The analysis uses 2018 as the baseline year to develop the meteorology and emissions inventory that are used to project future emissions and design values. While the U.S. EPA’s guidance recommends to use the center year of the five-year weighted design value as the base year for the modeling and emissions inventory, the guidance states that any one of the five years can be used as the base year. 2018 was chosen to avoid meteorological abnormalities such as severe drought from 2013-2015 and stagnant conditions conducive to poor air quality from 2016-2017. Additionally, 2018 has rich measurement datasets collected during the Multiple Air Toxics Exposure Study V (MATES V), which was conducted during the period of May 2018 to April 2019.

CMAQ 5.0.2 simulations were conducted for 365 days from January 1 to December 31, 2018. The latest available CMAQ model, version 5.3.1 was used as weight of evidence and discussed in Weight of Evidence section of this Chapter. Meteorological inputs were generated using WRF 4.0.3 and biogenic VOC emissions were estimated using MEGANv3. The simulations included 8,760 consecutive hours from which daily 24-hour average PM2.5 concentrations were calculated. The modeling system was applied to 2023 to predict future design values.

A set of RRFs were generated for each future year simulation for the top 10 percent of modeled PM2.5 days based on modeled 24-hour average PM2.5. RRFs were generated for seven species: ammonium (NH4), nitrate (NO3), sulfate (SO4), organic carbon (OC), elemental carbon (EC), sea salts (Salt) and a combined grouping of crustal compounds and metals (Others). Future year

concentrations of the seven species were calculated by applying the model generated quarterly RRFs to the speciated 24-hour PM_{2.5} measured data based on the eight highest PM_{2.5} concentrations in each quarter of the five year base period. The speciation fractions used to generate 24-hour speciated PM_{2.5} values were determined from the “high” days included in Figures 5-2 to 5-5. Particle bound water was determined using a regression model based on simulated concentrations of the ammonium, nitrate and sulfate ions (Frank, 2006). A blank mass of 0.2 µg/m³ was added to each base and future year simulation. The 32 days in each year (top 8 high PM days per quarter) were then re-ranked based on the sum of all predicted PM species to establish a new 98th percentile concentration each year. A weighted average of the resulting future year 98th percentile concentrations for each of the five years was used to calculate future design values for the attainment demonstration. The 98th percentile value was determined based on the FRM sampling frequency. For example, every day sampling makes the 8th highest day the 98th percentile and every 6th day sampling makes the 2nd highest day the 98th percentile.

Model Performance Evaluation

Model performance was evaluated against corresponding measured PM_{2.5} mass. Figure 5-10 depicts this comparison for Los Angeles. In general, the model performance is reasonably good, with a tendency to underestimate during summer and overestimate during winter. Statistics for all sites are presented in Table 5-2. Because the U.S. EPA guidance (U.S. EPA, 2018) requires that the model predictions be applied in a relative rather than absolute sense, potential biases present in the model prediction are less likely transferred to future design values.

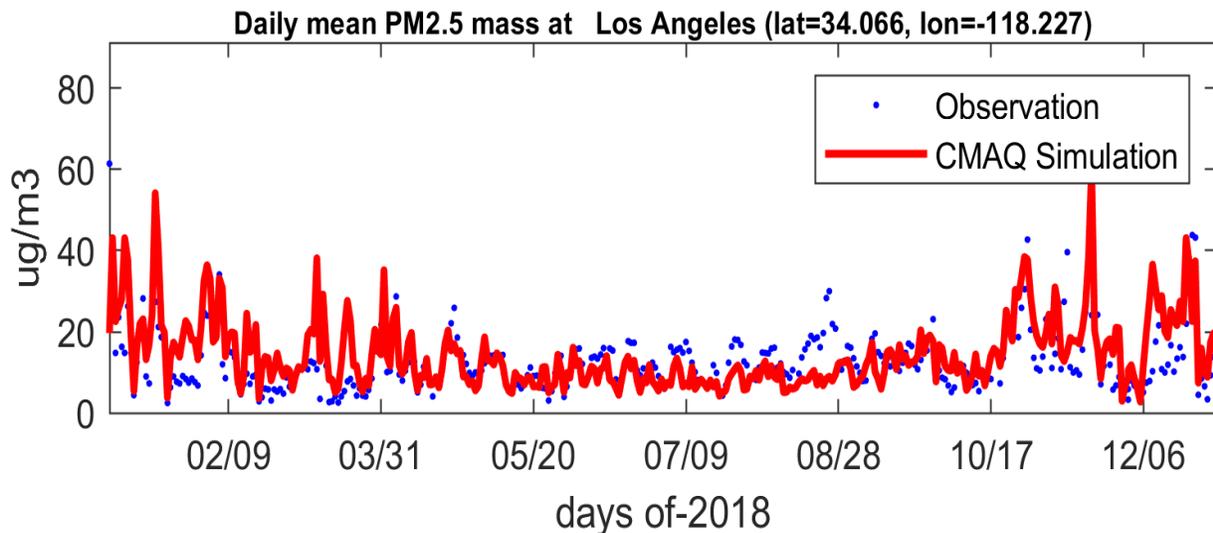


FIGURE 5-10
Time Series Comparison of PM_{2.5} Observations and Simulated Mass Concentrations at the Los Angeles Monitoring Site

TABLE 5-2
Statistical Comparison of Simulation Results with Observations

Station	OBS_AVE ¹ ($\mu\text{g}/\text{m}^3$)	SIM_AVE ² ($\mu\text{g}/\text{m}^3$)	R ³	RMSE ⁴ ($\mu\text{g}/\text{m}^3$)	MB ⁵ ($\mu\text{g}/\text{m}^3$)	MAGE ⁶ ($\mu\text{g}/\text{m}^3$)	NMB ⁷ (%)	NME ⁸ (%)
Anaheim	11.437	8.52	0.64	6.698	-2.855	4.553	-25	39.8
Azusa	10.851	9.334	0.42	6.964	-1.656	5.394	-15.3	49.7
Los Angeles	12.918	14.372	0.56	7.9	1.579	5.609	12.2	43.4
Compton	13.299	10.706	0.68	6.867	-2.849	4.989	-21.4	37.5
Fontana	11.125	7.349	0.31	7.452	-4.16	5.57	-37.4	50.1
Long Beach - Hudson	11.486	9.579	0.6	6.784	-2.039	4.65	-17.8	40.5
Long Beach - South	11.572	10.647	0.61	6.653	-0.945	4.604	-8.2	39.8
Mira Loma	14.231	6.8	0.58	10.339	-7.414	7.762	-52.1	54.5
Mission Viejo	8.462	5.46	0.56	5.307	-2.875	4.062	-34	48
Ontario	14.493	9.449	0.58	7.843	-5.012	5.794	-34.6	40
Pasadena	10.278	10.724	0.44	6.326	0.266	4.595	2.6	44.7
Pico Rivera	13.043	9.754	0.6	7.336	-3.288	5.156	-25.2	39.5
Reseda	10.518	6.941	0.4	6.598	-3.597	4.537	-34.2	43.1
Rubidoux	12.539	6.607	0.54	8.392	-5.927	6.41	-47.3	51.1
San Bernardino	11.186	6.868	0.45	6.715	-4.476	5.343	-40	47.8
AVERAGE	11.28	8.26	0.50	6.99	-3.08	5.12	-28.02	45.91

¹ Observation average

² Simulation average

³ Coefficient of correlation

⁴ Root Mean Squared Error

⁵ Mean Bias

⁶ Mean Adjusted Gross Error

⁷ Normalized Mean Bias

⁸ Normalized Mean Error

PM2.5 Attainment Demonstration (for all sites except Compton)

A CMAQ simulation was conducted for the 2023 baseline emissions scenario to assess the 24-hour PM2.5 future air quality and attainment status in the Basin. Table 5-3 and Figure 5-11 present the PM2.5 design concentrations in 2018 and 2023 based on the modeling analysis. As indicated earlier, attainment in Compton is addressed separately through the supplemental analysis section presented later in this chapter. As indicated in Table 5-3 and Figure 5-11, except for Compton, the highest PM2.5 design concentration is projected to be 34.9 $\mu\text{g}/\text{m}^3$ at Mira Loma. The 2nd and 3rd highest concentrations are projected at the two near-roadway locations – Long Beach Near-Road and Ontario Near-Road, indicating elevated PM2.5 levels along goods movement corridors. The rest of the stations are forecasted to be below 30 $\mu\text{g}/\text{m}^3$, well below the standard. The Basin is anticipated to attain the federal 24-hour PM2.5 standard in 2023 with the baseline emissions scenario indicating that emission reductions from adopted regulations are sufficient to attain the 2006 24-hour PM2.5 standard by 2023.

TABLE 5-3
 24-Hour Average 5-Year Weighted PM2.5 Concentrations ($\mu\text{g}/\text{m}^3$)

Station	2018 Base Year	2023 Baseline
Azusa	26.0	24.6
Big Bear	20.3	18.2
Compton	38.3	38.2
Fontana	29.3	27.9
Long Beach – Hudson	28.5	28.6
Long Beach – South	28.6	28.9
Long Beach – Near Road	32.3	32.5
Los Angeles	30.6	29.3
Mira Loma	37.3	34.9
Mission Viejo	15.8	15.5
Ontario – Near Road	34.3	31.8
Pasadena	25.1	23.5
Pico Rivera	30.9	29.5
Reseda	23.7	22.3
Riverside Rubidoux	31.4	29.1
San Bernardino	28.2	26.4

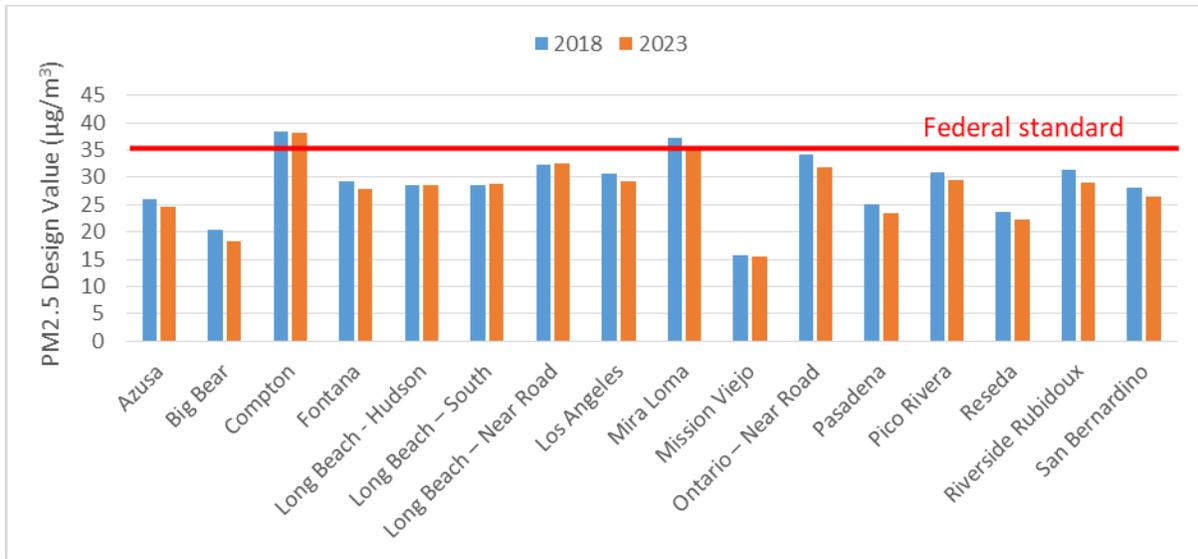


FIGURE 5-11

24-Hour Average PM2.5 Design Concentrations: 2018 Baseline and 2023 Baseline

Unmonitored Area Analysis

The U.S. EPA modeling guidance recommends that the attainment demonstration include a formal analysis to confirm that all grid cells in the modeling domain meet the federal standard. This “unmonitored area analysis” is essential since speciation monitoring is conducted at a limited number of sites in the modeling domain. Variance in the species profiles at selected locations coupled with the differing responses to emissions control scenarios are expected to result in spatially variable impacts to PM2.5 air quality. Based on the unmonitored area analysis conducted for this Plan, attainment of the 2006 24-hour PM2.5 standard was confirmed at all locations within the Basin. This analysis is presented in Appendix IV.

Supplemental Analysis for Attainment Demonstration in Compton

Compton does not show attainment in 2023 with the chemical transport modeling-based attainment demonstration, as shown in the previous section. However, a suite of technical analyses using ambient measurements strongly suggests that Compton will meet the standard before 2023, and most likely in 2020. When the model and prevailing evidence do not align, the U.S. EPA’s guidance allows for a “weight of evidence” assessment in order to project attainment (U.S. EPA, 2018).²⁶ Several analyses are presented herein which demonstrate that Compton’s base year design value was anomalous and that attainment by 2023 is highly probable. Consistent with the U.S. EPA’s guidance for attainment dates in the near future, ambient data and emissions trends carry the most weight in the analysis. Additional analyses, focusing on meteorological factors and localized emission sources, are presented.

²⁶ U.S. EPA, (2018). Modeling Guidance for Demonstrating Air Quality Goals for Ozone, PM2.5, and Regional Haze. https://www3.epa.gov/ttn/scram/guidance/guide/O3-PM-RH-Modeling_Guidance-2018.pdf.

Limitations of Regional Chemical Transport Model

CMAQ-based modeling is inappropriate to apply to Compton due to limitations in the regulatory SIP/AQMP emissions inventory. The supplemental analysis provided in this section suggests that the high PM days in Compton – January 1, December 24th and 27th, 2017 – which caused an atypically high 98th percentile value in 2017 were likely driven by high emissions occurring in local proximity to the monitoring station. The station is located in a public parking lot, which affords access to passersby. The 2017 emission episodes, which had not occurred before nor ~~we~~ not-recurred since, were likely microscale events. Such microscale events are not reflected in a regulatory emissions inventory since the inventory is designed to capture a typical annual average day (annual average emissions) or a typical summer day (summer ozone planning emissions), but not an extremely rare event caused by episodic anthropogenic activity – e.g., wood burning, fireworks, etc. As shown in the Table 5-3, CMAQ modeling predicts that Compton’s design value will improve by 0.1 µg/m³ from 2018 to 2023, while NO_x and VOC combined emissions decrease by 117 TPD during the corresponding time period. This is greater than a 25% reduction from the total Basin-wide baseline NO_x emissions. Consequently, a strategy based on CMAQ modeling would lead to unrealistically aggressive emission reductions due to inaccurate characterization of the high PM episodes.

PM_{2.5} Trend Measured at Compton

Since FRM measurement for PM_{2.5} began on Dec. 23, 2008, all the DVs prior to 2017 were below the 2006 24-hour PM_{2.5} standard of 35 µg/m³ in Compton. The 2017 DV was 39 µg/m³, which was caused by unusually high PM_{2.5} readings recorded on January 1, December 24th and 27th, 2017. The 98th percentile value used in the DV calculation was 53.4 µg/m³ measured on Jan 1st 2017. Since a DV comprises a three-year period, the high reading in 2017 carried over and caused exceedances in 2017, 2018 and 2019. However, as is evident from Figure 5-18, the abnormally high PM episode did not recur after 2017. The three highest values recorded in 2017 are among the top four highest PM_{2.5} values recorded in Compton since the beginning of the PM_{2.5} measurements. Further analysis indicates that meteorological conditions were not particularly conducive towards high PM_{2.5} concentrations on January 1st, whereas meteorological conditions were highly conducive to PM accumulation on December 27th. This suggests that the high PM levels on January 1st and December 24th were likely caused by episodic local emissions.

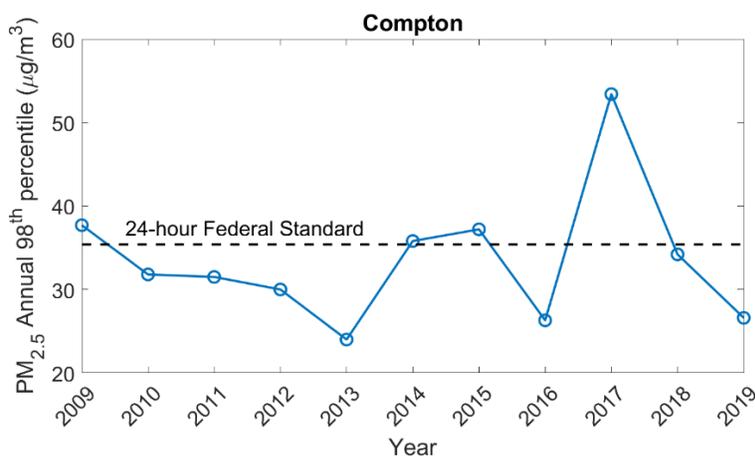


FIGURE 5-18

Annual 98th Percentile 24-Hour PM_{2.5} Concentrations Measured in Compton

PM_{2.5} Precursor Trend Measured at Compton

Concentrations of NO_x and VOCs, PM_{2.5} precursors, have decreased significantly over the past decade. Annual average NO_x concentrations measured at the Compton station from Feb. 2009 to Aug. 2020 are presented in Figure 5-19. The annual NO_x concentration in Compton decreased at an average rate of 1.39 ppb/year from 2009 to 2019. The total speciated VOC concentrations measured in Compton during three Multiple Air Toxics Exposure Studies (MATES)²⁷ are shown in Figure 5-20. MATES are a series of year-long monitoring, modeling, and evaluation studies conducted in the South Coast Air Basin to evaluate Basin-wide cancer risk exposure caused by toxic air pollutants. The three most recent MATES iterations, MATES III, IV, and V, included monitoring conducted from April 2004 – March 2006, July 2012 – June 2013, and May 2018 – April 2019, respectively. Only speciated VOCs measured in all three MATES campaigns were considered here. As shown in Figure 5-20, VOC concentrations measured in Compton have decreased by more than a factor of two between 2004 and 2019. The emission trend indicates that the Basin-wide emission reductions are evident in the Compton area, even though ambient PM_{2.5} does not show the same level of reductions due to the complexity of PM chemistry and year-to-year variation in meteorology. Even then, 98th percentile values in Compton have been below or close to the 35 µg/m³ standard in all years except 2017, as shown in Figure 5-18.

²⁷ Reports are available at <https://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies>.

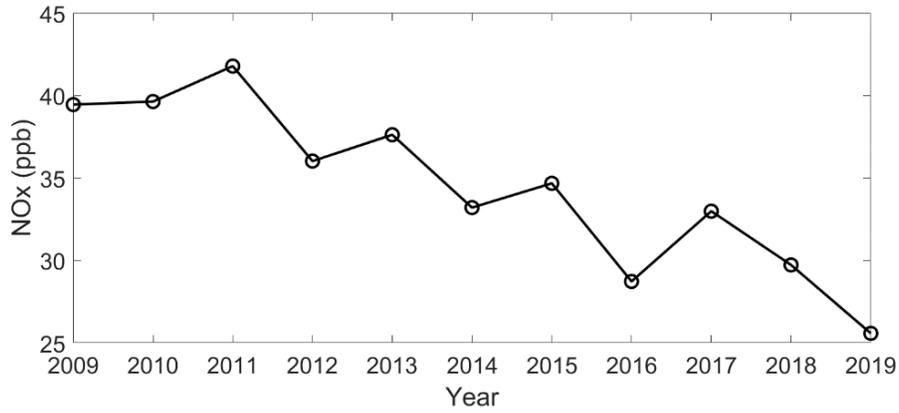


FIGURE 5-19
Annual Average NOx Concentrations Measured in Compton

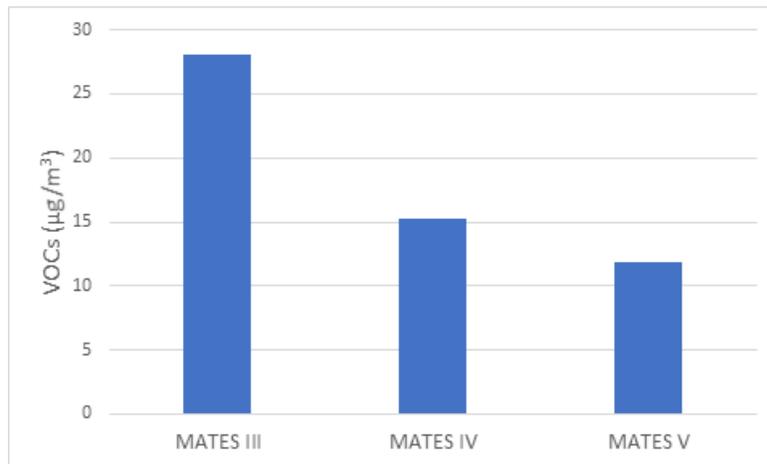


FIGURE 5-20
Total Speciated Volatile Organic Compound (VOC) Concentrations Measured in Compton During the Multiple Air Toxics Exposure Studies (Mates)²⁸

²⁸ MATES V data is preliminary.

Emissions Inventory Trend

Based on the emissions inventory, NOx and VOC concentrations are expected to further decrease by 2023 and thereafter. Figure 5-21 demonstrates trends in the Basin-wide VOC and NOx inventories from 2012 to 2024. While the pace of VOC reductions has slowed, NOx reductions are continuing at a steady pace. The emissions trend generally mirrors that of ambient concentrations as shown in Figures 5-19 and 5-20. NOx and VOCs are major PM and ozone precursors and reductions in their emissions are critical for the Basin to attain PM2.5 and ozone standards. In addition to the reductions shown in Figure 5-21, emission reductions resulting from recently adopted regulations that are not reflected in the baseline emissions will further ensure attainment in Compton in 2023. The additional reductions beyond the baseline emissions are discussed in Chapter 4 of this Plan.

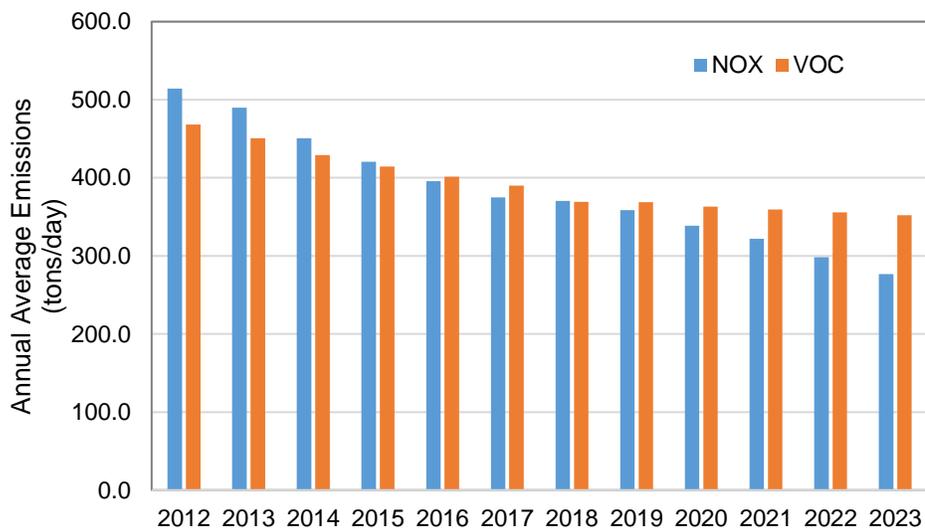


FIGURE 5-21
Basin-Wide Annual Average Emissions of NOx and VOCs.

Additional Analysis

The weight of evidence, based on emissions and air quality trends, strongly suggests that the 24-hour PM2.5 98th percentile in 2017 was anomalous. In order to further strengthen the basis for this hypothesis, additional analyses focusing on meteorological factors and localized emission sources are summarized in this section. The complete analysis is detailed in Appendix V.

Meteorology on December 24th and December 27th, 2017 was Unusual and Highly Conducive for High PM2.5 Levels

The potential to accumulate PM2.5 was evaluated to determine the influence of meteorology on the three highest PM days in 2017. This analysis illustrated that meteorological conditions on December 27, 2017, and to a lesser extent, December 24, 2017, were unusually favorable for high PM2.5 concentrations. This indicates that the high PM2.5 recorded on December 27, 2017 was somewhat expected based on unfavorable meteorology whereas the concentration recorded on December 24th was likely partially driven by meteorology with some contribution from local emissions. The meteorology on January 1st was not particularly conducive to high concentrations, indicating that local emissions played a large role in the exceedance. Refer to Appendix V for further details on this analysis.

A Mathematical Model Suggests That Remarkably High PM2.5 Concentrations in Compton on January 1st, December 24th, and December 27th, 2017 Were Caused by Unusual or Atypical Emission Sources

A model was developed to simulate historical PM2.5 concentrations in Compton based on actual PM2.5 measurements taken during 2009-2020, with meteorological, traffic flow, seasonal, and day-of-week data as predictor variables. The model was used to predict PM2.5 on the dates of interest as well as on dates that were randomly removed from the training dataset (held out dates). Evaluation of model performance by comparing measured concentrations with predicted concentrations on the held-out dates indicated that the model accurately simulates PM2.5 concentrations at Compton. However, the model failed to reproduce the three high PM days in question. This indicates that typical meteorology and seasonality, represented by day of a year, did not completely drive the exceptionally high concentrations recorded in Compton. Therefore, it is likely that local and infrequent episodic emissions significantly contributed to the high PM2.5 levels in Compton on the three highest days in 2017. Additional details of this analysis are provided in Appendix V.

Fireworks Contributed to the High PM2.5 Concentration on January 1st, 2017

To quantify the impact of fireworks on high PM2.5 in Compton on January 1st, 2017, FRM filters collected during July 4th and 5th, 2017 and 2018, and the FRM filter collected at Compton on January 1st, 2017 were analyzed using the X-Ray Fluorescence (XRF) for 50 inorganic and metal species. A full list of analyzed species can be found in Appendix V. Metals are a major chemical component of firework smoke. In the South Coast Air Basin, the highest PM2.5 concentrations in the summer months have always been recorded on July 4th and 5th because of Independence Day fireworks celebrations. There are also some fireworks events on New Year's Eve and widespread

use of consumer-grade fireworks. However, fireworks activities on New Year's Eve are usually less intensive than Independence Day. By comparing measurements on Independence Day and New Year's Eve, it is possible to estimate the contribution of firework on PM2.5 in Compton on January 1st, 2017. It is estimated that fireworks were responsible for 7.84 - 12.47 $\mu\text{g}/\text{m}^3$ of the mass, corresponding to 14.7 – 23.4% of the total PM2.5 mass measured in Compton on January 1st, 2017. While this increased mass from fireworks on January 1st, 2017 was not large enough to make an exceptional event demonstration, it did play an important role in driving the atypically high concentrations on that day. Further details of this analysis are presented in Appendix V.

PM2.5 Design Value is Unlikely to Exceed the PM2.5 24-hour Federal Standards in 2020-2023

To determine the likelihood of future PM2.5 design value exceedances in Compton during 2020 – 2023 a statistical technique was developed to estimate future concentrations based on past measurements. For the purposes of this analysis, it was conservatively assumed that PM2.5 precursor emissions and meteorology in future years will remain at 2009-2019 levels. We estimated the PM2.5 concentration on a given future day (all days between July 2020 and December 2023) by randomly sampling one historical PM2.5 measurement recorded during the same time of the year. The whole process was iterated 10,000 times to get a distribution of estimated design values for each year. The probabilities that the PM2.5 design value for the year 2020, 2021, 2022, and 2023 will exceed the 24-hour federal standard are 0, 0.07%, 4.6%, and 4.5% respectively. This suggests that it is very unlikely that the design value for the year 2020, 2021, 2022, and 2023 will exceed the 24-hour standard even with the conservative assumption that PM2.5 emissions and emission precursors will remain constant.

The constant emission assumption is a conservative assumption given that concentrations of NOx and VOCs, PM2.5 precursors, have decreased over the past decade (Figure 5-19 and Figure 5-20). Therefore, the actual PM2.5 design values in the future years are likely to be lower than the estimated design values with the assumption that emissions and chemistry involved in PM2.5 formation do not change in future years. A complete description of this technique and a sensitivity analysis is presented in Appendix V.

High PM2.5 Concentrations Measured During Wintertime in Compton are Heavily Influenced by Residential Wood Burning

Levoglucosan, a common tracer for wood combustion, was measured during MATES V. The measurements demonstrate that wood combustion is prevalent in the area surrounding Compton, particularly during winter. The average wintertime concentration measured at all MATES stations is presented in Figure 5-22. The levoglucosan concentration at Compton is 61% higher than the second highest station (West Long Beach) and 111% higher than the average of all other stations. This suggests that, during winter, PM2.5 in Compton is more influenced by wood burning compared to other locations in the South Coast Air Basin.

Residential wood burning is regulated by South Coast AQMD under Rule 445. When PM2.5 is forecast to exceed a threshold, which is currently 30 $\mu\text{g}/\text{m}^3$, a “no burn” day is declared. Since the U.S. EPA has recently finalized its determination on the South Coast Air Basin’s failure to attain the 2006 24-hour PM2.5 standard by December 31, 2019, the threshold will be lowered to 29 $\mu\text{g}/\text{m}^3$. However, low income households or households that use wood burning as a sole source of heat are exempt under Rule 445. A large fraction of the neighborhoods surrounding Compton contain low income households. Thus, a significant amount of wood burning in Compton may occur even on “no burn” days.

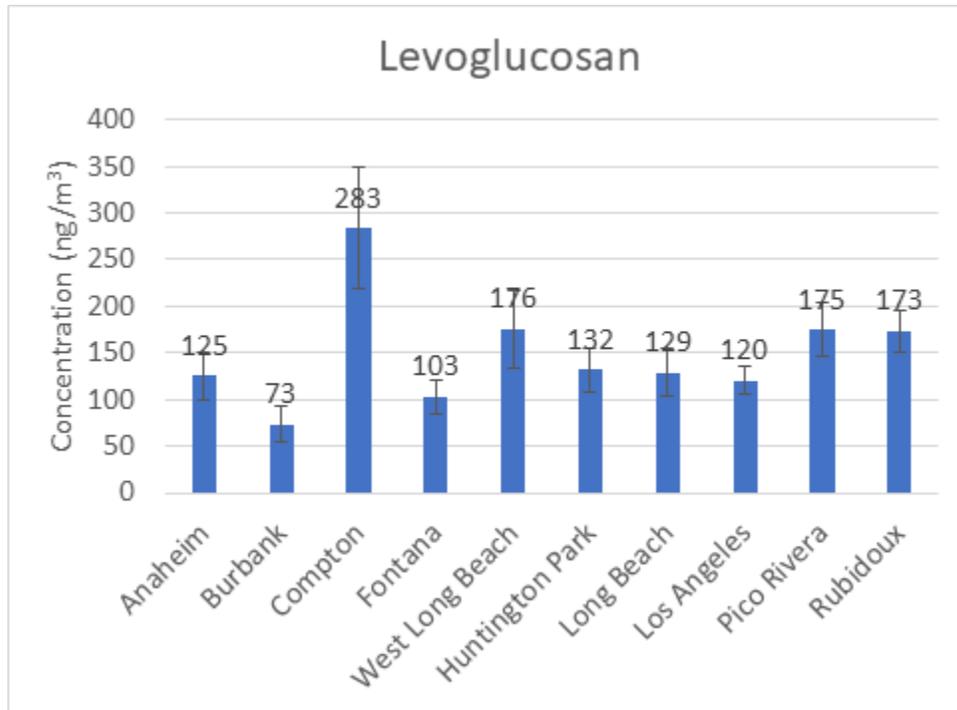


FIGURE 5-22

Average Levoglucosan Concentration Measured at Stations Across the South Coast Air Basin from Nov. 2018 – Feb. 2019.²⁹ Error bars represent the standard error of the measurements.

To better quantify the impact of residential wood burning on PM2.5 in Compton, a forecasting tool was created to predict PM2.5 from residential wood smoke based on levoglucosan observations during MATES V. The model relies on meteorological variables and seasonal parameters, which capture the influence of human behavior on wood smoke emissions, to estimate the PM2.5 concentrations due to wood smoke. This forecast tool can be used to estimate wood smoke concentrations on days without levoglucosan measurements.

²⁹ Levoglucosan data is preliminary.

The fraction of PM2.5 from wood smoke was calculated using the wood smoke PM2.5 concentrations estimated by the levoglucosan model and the total PM2.5 concentration measured on corresponding days. The fraction of PM2.5 from wood smoke has a clear seasonal cycle, which peaks in winter months and is lowest in summer months. This analysis suggests that wood smoke substantially contributes to PM2.5 mass in Compton; however, the model-predicted business-as-usual wood smoke contribution does not completely account for the high PM levels in 2017. Therefore, this indicates the presence of an abnormally high and unusual amount of local emissions on the 2017 exceedance days. Details of the model configuration and additional analysis is presented in the Appendix IV.

Compton Attainment Demonstration Summary

A weight-of-evidence approach using supplemental analyses was employed to demonstrate future attainment of the 2006 24-hr PM2.5 NAAQS in Compton. Consistent with the U.S. EPA's guidance, the additional analyses included air quality and emissions trends, further reductions beyond the baseline emissions, and further technical analyses that estimated the impacts of woodsmoke, fireworks, and meteorology. Together, the analyses demonstrate attainment of the 2006 24-hour PM2.5 standard in Compton by 2023. Key findings are summarized below:

- Since PM2.5 FRM measurements began in 2008, all design values were below the 2006 24-hour PM2.5 standard of 35 $\mu\text{g}/\text{m}^3$ until 2017. The unusually high PM2.5 levels that caused the exceedances in 2017 did not recur. Ambient monitoring data from 2018 to the 1st half of 2020 indicates that Compton will highly likely attain the standard by December 31, 2020.
- The preliminary 2020 design value calculated with measurements in 2018, 2019, and the first two quarters of 2020 is well below the standard. This indicates that Compton will attain the standard by the end of 2020 if no more than seven days above 45 $\mu\text{g}/\text{m}^3$, without wildfire influence, are recorded in the last half of the 2020—a very unlikely scenario based on the historical record.
- While the high PM2.5 days in 2017 were influenced by a combination of woodsmoke, fireworks and adverse meteorology, custom-built tools using statistical algorithms indicated that the high PM2.5 levels could not be explained by business-as-usual emissions or meteorology. Therefore, the 2017 high PM2.5 days were likely driven by episodic and localized emissions, which have not recurred.
- The episodic and localized emissions are not reflected in the regulatory emissions inventory nor are they resolved with the spatial scale used in attainment modeling. Therefore, unrealistically aggressive emission reductions would be required to show attainment with the regional modeling system.

- In addition to Compton’s likelihood of attainment by December 31, 2020, the continuation of precursor emissions reductions due to recently adopted regulations that are not reflected in the baseline emissions will further ensure attainment in Compton.
- Since the 2017 high PM2.5 days raised a concern, the FRM sampling frequency was changed from every 6th day to every day, which ensures that all poor air quality days are captured and the 98th percentile value will not be unduly influenced from an atypically high value that happens to fall on a one in three measurement day.

Overall Weight of Evidence

PM2.5 concentrations in the Basin have significantly decreased as shown in Figure 5-1 due to the impact of existing regulations, except from 2014-2016 when severe, persistent drought caused higher PM2.5 levels. Atypically high values were also observed in 2017, but only in Compton. The historical trend provides additional confidence that the downward trend over the last two decades will continue and the Basin will attain the PM2.5 standard in 2023, if not earlier. Moreover, additional emission controls that result from the implementation of the recently adopted regulations since the 2016 AQMP will further ensure timely attainment.³⁰

Because emission projections in this Plan are consistent with the modeling set-up of the 2016 AQMP, the attainment demonstration presented here is also based on the same CMAQ version (version 5.0.2). The latest version of CMAQ (version 5.3.1, released in December 2019) includes several improvements with respect to version 5.0.2. Additional simulations using the latest version of CMAQ were conducted to determine the sensitivity of model versions on attainment demonstration results. CMAQ 5.3.1 produced very similar results compared with the ones obtained using CMAQ 5.0.2 and did not change the results in the attainment demonstration. With the latest version, the South Coast Air Basin is also expected to attain the 2006 24-hour PM2.5 standard, which provides additional weight of evidence for the attainment demonstration.

Conclusion

Figure 5-23 shows the observed baseline year (2018) and projected future 24-hour PM2.5 design values in 2023, the new attainment year of the 2006 24-hour PM2.5 NAAQS. The 24-hour PM2.5 design values in 2023 are expected to be lower than 35.4 µg/m³ at all monitoring stations located within the Basin. The attainment was demonstrated with 2023 baseline emissions, which reflect on-going emission reductions from adopted regulations. The emissions inventory and numerical modeling included in this Plan demonstrate expeditious attainment of the 2006 24-hour PM2.5 standard in the South Coast Air Basin by 2023.

³⁰ South Coast AQMD (2017), 2016 Air Quality Management Plan, Appendix III, Base and future year emission inventory. Available at: <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/appendix-iii.pdf?sfvrsn=6>.

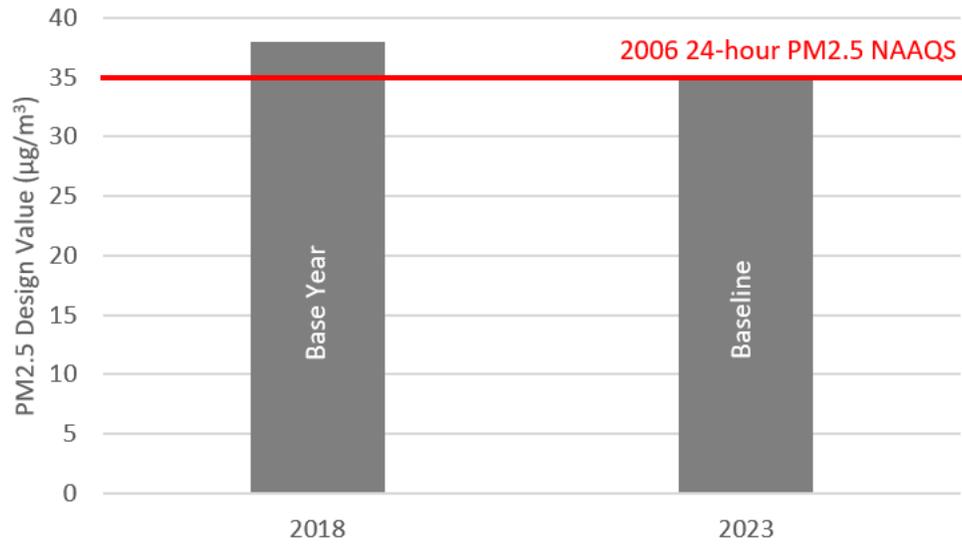


FIGURE 5-23

Projection of Future PM2.5 Air Quality in the Basin in Comparison with the 2006 24-Hour PM2.5 NAAQS

6. OTHER FEDERAL CLEAN AIR ACT REQUIREMENTS

This Plan addresses the Clean Air Act (CAA) requirements which were triggered because of the Basin's failure to attain the 2006 24-hour PM2.5 standard. Chapters 3 to 5 of this Plan fulfill the requirements related to the updated emission inventory, control strategy, and attainment demonstration. This chapter addresses the other CAA requirements.

Five Percent Annual Reduction

CAA Section 189(d) states that in the case of a Serious nonattainment area fails to attain the NAAQS by the applicable attainment date, the State in which such area is located shall, after notice and opportunity for public comment, submit within 12 months after the applicable attainment date, plan revisions which provide for attainment of the standard and, from the date of such submission until attainment, for an annual reduction in directly emitted PM or PM precursor emissions within the area of not less than 5 percent of the amount of such emissions as reported in the most recent inventory prepared for such area.

To comply with the CAA Section 189(d) requirement of annual 5 percent reduction of PM or a PM precursor, this section demonstrates that the South Coast Air Basin meets this requirement for all the years required to be addressed in this Plan. South Coast Air Basin is expected to attain the 2006 24-hour PM2.5 standard at or before 2023. Given the Plan is due to the U.S. EPA by December 31, 2020, the first year to demonstrate the 5 percent reduction is 2021 and the last year is 2023, the new attainment date. NOx is used for this demonstration, given that NOx is an important precursor for both ozone and PM2.5 and the Basin's attainment strategy for PM2.5 and ozone NAAQSs heavily depend on NOx reductions. The baseline and future milestone years' emissions inventory are presented in Chapter 3 of this Plan. As described in Chapter 3 (Base-Year and Future Emissions), the baseline inventory reflects regulations and programs adopted by South Coast AQMD as of December 2015 and by CARB as of November 2015. Regulations reflected in EMFAC2017 are included in the on-road mobile emissions. The rules and regulations incorporated in the baseline emissions have been SIP-approved. All years from 2021 to 2023 meet the requirement, as shown in Table 6-1, therefore, South Coast Air Basin meets the CAA 189(d) requirement of annual 5 percent reduction of PM or a PM precursor.

TABLE 6-1
5 Percent NOx Reductions per Year from 2020 to 2023

		% Reduction from 2018 base	5% Target (Tons per Day)	NOx baseline Emissions (Tons per Day)	Meets 5% (yes or no)
Base Year	2018			370.5	
		5 percent of 2018 Baseline Year Emission		18.5	
Year 1	2021	5%	352.0	321.7	YES
Year 2	2022	10%	333.5	297.9	YES
Year 3	2023	15%	314.9	276.6	YES

Control Strategy Analysis

The CAA Section 189(d) Plan must include a control strategy satisfying the requirements of 40 CFR 51.1003(c)(1)(iii) and 51.1010(c). This control strategy must be sufficient to achieve the emissions reductions necessary for the 5% annual emissions reduction demonstration and expeditious attainment. As described in the previous section in this Chapter, reductions in the baseline emissions provide for the required 5% annual emission reduction. This section includes an evaluation of emissions sources and emissions controls and demonstrates that all best available control measures (BACM) and feasible control measures are in place in the Basin for directly emitted PM2.5 and all PM2.5 precursors. This demonstration covers: 1) implementation of BACM as approved in the 2016 AQMP and 2016 State SIP Strategy and 2) evaluation of additional feasible measures, as described below.

I. Implementation of Best Available Control Measures as Approved in the 2016 AQMP and 2016 State SIP Strategy

The Basin was reclassified as Serious nonattainment for the 2006 24-hour standard effective February 12, 2016 with an attainment date of December 31, 2019. The Final Rule of “*Fine Particle Matter National Ambient Air Quality Standards: State Implementation Plan Requirements*” (81 FR 58010) indicates that a Serious area attainment plan must include provisions to implement BACM on sources in a Serious nonattainment area no later than four years after reclassification. The 2016 AQMP included a comprehensive BACM demonstration for stationary, area, and mobile sources for the 2006 24-hour PM2.5 standard, which was subsequently approved by the U.S. EPA in March 2019 (84 FR 3305). Below is an update on the implementation of BACM as approved in the 2016 AQMP and the 2016 State SIP Strategy.

i. South Coast AQMD Stationary Sources

As a component of the 2016 AQMP, South Coast AQMD conducted a comprehensive BACM/BACT analysis for the 2006 PM2.5 standard. In addition to the BACT evaluation for

stationary sources, potential control measures were identified for key stationary sources by comparing existing control measures to the requirements in federal and state regulations and guidance, as well as the analogous rules in other air districts. A 7-step analysis was conducted to identify candidate measures that were potentially feasible to be implemented in the Basin. The source of information included the Air Quality Technology Symposium, RACT/BACT Evaluation, U.S. EPA Technical Support Documents, other Districts' control measures, control measures beyond RACM in the 2012 AQMP, U.S. EPA menu of control measures, and U.S. EPA guidance document (details are found in the 2016 AQMP Appendix VI-A). In summary, the 2016 AQMP BACM evaluation concluded that South Coast AQMD's rules and regulations are generally as stringent as, or more stringent than, the analogous rules in other air districts / agencies, and are considered as BACM for applicable stationary sources. There were no additional cost effective and technologically feasible control measures identified in the 2016 AQMP that could qualify as BACM or additional feasible measures for the 2006 24-hr PM2.5 standard. Since the adoption of the 2016 AQMP, South Coast AQMD has continued to implement the existing rules and regulations as well as the control strategies described in the 2016 AQMP which provide emission reductions in PM2.5 and PM2.5 precursors toward attainment of the 2006 PM2.5 standard.

ii. CARB Mobile and Area Sources

On March 14, 2019, the U.S. EPA approved the South Coast 2016 PM2.5 SIP (2016 SIP) which demonstrated that BACM, including BACT, for the control of direct PM2.5 and PM2.5 precursors would be implemented no later than four years after the Basin was reclassified to Serious for the 24-hour PM2.5 NAAQS. While the 2020 24-hour PM2.5 SIP does not require another demonstration that the State has met BACM, CARB staff believes an affirmation that the State has met, and continues to meet, BACM requirements is appropriate.

California's long history of comprehensive and innovative emissions control has resulted in the strongest mobile source control program in the nation. The U.S. EPA has acknowledged the strength of these programs in their approval of CARB's regulations and through past waivers. In addition, the U.S. EPA has provided several past determinations that CARB's mobile source control programs meet BACM requirements, including within the approval of the 2016 SIP. Since approval of the 2016 SIP, CARB has continued to substantially enhance and accelerate reductions from its mobile source control programs through continued implementation of on-going programs such as the Truck and Bus Rule, and adoption of new regulations and more stringent engine emissions standards and in-use requirements. The continued implementation of the control strategy approved in the 2016 PM2.5 SIP provides emission reductions in PM2.5 and PM2.5 precursors toward attainment of the 2006 PM2.5 standard.

iii. Transportation Control Measures

As required by federal and state laws, the South California Association of Governments (SCAG) is responsible for developing a long-range regional transportation plan/sustainable communities strategy (RTP/SCS) every four years and a short-term federal transportation improvement program (FTIP) every two years. The RTP/SCS provides for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG region, while the FTIP implements the programs and projects in the RTP/SCS. SCAG must ensure that the regional transportation plan, program, and projects are supportive of the goals and objectives of applicable AQMPs/SIPs. In addition, SCAG is required to develop demographic projections and regional transportation strategy and control measures for the South Coast AQMP/SIP based on the RTP/SCS and the FTIP.

Included within these regional transportation strategy and control measures are SIP-committed transportation programs and projects that reduce vehicle use or change traffic flow or congestion conditions, better known as Transportation Control Measures (TCMs).

Reclassified as a Serious nonattainment area under the 2006 PM2.5 NAAQS since February 12, 2016, the South Coast Air Basin is required to implement BACMs including TCMs for the control of direct PM2.5 and PM2.5 precursors from on-road mobile sources. SCAG prepared a TCM BACM analysis for the Serious 2006 PM2.5 SIP included in the 2016 South Coast AQMP.³¹ Effective March 14, 2019, US EPA approved the BACM demonstration in the Serious 2006 PM2.5 SIP including the TCM BACM demonstration.

Since the adoption of the 2016 AQMP, SCAG has been implementing all the committed TCMs described in the 2016 AQMP, including those listed in the 2016 AQMP Appendix IV-C as well as new TCMs added through the TCM selection and rollover process via the subsequent FTIP development process. The continuing TCM implementation provides emission reductions in PM2.5 and PM2.5 precursors for the attainment of the 2006 PM2.5 standard.

II. Evaluation of Additional Feasible Measures

Since the adoption of the 2016 AQMP, several regulations and policies have been developed or updated for select source categories by other agencies. For example, several air districts have revised their wood-burning rules to incorporate more stringent requirements. In addition, California has passed a suite of bills that seek to reduce greenhouse gas emissions from various sectors including electricity generation as well as residential and commercial buildings. Hence, a further evaluation of feasible measures is warranted for these source categories. The following sections provide an update of these regulations and policies and an assessment of whether they could be considered additional feasible measures for these source categories in the Basin. Finally,

³¹ 2016 AQMP Appendix IV-C. <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/appendix-iv-c.pdf?sfvrsn=4>.

South Coast's recently adopted Reasonably Available Control Technology Demonstration is also presented here as an additional analysis for feasible measures.

i. Residential Fuel Combustion – Wood Combustion

Residential wood combustion is an area source category with significant PM2.5 emissions, accounting for an estimated 4.9 ~~tons per day~~tpd of PM2.5 and 7.4 ~~tpd~~tons per day of VOC in year 2018. Most wood-burning devices in the Basin are fireplaces or wood stoves (or wood-burning heaters). South Coast AQMD Rule 445 (Wood Burning Devices) regulates emissions from this source category. On February 12, 2019, the U.S. EPA approved Rule 445 as BACM for the 2006 24-hour PM2.5 standard (84 FR 3005). Since that time, two other California air districts and another state agency have revised their wood-burning rules to incorporate more stringent requirements. Hence, a further evaluation of feasible measures is warranted for this source category.

South Coast AQMD Rule 445 Wood-Burning Devices (Amended 6/5/2020) was adopted in March 2008 to implement the PM2.5 Control Measure BCM-03 of the 2007 AQMP to reduce PM2.5 emissions from wood-burning devices. Rule provisions apply to manufacturers, vendors, commercial firewood sellers, and persons owning or operating a wood-burning device. The rule prohibits burning of products not intended for use as fuel, the sale of unseasoned wood (currently from July 1 through the end of February), and mandates curtailment of wood-burning on “No-Burn” days. Wood-burning curtailment is mandatory on No-Burn days when ambient PM2.5 concentration is forecast to exceed a threshold limit. Exemptions are included for low income households, where the device is the sole source of heating or no natural gas service is available within 150 feet of the property line, geographic elevations 3,000 feet or higher above mean sea level, and ceremonial fires. The rule was amended in May 2013 to implement Control Measure BCM-01 in the 2012 AQMP. The 2013 amendments expanded the wood-burning curtailment or No-Burn day restrictions by lowering the curtailment threshold from 35 to 30 $\mu\text{g}/\text{m}^3$, establishing criteria for Basin-wide curtailment, and also setting standards for commercially sold solid-fuel labeling. In June 2020, Rule 445 was amended to implement the backstop Contingency Control Measure BCM-09 in the 2016 AQMP and to address the CAA contingency measure requirements for the PM2.5 standards. The 2020 amendments extended the No-Burn day requirement Basin-wide when the daily PM2.5 air quality is forecast to exceed 30 $\mu\text{g}/\text{m}^3$ in any source receptor area, providing additional emission reduction benefits beyond those incorporated in the baseline reductions from this source category. In addition, the No-Burn day thresholds will automatically be lowered upon the EPA's finding of failure to fulfill specific requirements as set forth in 40 CFR § 51.1014(a).

The following is an evaluation of recently adopted rules and regulations by other agencies for residential wood burning:

San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) Rule 4901 (Wood Burning Fireplaces and Wood Burning Heaters, Amended 6/20/2019)

SJVUAPCD Rule 4901 includes a tiered mandatory curtailment program that establishes different curtailment thresholds for each county based on the type of devices. During a level one episodic woodburning curtailment, operation of wood burning fireplaces and unregistered wood burning heaters is prohibited, but properly operated, registered wood burning devices may be used. During a level two episodic woodburning curtailment, operation of any wood burning device is prohibited. In the “hot spot” counties of Madera, Fresno, and Kern, the level one PM2.5 threshold is 12 micrograms per cubic meter, and the level two PM2.5 threshold is 35 micrograms per cubic meter. In the remaining counties in the District (San Joaquin, Stanislaus, Merced, Kings, and Tulare), the level one PM2.5 threshold is 20 micrograms per cubic meter, and the level two PM2.5 threshold is 65 micrograms per cubic meter. In addition, Rule 4901 prohibits the sale or transfer any real property which contains a wood burning heater without first assuring that each wood burning heater included in the real property is EPA Phase II Certified or has a more stringent certification for wood-burning devices under the NSPS at the time of purchase or installation, , as well as removal or installation of an EPA certified wood-burning heater that meets the requirements of NSPS at the time of installation during a major fireplace remodel which also requires a building permit. South Coast AQMD Rule 445 prohibits remodeling of fireplaces. Existing fireplaces constructed prior the effective date of the rule may be repaired within the existing footprint where there is a health/safety issue.

Bay Area Air Quality Management District (BAAQMD) Regulation 6 Rule 3 (Wood-Burning Devices, Amended 11/20/2019)

Under BAAQMD Rule 6-3, the Air District can issue a Winter Spare the Air Alert and require a Mandatory Burn Ban when air quality is forecast to be unhealthy due to elevated levels of fine particulate matter with some exemptions that allow wood burning. The rule provides for limited exemptions in the following areas: (i) sole source of heat, (ii) non-functional, permanently installed heater, and (iii) loss of natural gas and/or electric power. In 2019, BAAQMD revised its wood-burning rule to provide for curtailments year-round with a curtailment threshold of 35 µg/m³.

Utah Administrative Code R307-302-3 (No-Burn Periods for Particulates, Effective 2/1/2017)

Under Utah Administrative Code R307-302-3, when the ambient concentration of PM2.5 measured by monitors in Box Elder, Cache, Davis, Salt Lake, Tooele, Utah or Weber counties are forecasted to reach or exceed 25 micrograms per cubic meter, a mandatory no-burn period for solid fuel burning devices goes into effect. The mandatory no-burn periods will only apply to those counties identified by the director. A person within the geographical boundaries is prohibited from using a solid fuel burning device unless it is the sole source of heat for an entire residence and registered with the director.

Analysis of Feasible Measures for Residential Fuel Combustion (South Coast AQMD Rule 445)

The following is an analysis of feasible measures for residential fuel combustion based on an evaluation of recently adopted rules and regulations by other air agencies.

Lowering Curtailment Thresholds

The 2006 standard for the 24-hour PM2.5 is set at 35 $\mu\text{g}/\text{m}^3$. Under Rule 445, when ambient PM2.5 concentration is forecast to exceed 29 $\mu\text{g}/\text{m}^3$, wood burning is prohibited. Since the curtailment threshold is significantly lower than the 24-hour standard, a No-Burn day will be called when days are forecasted to be above the standard as well as on days when PM levels are close to the standard. As such, a lower curtailment threshold will not result in additional emission reduction benefits on days with PM2.5 levels exceeding 35 $\mu\text{g}/\text{m}^3$, and would not have quantifiable emission reductions for the 24-hour PM2.5 standard.

Removal or Replacement of Non-Certified Devices upon Property Transfer or Remodel

In South Coast AQMD, wood-burning curtailment is mandatory for all non-exempt households whenever ambient PM2.5 concentrations are forecast to exceed the curtailment threshold. Given all non-exempt households are prohibited from using both certified and non-certified devices on no-burn days, the removal or replacement of non-certified devices upon transfer or remodel would not result in additional emission reductions on days when the curtailment thresholds are exceeded.

EPA-Certified Devices in Exempt Households

Households currently exempt from South Coast Rule 445 curtailment requirements include the following: where there is no existing infrastructure for natural gas service within 150 feet of the property line; locations 3,000 feet or more above mean sea level; low-income households; sole source of heat, and ceremonial fires. Ceremonial fires are regulated pursuant to the provisions of Rule 444 – Open Burning.

As discussed in the Rule 445³² staff report, certified wood-burning heaters can range in price anywhere from \$2,000 to \$8,000 per unit and require professional installation. This would be a significant financial hardship for low income households and also for those not within 150 feet of natural gas service or where the unit is the sole source of heat (which are generally located in more rural and economically disadvantaged areas in the Basin). Natural gas service is generally available in the more densely populated regions of the Basin, so that with the number of units required to switch over this will likely not be a cost-effective requirement or a significant source of emissions reductions. Also staff is exploring ways to expand the existing Fireplace and Wood Stove Change Out incentive program to include additional zip codes. The program currently provides qualified applicants between \$200 to \$1,600 towards the purchase and installation of an approved wood-burning or gaseous-fueled device that replaces an existing fireplace, providing an incentive to

³² Table 4 of Rule 445 Final staff Report. <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2020/2020-Jun5-026.pdf?sfvrsn=6>.

replace fireplaces with cleaner units. The only areas 3,000 ft or higher above mean sea level with large populations in the Basin are Idyllwild, Lake Arrowhead, and Big Bear. The only Federal Reference Method PM2.5 monitor located at 3,000 feet or higher above mean sea level in the South Coast Air Basin is in Big Bear. The recorded PM2.5 levels from this monitor are well below the 24-hour PM2.5 standard. On days when meteorology is favorable for high PM2.5 concentrations, these areas are all downwind of monitors that do not attain the 24-hour standards. Therefore, these areas are not expected to contribute to exceedances of the 24-hour standard.

Extend the Curtailment Season to Year-round

Climate in the Basin is typically more moderate than in the Bay Area and during the non-wood-burning season months, wood-burning devices are used mainly for ambience purposes. For example, based on NOAA data during the four-month wood-burning season from November 2019 through February 2020, the average ambient temperatures in the Los Angeles Downtown Area were 64.9, 59.4, 60.9 and 62.6 degrees Fahrenheit, respectively. In contrast, at San Francisco International Airport (BAAQMD) for the same time period temperatures were 56.4, 53.5, 52.1 and 55.3 degrees Fahrenheit, respectively. Similarly, for the same time period temperatures in the Fresno area (SJVUAPCD) were 57.9, 51.0, 49.0 and 55.0 degrees Fahrenheit, respectively. Both regions have significantly lower average temperatures than those typically experienced in the South Coast Air Basin. In addition, the exceedances outside the wood-burning season months are unlikely to affect the 24-hour design values. The past three Basin maximum 24-hour design values were not affected by the few exceedances occurring outside the wood-burning season.³³ In 2019, PM levels above the 24-hour standard were observed only during the existing curtailment season (i.e. in the months of November, December, January, and February), when meteorology is conducive to PM2.5 formation in the Basin. As such, extending the curtailment season to the entire year would not result in additional emission reductions for the 24-hour standard.

Conclusion

Based on the above analysis, for this source category, no other feasible measures would result in additional emission reductions for the 2006 24-hour standard. The requirements in Rule 445 – Wood-Burning Device will be further evaluated in future rule amendments.

ii. Residential and Commercial Buildings

The South Coast Air Basin is home to approximately 17 million residents, representing 44% of the population in California, who reside in about 6 million housing units and utilize commercial space for shopping, entertainment, and places of employment. The energy consumption in the residential and commercial buildings is a direct and indirect source of criteria pollutants and greenhouse gas emissions. Residential and commercial fuel combustion accounted for 21.4 ~~tpd tons per day~~ of NOx and 7.3 ~~tpd tons per day~~ of directly emitted PM2.5 in the Basin in 2018. The majority of NOx emissions within the residential and commercial buildings are from water heating and space

³³ Events that would reasonably be considered exceptional events such as wildfire and July 4 were removed from this analysis.

heating with the residential sector responsible for the higher direct PM_{2.5} emissions from residential wood burning. In South Coast AQMD, Rule 1111 reduces NO_x emissions from residential and commercial gas-fired fan-type residential space heating furnaces. The rule applies to manufacturers, distributors, sellers, and installers of such furnaces. Rule 1111 was amended in 2009 to require Ultra-Low NO_x furnaces (14 nanograms per Joule (ng/J)) by 2014, and was subsequently amended to extend the compliance date with a mitigation fee option. The current NO_x emission limit is set at 14 ng/J, which is the most stringent emission limit in California. NO_x emissions from residential natural-gas fired water heaters are regulated by Rule 1121. The rule was amended in December 1999 to lower the emission limit from 40 ng/J to 20 ng/J on July 1, 2002 and 10 ng/J on January 1, 2005. In 2004, the implementation date of the final rule limit of 10 ng/J was delayed to 2006-2008 as more time was needed because a number of national safety, energy and environmental standards were delayed and must be met concurrently with the Rule 1121 final limit. The existing NO_x limit of 10 ng/J is still the most stringent emission limit for natural gas fired water heaters in California.

For the residential and commercial buildings, there are potential opportunities to require and accelerate the replacement of existing equipment with cleaner zero- or near-zero emissions alternatives. The 2016 AQMP includes control measures for the applications of zero or near-zero NO_x emissions appliances in the residential and commercial sectors (CMB-02), additional enhancement in reducing energy use in existing residential buildings (ECC-03), and co-benefits from existing residential and commercial building energy efficiency mandates (ECC-02). These three control measures combined are anticipated to achieve 2.6 tpd of NO_x reductions by 2023. A key element of the 2016 AQMP is to use private and public funding to help further the development and deployment of the advanced cleaner technologies such as zero emission and near-zero emission technologies, and also identify co-benefits from existing programs (e.g., climate and energy efficiency). In January 2019, the South Coast AQMD Governing Board awarded 26 emission reduction incentive projects, totaling over \$47 million from several South Coast AQMD mitigation and penalty funds, to support the 2016 AQMP's goals. Of the 26 projects, 15 were selected to implement commercially available zero or near-zero control technologies as well as to support infrastructure for implementation of cleaner fuels. These projects are anticipated to result in approximately 88 tons per year of NO_x and 2 tons per year of PM_{2.5} emissions reductions in the Basin, with the majority of the projects implemented in environmental justice communities. Additionally, 11 stationary and mobile source technology demonstration projects were funded. Upon successful demonstration and deployment, these projects have the potential to provide additional long-term NO_x and VOC emission reductions. The awarded projects are consistent with the commitments in various 2016 AQMP control measures including MOB-14, CMB-02, CMB-04, and ECC-03.

Since the adoption of the 2016 AQMP, California Legislature passed a suite of bills that seek to reduce greenhouse gas emissions from various sectors including electricity generation as well as

residential and commercial buildings. In 2018, California passed SB 100 (California Renewables Portfolio Standard Program: Emissions of Greenhouse Gases), which sets new standards to California's renewable portfolio by requiring the state to use 50% renewable electricity by 2026, 60% renewable electricity by 2030, and 100% carbon-free electricity by 2045. In addition, two new laws directed towards the state's building sector, AB 3232 (Zero-emissions Buildings and Sources of Heat Energy) and SB 1477 (Low-emissions Buildings and Sources of Heat Energy), were signed in 2018. AB 3232 requires the California Energy Commission (CEC) to assess, by January 1, 2021, the potential for reducing GHG emissions from California's residential and commercial buildings to 40% below 1990 levels by 2030. The assessment will identify key options and policies for increasing heating efficiency while reducing carbon emissions from the state's commercial and residential buildings. SB 1477 helps promote and implement clean heating technology in the state by providing \$50 million per year through 2023 to encourage market-based development and adoption of low-emission, clean heating technologies for buildings. In 2018, Governor Brown also signed Executive Order B-55-18, committing California to total, economy-wide carbon neutrality by 2045.

Overall, California sets ambitious goals to promote clean technologies and decrease energy use in California's existing and new building stock. Reducing, managing, and changing the way energy is used in the commercial and residential sectors can provide additional emission reductions, reduce energy costs, and provide multiple environmental benefits. These state climate policies will result in NOx reduction co-benefits in the mid to long term time frame. An evaluation of the benefits of these existing and emerging energy programs to NOx reduction will be included in the 2022 AQMP. South Coast AQMD will continue to evaluate opportunities for additional feasible NOx reductions in existing and new residential and commercial buildings through regulatory or incentive-based programs.

Based on the above analysis, no other feasible measures would result in additional emission reductions for the 2006 PM2.5 standard ~~it is concluded that for this source category, no other feasible measures would result in additional emission reductions for the 2006 PM2.5 standard.~~

iii. Farming Operations - Manure Management

South Coast AQMD Rule 223 (Emission Reduction Permits for Large Confined Animal Facilities, Amended 6/2/06) reduces emissions of ammonia and VOCs, both of which are precursors of PM2.5. Rule 223 applies to Large Confined Animal Facilities (LCAFs) above certain size thresholds. Dairies with at least 1,000 milking cows, poultry facilities with at least 650,000 birds, and horse facilities with at least 2,500 horses qualify as LCAFs. Pertaining to manure management, the dairy provisions require that owners/operators implement at least six of 12 corral measures, two of seven solid manure or separated solids handling measures, one of eight liquid manure handling measures, and two of four land application measures. A Poultry LCAF owner/operator must implement at least one of seven solid manure or separated solids handling measures, and one

of eight liquid manure handling measures. Rule 223 requires applicable facilities to obtain a South Coast AQMD permit including a mitigation plan with measures chosen from the mitigation menu. The menu option approach in Rule 223 provides the flexibility of selecting the more cost-effective measures.

South Coast AQMD Rule 1127 (Emission Reductions from Livestock Waste, Adopted 8/6/2004) reduces emissions of ammonia, VOC, and PM10 emissions from dairy livestock waste. Rule 1127 applies to dairy farms with 50 or more cows, heifers, and/or calves and to manure processing operations, such as composting operations and anaerobic digesters. The major requirements of Rule 1127 include Best Management Practices (BMPs) to minimize fugitive dust emissions, minimize excess water in corrals, pave feed lanes at least 8 feet on the corral side of the feed lane fence, clear corrals of accumulated manure, and timely remove on-dairy stockpiles. Manure disposal is permitted from the dairy only to a manure processing operation designed to reduce ammonia and VOC emissions from unprocessed manure; agricultural land within the SCAQMD approved for the spreading of manure; or a combination of the above options.

SJVUAPCD Rule 4570 (Confined Animal Facilities, Amended 10/21/2010)

SJVUAPCD Rule 4570 limits emissions of VOC and NH₃ from Confined Animal Facilities. Rule 4570's regulatory thresholds include facilities with at least 500 milking cows, 3,500 beef cattle, 7,500 calves, heifers, or other cattle, 400,000 heads of chicken and ducks, 100,000 heads of turkey, 3,000 heads of swine and horses, and 15,000 heads of sheep, goats, or any combination of the two. Rule 4570 is more stringent regarding its applicability compared to South Coast AQMD Rule 223 for milk cows (1,000 milk cows in in South Coast AQMD vs 500 milk cows in SJVAPCD), and for chickens and ducks (650,000 birds in in South Coast AQMD vs. 400,000 birds in SJVAPCD). Rule 4570 also made certain feed and housing menu items mandatory for dairies and poultry facilities. However, South Coast AQMD Rule 1127 has lower applicability thresholds for cows, heifers and/or calves. Rule 223 also has a lower applicability for horse facilities (2,500 in South Coast AQMD vs. 3,000 in SJVUAPCD). In the 2016 AQMP, the feasibility of lowering the applicability threshold was evaluated. It was determined that lowering the applicability threshold would result in 0.20 tpd of NH₃ reductions and 0.04 tpd of VOC reductions by 2025.

Other State Policies

California SB 1383, adopted in September 2016, establishes targets to reduce methane emissions from livestock manure management operations and dairy manure management operations. On March 24, 2017, ARB adopted its Short-Lived Climate Pollutant Reduction Strategy (SLCP Plan), outlining future steps for implementing SB 1383 and the need for cooperation. As the plan states, "the State will work to support improved manure management practices through financial incentives, collaboration to overcome barriers, and other market support." South Coast AQMD anticipates that the implementation of SB 1383 would result in co-benefits of VOC and NH₃ reductions from livestock manure management operations and dairy manure management

operations. The implementation of SB 1383 is expected to reduce the emissions from this source category.

Conclusion

Based on the above analysis, ~~it is concluded that for this source category,~~ no other feasible measures would result in additional emission reductions for the 2006 PM2.5 standard for this source category. Staff will continue to track the implementation of SB 1383 and the corresponding emissions benefits to determine whether future rule amendments may be warranted.

iv. *Farming Operations - Greenwaste Composting*

PM precursor emissions of VOC and NH₃ are emitted from composting of organic waste materials including greenwaste and foodwaste which are regulated by South Coast AQMD Rule 1133.3 (Greenwaste Composting Operations). Although Rule 1133.3 covers foodwaste composting, the level of emissions from foodwaste composting has not been fully characterized, mainly due to the lack of related emissions test data. In the 2016 AQMP, BCM-10 (Emission Reductions from Greenwaste Composting) seeks to reduce VOC and NH₃ emissions (1.5 tpd and 0.1 tpd by 2023, respectively) through emerging organic waste processing technology, restrictions on the direct land application of chipped and ground uncomposted greenwaste, and through increased diversion to anaerobic digestion.

In addition to emitting VOC and NH₃, the decomposition of organic waste is a significant source of GHG emission. SB 1383, adopted in September 2016, establishes a 50 percent reduction target in the statewide disposal of organic waste from the 2014 level by 2020, and a 75 percent reduction target by 2025. Under SB 1383, CalRecycle has the regulatory authority to achieve the organic waste disposal reduction targets. It also established an additional target that not less than 20 percent of edible food that is currently disposed of is recovered for human consumption by 2025. South Coast AQMD anticipates that the implementation of SB 1383 would result in co-benefits of VOC and NH₃ emission reductions from this source category.

Conclusion

Evaluation is underway to update the emission inventory, which will be used in conjunction with implementation of SB 1383 to assess the need of any potential rulemaking to further reduce emissions from this category.

v. *2020 Reasonably Available Control Technology Demonstration*

In 2020, a RACT Demonstration was conducted for the South Coast Air Basin based on its Extreme nonattainment classification of the 2015 8-hour ozone standard (herein refers as 2020

RACT).³⁴ The 2020 RACT Demonstration addressed both Control Techniques Guidelines (CTG) and non-CTG major³⁵ sources in the Basin emitting the 10 or more tons per year of VOC and NOx. The 2020 RACT Demonstration evaluated over 48 of the U.S. EPA's CTG sources as well as 70 rules, regulations or guidelines adopted from March 2014 to February 2020 by other air districts, state air agencies, and the U.S. EPA. These rules and regulations were compared with the corresponding South Coast AQMD rules and regulations. The 2020 RACT Demonstration concluded that, with the exception of Rule 1115 (Motor Vehicle Assembly Line Coating Operations), South Coast AQMD's current rules for the applicable sources of VOC and NOx meet or exceed the federal RACT requirements. South Coast AQMD Rule 1115 is currently not as stringent as the U.S. EPA's CTG (Automobile and Light-Duty Truck Assembly Coatings) for several coatings and products for facilities emitting greater than 15 pounds per day. In addition, the VOC emission limits in Rule 1115 for several coating types are less stringent than those in the corresponding Antelope Valley Air Quality Management District and San Joaquin Valley Air Pollution Control District's rules. Rule 1115 applies to both light-duty and heavy-duty vehicle assembly lines, whereas the U.S. EPA's CTG applies to automobiles and light-duty trucks. For heavy-duty vehicles, the CTG provides an option to satisfy the requirement through metals products or plastic parts coatings. In the 2014 RACT analysis, all facilities subject to Rule 1115 were heavy-duty vehicles manufacturers, and RACT was fulfilled through South Coast AQMD Rule 1107 (Coatings of Metal Parts and Products). Since then, new light-duty motor vehicle manufacturing facilities are operating in the Basin that are subject to this CTG. Accordingly, light-duty motor vehicle manufacturing emission sources do not meet the U.S. EPA's CTG requirements and South Coast AQMD commits to amend Rule 1115 to meet the CTG requirements. Under South Coast AQMD New Source Review Program (Regulation XIII), the new light-duty motor vehicle manufacturing facilities are required to meet BACT for all emission sources, which by definition represents the "best available control technology." Thus, no additional feasible measure was identified for the Basin from the 2020 RACT Demonstration, which was submitted to the U.S. EPA in August 2020.

vi. Mobile Sources

Since approval of the 2016 SIP, CARB has continued to substantially enhance and accelerate reductions from our mobile source control programs through continued implementation of ongoing programs such as the Truck and Bus Rule, and adoption of new regulations and more stringent engine emissions standards and in-use requirements such as the Heavy-Duty Low NOx Omnibus Regulation approved by the Board on August 27, 2020. Other rules that CARB has adopted since 2016 include: Low Carbon Fuel Standard and Alternative Diesel Fuels Regulation adopted in April 2018, amendments to the Heavy-Duty Vehicle Inspection Program and Periodic Smoke Inspection Program adopted in May 2018, Heavy-Duty Diesel Vehicle Emission Control

³⁴ Draft Final Staff Report for 2015 8-Hour Ozone Standard Reasonably Available Control Technology (RACT) Demonstration, South Coast AQMD, May 2020 (<http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/ract-draft-final-staff-report.pdf?sfvrsn=23>).

³⁵ Major sources that are not covered by the U.S. EPA CTGs are called non-CTG major sources.

System Warranty Regulation Amendments adopted in June 2018, the Innovative Clean Transit rule adopted in December 2018, the Zero Emission Airport Shuttle Bus Regulation adopted in June 2019, the Advanced Clean Trucks Regulation adopted in June 2020, and the Control Measure For Ocean-Going Vessels At Berth And At Anchor adopted in August 2020.

CARB also continues to lower emissions through the use of incentive funding, and other policies and initiatives. These efforts not only ensure that all mobile source sectors continue to achieve maximum emission reductions through implementation of the cleanest current technologies, but also promote the ongoing development of more advanced zero and near-zero technologies. As a result, California's mobile source control programs continue to be the most stringent emissions controls in the nation and provide the implementation of feasible control measures for mobile source sectors.

vii. *Transportation Control Measures*

The following analysis is an update to the TCM BACM Analysis in the recently approved 2016 South Coast AQMP/2006 PM2.5 Standard SIP, which aims to identify additional feasible measures since the 2016 AQMP.

Review of On-Going Implementation of TCMs in the South Coast Air Basin

In the South Coast Air Basin, TCMs are defined to include the following three main categories of transportation improvement projects and programs that have funding programmed for right-of-way and/or construction in the first two years of the prevailing FTIP per the applicable SIPs as documented in the SCAG's Final 2019 FTIP Guidelines:

- Transit, Intermodal Transfer, and Active Transportation Measures;
- High Occupancy Vehicle (HOV) Lanes, High Occupancy Toll (HOT) Lanes, and their pricing alternatives; and
- Information-based Transportation Strategies.

TCM Selection and TCM Rollover Process – TCMs in the South Coast Air Basin continue to be developed through a continuous and exhaustive process. Projects identified as TCMs in the RTP/SCS are tracked as they get programmed in the FTIP. Only projects that have money programmed for right-of-way and/or construction in the first two years of the FTIP are considered TCMs subject to the Clean Air Act timely implementation requirements. Approximately every two years, as the FTIP is updated, additional TCMs will be added to the South Coast AQMPs/SIPs based on the new FTIP and the FTIP Guidelines. The rollover of TCMs updates the AQMPs/SIPs to include new projects in addition to ongoing projects from previous FTIPs. The rollover is monitored for adherence to the schedule established in the FTIP at the time a project is identified as a committed TCM. The identification of TCMs from the FTIP is agreed upon by both SCAG and the appropriate CTCs. As the FTIP gets adopted every two years, new TCMs emerge and

completed TCMs get removed. This rollover process was included in the 1994 SIP and approved by the U.S. EPA. The rollover process has been refined in the FTIP Guidelines adopted with every FTIP. The rollover process has worked remarkably well and has resulted in hundreds of TCMs being implemented/constructed. Thus, the rollover process produces more than RACM would produce and meets BACM. This ensures that RTP/SCS projects that are potential TCMs will, through the rollover process, eventually become committed TCMs.

TCM Funding – Funding for TCMs traditionally depended mostly on federal & state sources. But with gas tax revenues declining and both federal and state budgets tightly constrained, local agencies in California asked the state legislature for permission to go to the voters in each county for a ½ percent sales tax for transportation. This required a 2/3 voter approval in each county, and all four counties in the South Coast Air Basin won approval and extensions were also subsequently approved. While most counties impose a 0.5 percent sales tax to fund transportation projects, Los Angeles County effectively imposes a permanent two percent sales tax (a combination of four 0.5 percent sales taxes - Proposition A, Proposition C, Measure R, and Measure M) as Measure M increases from 0.5 to one percent upon the expiration of Measure R. Riverside County's Measure A will sunset in 2039, followed by San Bernardino County's Measure I in 2040, and Orange County's Measure M in 2041.

As a result of these local sales measures, the mix of revenues in the current 2019 FTIP is \$19.8 billion local (57 percent), \$8.9 billion state (26 percent), and \$5.9 billion federal (17 percent); while in the recently adopted 2020 RTP/SCS (Connect SoCal), the mix is \$297.2 billion local (60 percent) (of which 57 percent is local sales tax), \$154.8 billion state (32 percent), and \$41.1 billion federal (8 percent).

These local revenues fund mostly capital expenditures for TCM projects. For example, in the current 2019 FTIP, HOV projects receive \$1.3 billion, transit \$9.5 billion, ITS, transportation demand management (TDM), and bicycle/pedestrian combined \$691 million; and in the 2020 RTP/SCS (Connect SoCal), HOV/Express Lane projects receive \$13.4 billion, transit \$66.8 billion, and TDM and active transportation combined \$25.0 billion. HOV projects being funded include widening of SR-111, I-710, SR-55, SR-91, I-405, SR-118, and adding Express Lanes to I-405, I-10, I-605, I-15, SR-71, I-215, and US-101. Transit projects include the BRT Connector, Gold Line extension, Green Line extension, Redline extension, and West Valley Connector.

Extraordinary efforts have been undertaken to pass or extend local sales taxes for transportation in the South Coast region and continued to be successful. The effort to organize and pass or extend these local sales taxes goes well beyond what could have been expected and provides funding for TCMs which could not have been built without these local efforts. These efforts are certainly BACM, not just in revenue raised but without which, none of the major TCMs in transit rail, HOV, etc. could have been financed and constructed.

Review of TCMs Implemented in All Serious PM2.5 Nonattainment Areas

There are five Serious PM2.5 nonattainment areas in this country:

- South Coast Air Basin, California
- San Joaquin Valley, California
- Fairbanks, Alaska
- Provo, Utah
- Salt Lake City, Utah

SCAG performed an updated review of all new PM2.5 SIPs in these areas for available TCMs. SCAG also considered TCMs discussed and reviewed at numerous SCAG's Transportation Conformity Working Group (TCWG) meetings as part of the 2019 FTIP, 2020 RTP/SCS (Connect SoCal), and 2021 FTIP development. The review found that no new TCMs were identified for consideration from control programs both within and outside of the South Coast Air Basin. In addition, the review continued to find that TCM commitments are rarely made in other Serious PM2.5 nonattainment areas; Compared to the other Serious nonattainment area under the 2006 PM2.5 standard, the South Coast region continued to commit much greater level of funding for TCMs.

Conclusion

The above updated analysis demonstrates that the TCM projects being implemented in the South Coast Air Basin continue to constitute BACM, and no additional feasible TCM could be identified.

- The South Coast region continues to implement a much more robust TCM selection process, commit a much greater level of funding for TCMs, has increased and will continue to increase the TCM infrastructure than other PM2.5 nonattainment areas.
- No new TCMs were identified for consideration from TCM programs both within and outside of the South Coast region.
- The exclusion justifications for those measures referenced in the previous BACM analysis continue to be valid because those measures cannot be implemented due to lack of implementation authority, no or non-quantifiable emission reduction benefits, not feasible, or not cost-effective.

Reasonable Further Progress

The CAA requires that SIPs for most nonattainment areas demonstrate reasonable further progress (RFP) towards attainment through emission reductions phased in from the time of the SIP submission until the attainment date. The RFP requirements in the CAA are intended to ensure that there are sufficient emission reductions in each nonattainment area to attain the NAAQS by the applicable attainment date. Per CAA Section 171(1), RFP is defined as:

“such annual incremental reductions in emissions of the relevant air pollutant as are required by this part or may reasonably be required by the Administrator for the purpose of ensuring attainment of the applicable national ambient air quality standard by the applicable date.”

As stated in subsequent federal regulation, the goal of the RFP requirements is for areas to achieve generally linear progress toward attainment. To determine RFP for the attainment date, the U.S. EPA guidance states that the plan should rely only on emission reductions achieved from sources within the nonattainment area. Section 172(c)(2) of the CAA requires that nonattainment area plans show ongoing annual incremental emissions reductions toward attainment, which is commonly expressed in terms of benchmark emissions levels or air quality targets to be achieved by certain interim milestone years.

For PM2.5 nonattainment areas, in addition to the CAA Title I, Part D, Subpart 1 (*General Requirements*) RFP requirements, Subpart 4 (*Provisions for PM*) Section 189(c)(1) introduces the requirement for states to submit quantitative milestones for both “moderate” and “serious” areas. Milestones are to be achieved every three years until the area is re-designated attainment and demonstrate RFP. As stated in the U.S. EPA’s final rule for “*Fine Particulate Matter National Ambient Air Quality Standards: State Implementation Plan Requirements*” (81 FR 58010), the statutory Serious area attainment plan must contain quantitative milestones to be achieved by 7.5 years from the area’s date of designation of nonattainment. In the case of the 2006 24-hour PM2.5, the effective date of designation is December 14, 2009, and thus the first milestone year is 2017. The final rule (81 FR 58010) also requires that all Serious area attainment plans to contain one additional quantitative milestone to be met in the 3-year period beyond the attainment date. The 2016 AQMP included the RFP and quantitative milestone analysis for the 2006 PM2.5 standard for the Basin as a Serious nonattainment area. Following U.S. EPA guidance, the milestone years included in the 2016 AQMP RFP demonstration were 2017 (7.5 years from designation) and 2020 (post-attainment milestone).

Since the 2016 AQMP already addressed the RFP requirements for the 2006 PM2.5 standard up to 2017, this RFP demonstration continues from the last RFP milestone year of 2017 to the new attainment year of 2023 and post attainment milestone year of 2026. Emission reductions required under an RFP plan for PM2.5 are directly emitted PM2.5 and applicable precursor air pollutants. As described in Chapter 3 – Base-Year and Future Emissions, the base year of this Plan is 2018, which also serves as the base year for purposes of tracking RFP. Table 6-2 presents the PM2.5 and PM2.5 precursors emissions for the base year and the RFP milestones years. A more detailed breakdown of the emissions inventory by major source category can be found in Appendix I of this Plan.

TABLE 6-2
Baseline Emissions for Base Year and Milestone Years
(Annual Average – Tons per Day)

	VOC	NO _x	SO _x	PM2.5	NH ₃
2018	369.2	370.5	14.0	62.4	73.0
2020	357.0	338.6	14.9	62.4	72.0
2023	344.8	276.6	15.2	61.9	71.6
2026	337.6	265.5	15.5	62.0	71.7

As previously stated, RFP means the annual incremental reductions in emissions of direct PM2.5 and PM2.5 precursors which are necessary to ensure attainment of the applicable PM2.5 NAAQS as expeditiously as practicable. RFP should demonstrate that by the end of the calendar year for each milestone date for the area, pollutant emissions will be at levels that reflect either generally linear progress or stepwise progress in reducing emissions on an annual basis between the base year and the attainment year. Based on the modeling analysis as presented in Chapter 5 of this Plan, attainment of the 2006 PM2.5 standard is expected in 2023 relying on reductions in baseline emissions. As such, the required annual percent reduction needed to show linear progress is determined from the difference between baseline emissions in the 2018 base year and the 2023 attainment year. Table 6-3 summarizes the RFP calculations.

TABLE 6-3
Summary of 24-Hour PM2.5 Reasonable Further Progress Calculation

ROW	CALCULATION STEP	VOC	NO _x	SO _x	PM2.5	NH ₃
1	2018 Base Year Emissions (tpd)	369.2	370.5	14.0	62.4	73.0
2	2023 Baseline Emissions (tpd)	344.8	276.6	15.2	61.9	71.6
3	Annual Reduction Needed to Show Linear Progress (tpd)	4.9	18.8	-0.2	0.1	0.3
4	2020 Target Needed to Show Linear Progress (tpd)	359.4	332.9	14.5	62.2	72.4
5	2020 Baseline Emissions (tpd)	357.0	338.6	14.9	62.4	72.0
6	2020 Projected Shortfall (tpd)	0	5.68	0.39	0.20	0

Row Description

- Row 1: The 2018 base year emissions taking into account existing rules and projected growth
- Row 2: The 2023 attainment year baseline emissions taking into account existing rules and projected growth
- Row 3: [(Row 1 – Row 2) /5]
- Row 4: Row 1 – (Row 3 x 2)
- Row 5: Projected 2020 milestone baseline emissions taking into account existing rules and projected growth
- Row 6: Row 5 – Row 4; Negative numbers are denoted as zeros, representing no shortfall

As described in Chapter 3 - Base-Year and Future Emissions, the baseline inventory reflects regulations and programs adopted by South Coast AQMD as of December 2015 and by CARB as of November 2015. Regulations reflected in EMFAC2017 are included in the on-road mobile emissions. The rules and regulations incorporated in the baseline emissions have been SIP-approved. Key rules and regulations contributing to the emission reductions in future baseline emissions are used as milestones to track RFP. The RFP milestones for all the required years for PM2.5 and its precursors are also used to address the quantitative milestone requirements, and are described in the next section under “Quantitative Milestone”.

As demonstrated in Table 6-3, the annual reduction needed to demonstrate linear progress is determined based on the difference between baseline emissions in 2018 and 2023. For the milestone year of 2020, the emission targets needed to show linear progress are compared with the 2020 baseline emissions.

For VOC and NH₃, 2020 baseline emissions (row 5) are below the 2020 target levels (row 4). The 2020 baseline emissions for VOC and NH₃ exceed the target reductions by 24% and 67%, respectively. Therefore, linear progress is achieved for the two PM precursors.

SO_x emissions show a marginal increase from 2018 to 2023. However, the small marginal increase in SO_x would likely result in only a small increase in sulfate mass. Ambient PM_{2.5} chemical composition data confirms marginal contribution of sulfate mass to the ambient PM_{2.5} mass. For the high PM days during winter where PM_{2.5} levels exceed the 24-hour PM_{2.5} standard, high fractions of nitrate and organic carbon but small amount of sulfate are observed.³⁶ Therefore, SO_x are expected to have de minimis impacts on ambient 24-hour PM_{2.5} concentrations in the Basin.

As for NO_x, emissions reduce from 370.5 ~~tons per daytpd~~ in 2018 to 276.6 ~~tons per daytpd~~ in 2023. In 2020, baseline NO_x emission is 338.6 ~~tons per daytpd~~, which is 5.68 ~~tons per daytpd~~ above the 2020 target level. Nonetheless, NO_x has been reduced by 31.9 ~~tons per daytpd~~ between 2018 and 2020, achieving 85% of the linear progress target in 2020, demonstrating significant progress towards attainment. Mobile source accounts for over 80% of NO_x emissions in the Basin. CARB’s existing regulations will provide considerable amount of NO_x reductions from mobile sources in the next few years. Specifically, CARB’s On-Road Heavy-Duty Diesel Vehicles Regulation (Truck and Bus regulation) and In-Use Off-Road Diesel-Fueled Fleets Regulation will provide significant NO_x reductions from the heavy-duty trucks and off-road equipment by 2023. Existing regulations as well as recently adopted regulations, described in Chapter 4 of this Plan, will provide sufficient and surplus NO_x reductions for attainment in 2023.

³⁶ 2016 AQMP, Appendix V, Figures V-7-2 through V-7-5. Available at <https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/appendix-v.pdf?sfvrsn=10>.

Emissions of directly emitted PM2.5 decrease from 62.4 ~~tons per daytpd~~ in 2018 to 61.9 ~~tons per daytpd~~ in 2023. In 2020, PM2.5 emissions stayed at the same level as 2018. The majority of the PM2.5 reductions in 2023 come from the Truck and Bus regulation, in which significant reductions are assumed to occur in the last year of its implementation schedule. Nonetheless, some rules and regulations have been adopted / amended recently which provide additional PM2.5 reductions beyond the 2020 baseline emissions. In May 2018, CARB adopted “Amendments To The Heavy-Duty Vehicle Inspection Program And Periodic Smoke Inspection Program”³⁷(hereafter, HDVIP and PSIP amendments) which became effective on July 1, 2019. These amendments are expected to achieve additional PM2.5 emission reductions of 0.203 ~~tons per daytpd~~³⁸ in 2020. The HDVIP and PSIP amendments have been submitted to the U.S. EPA for SIP approval, and are currently pending the U. S. EPA’s review and actions. In addition, South Coast AQMD Rule 445 (Wood-Burning Devices) was amended in June 2020 to address the CAA contingency measure requirements for the PM2.5 standards. The 2020 amendments extended the No-Burn day Basin-wide requirement when the daily PM2.5 air quality is forecast to exceed 30 $\mu\text{g}/\text{m}^3$ in any source receptor area, providing additional PM2.5 reduction benefits of 0.035 ~~tons per daytpd~~ beyond those incorporated in the 2020 baseline (only half of the reductions are counted given the 2020 curtailment season begins in November 2020). The curtailment threshold will automatically be lowered upon the EPA’s finding of failure to fulfill specific requirements as set forth in 40 CFR § 51.1014(a). Given U.S. EPA’s determination of the Basin’s failure to attain the 2006 PM2.5 standard, the curtailment threshold is lowered from 30 $\mu\text{g}/\text{m}^3$ to 29 $\mu\text{g}/\text{m}^3$ for the upcoming curtailment season in 2020, resulting in 0.029 ~~tons per daytpd~~ of reductions in PM2.5. The recent amendments to Rule 445 have been submitted to the U.S. EPA for SIP approval, and are currently pending the U. S. EPA’s review and actions. As such, the amendments of Rule 445 and the HDVIP and PSIP yield approximately 0.27 ~~tons per daytpd~~ of PM2.5 reductions, exceeding the required reduction of 0.2 tpd in 2020.

For the 2026 post attainment milestone year, given that the attainment in 2023 was demonstrated using baseline emissions, the baseline emissions (as presented in Table 6-2) are also used to track RFP in 2026. In addition to the SIP-approved rules and regulations reflected in the 2026 baseline emissions, South Coast AQMD’s Rule 445 and CARB’s HDVIP and PSIP, as described in the above paragraph, will provide additional reductions in directly emitted PM2.5 emissions in 2026.

Note that newly adopted rules and regulations, described in greater detail in Chapter 4 under *South Coast AQMD Adopted Rules and Programs Since 2016 AQMP But Not Yet Reflected in the Inventory* and *CARB Recent Regulations Adopted But Not Yet Reflected in the Inventory*, will provide additional emission reduction benefits beyond the baseline emissions, hence providing “surplus” reductions in the milestone year of 2020 and beyond. With the exception of South Coast

³⁷ Amendments to the Heavy-Duty Vehicle Inspection Program and Periodic Smoke Inspection Program, <https://ww2.arb.ca.gov/rulemaking/2018/heavy-duty-vehicle-inspection-program-and-periodic-smoke-inspection-program>

³⁸ Staff Report: Initial Statement of Reasons, p. 33, Table 6: Projected Annual PM Emissions Benefits (TPD) for San Joaquin Valley and South Coast Air Basin.

AQMD's Rule 445 and CARB's HDVIP and PSIP, the newly adopted rules and regulations are not relied upon to demonstrate RFP.

Quantitative Milestones

Pursuant to CAA Section 189(c)(1), an attainment Plan must include specific quantitative milestones that demonstrate RFP toward attainment of the applicable PM2.5 NAAQS in the area. Quantitative milestones are designed to track RFP, to track progress in achieving the minimum 5 percent annual emission reductions as well as control measures needed for expeditious attainment. Accordingly, this Plan must include milestones to be achieved by no later than a milestone date of 13.5 years from the date of designation of the area, and every three years thereafter, until the milestone date that falls within three years after the applicable attainment date.³⁹ At a minimum, each quantitative milestone Plan must include a milestone for tracking progress achieved in implementing the SIP control measures by each milestone date. Since the 2016 AQMP already addressed the quantitative milestone planning requirements for the 2006 PM2.5 standard up to 2020,⁴⁰ this quantitative milestone plan continues from the last milestone year of 2020 to the new attainment year of 2023 and the post attainment milestone year of 2026. Table 6-2 provides the baseline emissions for the milestone years of 2020, 2023 and 2026.

Based on the modeling analysis described in Chapter 5 of this Plan, attainment of the 2006 PM2.5 standard is expected in 2023 relying on reductions in baseline emissions. As presented earlier in this Chapter, the 5% annual reductions will be achieved from NOx reductions in baseline emissions. As such, baseline emissions of PM2.5 and all PM2.5 precursors are used to track RFP and baseline emissions of NOx are used to track progress in achieving the minimum 5 percent annual emission reductions requirements.

Quantitative Milestones for South Coast AQMD Stationary Source Regulations

Baseline emissions, as shown in Table 6-3, incorporate emission reductions achieved from control measures that are already adopted as regulations. For example, the 2023 baseline emission is the projection from 2018 and it incorporates population and economic growth as well as all adopted control measures that will be implemented (partially or fully) by December 31, 2023. Table 6-5 provides a list of the South Coast AQMD's adopted rules and regulations for stationary sources that are scheduled to be implemented beyond 2018, accounting for the reductions in the baseline emissions of the future milestone/attainment years. South Coast AQMD will be reporting on the implementation of the rules listed in Table 6-5 as part of the 2020, 2023 and 2026 quantitative milestones.

³⁹ 40 CFR 51.1013 Quantitative Milestone Requirements.

⁴⁰ The quantitative milestone report for 2020 is due March 31, 2021.

TABLE 6-5
Implementation Schedule of South Coast AQMD Adopted Rules and Regulations
for Reasonable Further Progress per Milestone Year

	<u>2020 Quantitative Milestone Year</u>	2023 Attainment Year	2026 Quantitative Milestone Year
NO_x	<u>Rule 1146.2</u> ^a	<u>Rule 1146.2</u> ^a	
	<u>Rule 1147</u> ^b	Rule 1147 ^b	
	<u>RECLAIM</u> ^b	RECLAIM ^b	
	<u>Rule 1111</u> ^c	Rule 1111 ^c	Rule 1111 ^c
SO_x	<u>RECLAIM</u> ^d	<u>RECLAIM</u> ^d	

^a Full implementation achieved in 2020

^b Full implementation achieved in 2022

^c Reductions achieved annually with full implementation in 2035

^d Full implementation achieved in 2019

Quantitative Milestones for State Mobile Source Regulations

The RFP and quantitative milestone demonstrations in this Plan rely, in part, on NO_x reductions from California mobile source regulations. The most significant of these regulations are included as quantitative milestones in 2020, 2023 and 2026.

For the 2020 milestone year, CARB will demonstrate the progress achieved in implementing the following control measures:

1. Implementation of the On-Road Heavy-Duty Diesel Vehicles Regulation through 2020
2. Implementation of the In-Use Off-Road Diesel-Fueled Fleets Regulation through 2020

For the 2023 milestone year, CARB will demonstrate the progress achieved in implementing the following control measures:

1. Implementation of the On-Road Heavy-Duty Diesel Vehicles Regulation through 2023
2. Implementation of the In-Use Off-Road Diesel-Fueled Fleets Regulation through 2023

For the 2026 milestone year, CARB will demonstrate the progress achieved in implementing the following control measures:

1. Implementation of In-Use Off-Road Diesel-Fueled Fleets Regulation between 2023 and 2026. By 2023, the requirements for large and medium fleets in this regulation will be implemented, but deadlines for small fleets continue through 2028. A small fleet is defined as a fleet of off-road diesel vehicles belonging to a municipality whose fleet cumulatively produces less than or equal to 1,500 horsepower (hp), a small business whose fleet

produces less than or equal to 1,500 hp, or a municipality fleet in a low-population county;
and

2. Implementation of the Innovative Clean Transit (ICT) regulation. Beginning in 2026, the ICT requires that 50 percent of new buses purchased by large transit agencies are zero-emission buses (ZEBs), and 25 percent of new buses purchased by small transit agencies are ZEBs.

CARB will work closely with South Coast AQMD to report on the milestones identified in this Plan for the applicable milestone years.

Transportation Conformity

Section 176(c) of the Federal CAA establishes transportation conformity requirements which are intended to ensure that transportation activities do not interfere with air quality progress. The CAA requires that transportation plans, programs, and projects that obtain federal funds or approvals *conform to* applicable state implementation plans (SIP) before being approved by a Metropolitan Planning Organization (MPO). Conformity to a SIP means that proposed activities must not:

- (1) Cause or contribute to any new violation of any standard,
- (2) Increase the frequency or severity of any existing violation of any standard in any area,
or
- (3) Delay timely attainment of any standard or any required interim emission reductions or other milestones in any area.

A SIP that analyzes the region's total emissions inventory from all sources is necessary for purposes of demonstrating reasonable further progress (RFP)⁴¹, and attainment.⁴² The portion of the total emissions inventory from on-road highway and transit vehicles in these analyses becomes the "motor vehicle emissions budget."⁴³ Budgets are set for each criteria pollutant or its precursor(s), for all RFP milestone years and the attainment year. Subsequent transportation plans and programs produced by transportation planning agencies are required to conform to the SIP by demonstrating that the emissions from the proposed plan, program, or project do not exceed the budget levels established in the applicable SIP.

⁴¹ RFP is defined as annual incremental reductions in emissions of the relevant air pollutant for ensuring attainment of the applicable National Ambient Air Quality Standard by the region's attainment year.

⁴² Areas with concentrations of criteria pollutants that are below the levels established by the National Ambient Air Quality Standards (i.e., 24-hr: 35 µg/m³) are considered attainment.

⁴³ Federal transportation conformity regulations are found in 40 CFR Part 51, subpart T – Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Developed, Funded or Approved Under Title 23 U.S.C. of the Federal Transit Laws. Part 93, subpart A of this chapter was revised by the EPA in the August 15, 1997 Federal Register.

PM2.5 Requirements for Conformity

The U.S. EPA has promulgated separate rule makings addressing the PM2.5 emission categories and precursors that must be considered in PM2.5 transportation conformity determinations.

PM2.5 Motor Vehicle Emission Category Requirements

Guidance on the motor vehicle emission categories that must be considered in transportation conformity determinations can be found in the July 1, 2004, Final Rule amending the Transportation Conformity Rule to implement criteria and procedures for the 8-hour ozone and PM2.5 standards:⁴⁴

[A]ll regional emissions analyses in PM2.5 nonattainment and maintenance areas [must] consider directly emitted PM2.5 motor vehicle emissions from the tailpipe, brake wear, and tire wear...Sections IX. and X. [of the Final Rule] provide information on when re-entrained road dust and construction-related dust must also be included in PM2.5 conformity analyses...[T]he analysis for direct PM2.5 must include:

- tailpipe exhaust particles,
- brake and tire wear particles,
- re-entrained road dust, if before a SIP is submitted to U.S. EPA or the state air agency has made a finding of significance or if the applicable or submitted SIP includes re-entrained road dust in the approved or adequate budget, and
- fugitive dust from transportation-related construction activities, if the SIP has identified construction emissions as a significant contributor to the PM2.5 problem.⁴⁵

PM2.5 Motor Vehicle Emission Precursor Requirements

Following the July 1, 2004, Final Rule identifying the motor vehicle emission categories that must be considered in transportation conformity determinations, U.S. EPA issued the May 6, 2005, Final Rule⁴⁶ amending the Transportation Conformity Regulation. In this Final Rule, U.S. EPA identifies four transportation-related precursors that result in PM2.5 formation—nitrogen oxides (NO_x), volatile organic compounds (VOCs), sulfur oxides (SO_x)⁴⁷, and ammonia (NH₃)—for consideration in the conformity process in PM2.5 nonattainment and maintenance areas.⁴⁸ Of these PM2.5 precursors, the Final Rule indicates NO_x must be included in the regional transportation conformity determination unless it is found to be an insignificant contributor to the formation of PM2.5 in the region, per Section 93.102(f) of the Conformity Regulation.⁴⁹

⁴⁴ 69 FR 40004.

⁴⁵ 69 FR 40331-40333. Codified in Sections 93.102(b)(1) and (3) and Section 93.122(f) of the Conformity Regulation.

⁴⁶ 70 FR 24280.

⁴⁷ U.S. EPA revised the transportation conformity rule to revise PM2.5 precursors from SO_x to SO₂ for consistency with the broader PM2.5 implementation strategy. (73 FR 4435).

⁴⁸ 70 FR 24282. Codified in Sections 93.102(b)(2)(iv) and (v) of the Conformity Regulation.

⁴⁹ 70 FR 24282. Codified in § 93.119(f)(9) and (10) of the Conformity Regulation.

Conversely, VOCs, SO₂, and NH₃ are not required unless these precursors are found to be significant contributors to the formation of PM_{2.5} in the region. If it is determined through the SIP process that the on-road contribution of a precursor is a significant contributor to the formation of PM_{2.5} in the region, then an emissions budget must be prepared for that precursor in the SIP and MPOs are required to provide a conformity determination for each precursor for which there is an adequate or approved budget in the SIP.⁵⁰

Conformity Budgets

The South Coast AQMD Section 189(d) Plan establishes motor vehicle emission budgets for primary emissions of PM_{2.5} from vehicle exhaust, tire and brake wear, and the precursors of VOC and NO_x. Based on the criteria from Section 93.109(f), SO₂ and NH₃ are not found to be significant. In addition, re-entrained road dust from paved and unpaved road travel and road construction dust are determined to be significant. This section discusses transportation conformity emissions budgets and an emissions trading mechanism for the 24-hour PM_{2.5} NAAQS in the South Coast Air Basin. Annual average daily emissions are used in the Plan consistent with the progress and attainment demonstration for the 24-hour PM_{2.5} standard. Consequently, conformity budgets have been set for annual average daily emissions in the analysis years 2023 and 2026. The emissions budgets presented below use EMFAC2017 (V.1.0.3) with Southern California Association of Governments (SCAG) activity data (VMT and speed distributions). The activity data are from SCAG's 2016 RTP (adopted by the SCAG Board on April 7, 2016), and are consistent with the RFP and attainment demonstration for the SIP.

The California Air Resources Board (CARB) staff released a revised emission rate program, EMFAC2017, which updates the emission rates and planning assumptions used in calculating conformity budgets. EMFAC2017 was approved for use in SIPs and transportation conformity by U.S. EPA on August 15, 2019.⁵¹ The recently approved Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks,⁵² effective June 29, 2020, has impacted some of the underlying assumptions in the EMFAC2017 model. Hence, the emissions output from the EMFAC2017 model were adjusted to account for the emissions impact of the SAFE rule. Emissions for re-entrained paved road dust, re-entrained unpaved road dust, and road construction dust are based on California Emissions Projection Analysis Model (CEPAM).⁵³

⁵⁰ 70 FR 24287.

⁵¹ U.S. EPA approved EMFAC2017 for use in transportation conformity and SIPs on August 15, 2019.

<https://www.govinfo.gov/content/pkg/FR-2019-08-15/pdf/2019-17476.pdf>.

⁵² U.S. EPA, The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks on April 30, 2020 <https://www.epa.gov/regulations-emissions-vehicles-and-engines/safer-affordable-fuel-efficient-safe-vehicles-final-rule>.

⁵³ CARB, California Emissions Projection Analysis Model.

<https://www.arb.ca.gov/app/emsinv/fcemssumcat/fcemssumcat2016.php? ga=2.3640688.1164753250.1599289357-1384337407.1582433658>.

The transportation conformity budgets presented below were developed in consultation with SCAG, South Coast AQMD, and U.S. EPA. Budgets use emissions for an average annual day, consistent with the on-road emissions inventory and attainment demonstration, using the following method:

- 1) Calculate the on-road motor vehicle emissions totals for the appropriate pollutants (VOC, NO_x and PM_{2.5}) from EMFAC2017 and apply adjustments to account for SAFE vehicle rule.
- 2) Combine on-road vehicle emissions with re-entrained paved road dust, re-entrained unpaved road dust, and road construction dust emissions from CEPAM 1.05 and round each total up to the nearest ton

The emission budgets under this Plan for VOC, NO_x, and PM_{2.5} for the attainment year (2023) and the post-attainment year (2026) are summarized in Table 6-6.

TABLE 6-6

Draft Transportation Conformity Budgets* for the 2006 24-hour PM_{2.5} Standard in the South Coast Air Basin (Annual average tons per day)

DRAFT SCAB PM_{2.5} Transportation Conformity Budget (annual average tons per day)						
	2023			2026		
	VOC	NO_x	PM_{2.5}	VOC	NO_x	PM_{2.5}
On-Road Emissions*	57.61	99.90	9.97	49.73	92.64	9.90
Paved Road Dust			7.95			8.06
Unpaved Road Dust			0.59			0.58
Road Construction Dust			0.27			0.28
Total	57.61	99.90	18.78	49.73	92.64	18.83
Conformity Budget[^]	58	100	19	50	93	19

* Includes SAFE Vehicle Rule Adjustments, ^ Rounded to nearest whole integer
Activity data source: SCAG 2016 RTP, adopted by the SCAG Board on April 7, 2016.

Section 93.124(b) of the federal conformity rule allows for the SIP to establish emissions trading mechanisms between budgets for pollutants or precursors, or among budgets allocated to mobile and other sources. The emissions trading mechanism for the 24-hour standard is not being revised from that submitted for the 2016 South Coast AQMP. The trading mechanism established the approximate weighting ratios of the precursor emissions for 24-hour PM_{2.5} formation in equivalent ~~tons per day~~ tpd of NO_x as 0.3 for VOC and 14.8 for PM_{2.5} as summarized in Table 6-

7. In other words, reducing one ton of VOC is equivalent to reducing 0.3 tons of NOx and reducing one ton of PM2.5 is equivalent to reducing 14.8 tons of NOx. This mechanism allows emissions below the budget for one pollutant to be used to supplement another pollutant exceeding the budget based on the ratios established above. All calculations should be clearly documented when using this trading mechanism to demonstrate a transportation plan, transportation improvement program, or project conforms with the SIP’s motor emissions budget.

As outlined in the 2016 AQMP, the trading ratios are defined by the 24-hour PM2.5 regional modeling attainment demonstration. Briefly, NOx emissions reductions are scaled to the reduction of Basin ammonium nitrate (including water bonding). Similarly, reductions of VOC are scaled to changes in the organic carbon species while reductions in directly emitted particulates are scaled to the projected changes in the elemental carbon and “others” portions of the PM2.5 mass. Table 6-7 summarizes the trading equivalencies in tons per day (tpd).

TABLE 6-7
Trading Equivalencies for 24-hour PM2.5 Motor Vehicle Emissions Budgets*

ONE TON OF	IS EQUIVALENT IN TERMS OF PM2.5 FORMATION TO THIS MANY TONS OF		
	NOx:	VOC:	PM2.5:
NOx	1	3.151	0.067
VOC	0.317	1	0.021
PM2.5	14.833	46.792	1

*Table is from Table VI-D-5 in the 2016 AQMP

An example of how the trading mechanism would work follows; if the amount of NOx calculated exceeds the budget by 0.75 tpd, then that overage could be offset by trading 2.36 tpd of excess VOC emissions reductions (e.g. 3.151 VOC/1 ton of NOx x 0.75 tpd NOx required = 2.36 tpd VOC). In this case, “excess” VOC emission reductions would be those beyond what are needed to meet the VOC budget. Similarly 0.050 tpd of directly emitted PM2.5 emissions below the budgeted amount could also be traded to the NOx emissions category and subtracted from the NOx total to allow NOx to meet its budget. In other words, the trading mechanism can be multi-pollutant and multi-directional. It should be noted that the trading calculations are performed prior to the final rounding to demonstrate conformity with the budgets.

Fulfillment of New Source Review Requirements

The CAA requires permits for the construction and operation of new or modified major stationary sources (Title 1, Part D, Subpart 1, Section 172(c)). New Source Review (NSR) for major and in some cases minor sources of PM2.5 and its precursors is presently addressed through the South Coast AQMD’s NSR and RECLAIM programs (Regulations XIII and XX, respectively). Both programs are applicable to sources located in the South Coast AQMD jurisdiction, including the

South Coast Air Basin and the Coachella Valley. Regulation XIII establishes the federal and State mandated pre-construction review program for new, modified, or relocated sources. The NSR program is a critical component of the South Coast AQMD's attainment strategy and ensures that all new and modified sources install BACT and their emission increases are fully offset with creditable emission reductions. Rule 1302 specifies the definitions used in Regulation XIII. Rule 1325 was adopted June 3, 2011 to incorporate the U.S. EPA's requirements for PM2.5 into Regulation XIII. The rule mirrors federal requirements which include the definition of major source, significant emissions rate, offset ratios, and the applicability requirements of Lowest Achievable Emission Rate (LAER), facility compliance, offsets, and control of PM2.5 precursors. Under existing NSR and RECLAIM programs, major stationary sources of NOx and SOx are already subject to emission offsets. Both VOC and ammonia emissions are subject to BACT under the existing NSR at a zero threshold. VOC emissions are also required to be offset when a new or modified source has the potential to emit 4 tons per year or more of VOC. Ammonia emission sources have not historically been subject to NSR offset requirements. However, for permitted ammonia sources, South Coast Rule 1303 (NSR Requirements) requires denial of "the Permit to Construct for any relocation, or for any new or modified source which results in an emission increase of any nonattainment air contaminant, any ozone depleting compound, or ammonia, unless BACT is employed for the new or relocated source or for the actual modification to an existing source." BACT shall be at least as stringent as LAER as defined in the federal Clean Air Act Section 171(3) [42 U.S.C. Section 7501(3)].

Major Source Threshold

The NSR permitting program relies on emissions thresholds to determine when certain requirements apply to new stationary sources and to modifications of existing stationary sources. If a new or modified facility will emit PM2.5 or PM2.5 precursor emissions greater than the major source threshold, the facility is considered a major source. Under a Serious nonattainment classification, the major source threshold is defined as a potential to emit 70 or more tons per year of PM2.5 or PM2.5 precursors. To comply with federal requirements for Serious nonattainment areas, Rule 1325 has been amended on November 4, 2016 to update the Major Polluting Facility definition to align the associated major source emission threshold at 70 tons per year for PM2.5 and PM2.5 precursors. VOC and ammonia were added to the Rule 1325 definition of Precursors and a VOC and ammonia threshold at 40 tons per year was added as part the definition of Significant. The SOx Major Polluting Facility threshold identified in Rule 1302 was also lowered from 100 to 70 tons per year.

PM Precursor Requirement in Nonattainment NSR

CAA Subpart 4 Section 189(e) states that control requirements applicable to plans in effect for major stationary PM sources shall also apply to major stationary sources of PM precursors, except where such sources do not contribute significantly to PM levels which exceed the standard in the area. In August 2016, the U.S. EPA issued the Final Rule of "*Fine Particle Matter National*

Ambient Air Quality Standards: State Implementation Plan Requirements” (81 FR 58010) that requires states to evaluate and adopt control measures for direct PM2.5 and all four PM2.5 precursors from stationary, mobile and area sources, unless states could make the appropriate precursor demonstration to demonstrate that contribution of a precursor insignificant. Specifically, a “nonattainment new source review (NNSR) demonstration” is required in order to establish that sources of the particular precursors need not be regulated for the purpose of the NNSR permitting program. As discussed previously, Rule 1325 was amended to address all precursors of PM2.5 including NOx, VOC, ammonia and SOx.

As such, ~~it is concluded that~~ the South Coast AQMD’s New Source Review Regulations already addressed the NSR requirements for a Serious nonattainment area, and no additional action is needed.

Contingency Measures

Clean Air Act Section 172(c)(9) requires a ~~State Implementation Plan (SIP)~~ to provide for the implementation of specific measures to be undertaken if the nonattainment area fails to make RFP, or to attain the NAAQS by the applicable attainment date. Such contingency measures need to take effect in any such case without further action by the State or the Administrator. The U.S. EPA provides further details in the Fine Particulate Matter National Ambient Air Quality Standards: State Implementation Plan Requirements (81 Fed. Reg. 58010, Aug 24, 2016; hereafter referred as “PM2.5 Implementation Rule”).⁵⁴ According to the PM2.5 Implementation Rule, contingency measures should provide for emission reductions approximately equivalent to either one (1) year’s worth of air quality improvement or 1 year’s worth of reductions needed for RFP. The following sections describe how South Coast Air Basin satisfies the contingency measure requirements for attainment of the 2006 24-hour PM2.5 standard. The current demonstration has two parts: 1) a contingency measure that satisfies a ‘triggering mechanism’ requirement set by the U.S. EPA based on the *Bahr* case, and 2) an evaluation of the emission reductions equivalent to 1 year’s worth of progress.

Rule 445 (Wood-Burning Devices)

To comply with the attainment contingency requirements, South Coast AQMD amended Rule 445 (Wood-Burning Devices) on June 5, 2020. The recent amendment requires the residential wood burning curtailment to be expanded to the entire Basin, compared to the previous rule which mandates a curtailment in a specific Source Receptor Area (SRA) where the SRA is forecast to exceed 30 µg/m3 of PM2.5, or requires a mandatory winter burning curtailment in the entire South Coast Air Basin where PM2.5 is forecast to be higher than 30 µg/m3 at a SRA which has recorded a violation of the federal 24-hour PM2.5 NAAQS for either of the two previous three-year design value (DV) periods. The DV is the three-year average of the annual 98th percentile of the 24-hour values of monitored ambient PM2.5 data. The amendment also contains four contingency

⁵⁴ Document available at <https://www.govinfo.gov/content/pkg/FR-2016-08-24/pdf/2016-18768.pdf>.

measures, each of which will impose lower curtailment thresholds to comply with the requirements listed in 40 CFR §51.1014(a). The estimated PM2.5 emission reductions anticipated from the expansion of the curtailment to the entire Basin is 25.4 tons per year (tpy). The reductions by imposing thresholds of 29, 28, 27 and 26 ug/m³ are expected to be 20.9, 20.9, 13.9 and 19.1 tpy, respectively. Each subsequent finding by the U.S. EPA will trigger increasingly stringent requirements by lowering the threshold in the rule that will lead to additional emission reductions. Since the U.S. EPA has recently finalized its finding of the South Coast Air Basin’s failure to attain the 2006 24-hour PM2.5 standard in 2019, the curtailment threshold will be lowered to 29 ug/m³.

One Year’s Worth of Emission Reductions

While Rule 445 satisfies a ‘triggering mechanism’ requirement set by the U.S. EPA based on the *Bahr* case, the reductions from the rule alone are not adequate to satisfy the 1-year’s worth of progress, which is defined as the total emission reductions to occur from 2018 to 2023 divided by 5 years, as shown in Table 6-8. However, additional surplus reductions available through other regulations and programs in place will ensure that the 1-year’s worth of progress is achieved. Table 6-9 presents the emission reductions from recently adopted regulations and programs by CARB and South Coast AQMD, as well as the baseline reductions from 2023 to 2024 which are discussed in this section. The 1-year’s worth of reductions applies to PM2.5 precursors as well as directly emitted PM2.5.

TABLE 6-8

PM2.5 and its Precursor Emissions in 2018 and 2023 Baseline and 1-Year’s Worth of Emission Reductions. Unit is tons per day (tpd).

	PM2.5	VOC	NOx	SOx	NH3
2018 Baseline	62.38	369.19	370.47	14.01	72.95
2023 Baseline	61.85	344.80	276.57	15.19	71.57
1-year’s worth of progress	0.11	4.88	18.78	-0.24	0.28

TABLE 6-9

Baseline Emission Reductions and Reductions from Newly Adopted Regulations and Programs by South Coast AQMD and CARB. Unit is tons per day (tpd).

	PM2.5	VOC	NOx	SOx	NH3
1-year's worth of progress	0.110	4.88	18.78	-0.24	0.28
Baseline Reductions from 2023 to 2024	-0.050	2.67	4.28	-0.08	-0.01
South Coast AQMD's Rule 445	0.130	-	-	-	-
South Coast AQMD's Existing Incentive Programs (2014 to 2018) ¹			5.90		
South Coast AQMD's Existing Incentive Programs (2019 to 2023) ¹			11.40		
South Coast AQMD's Metrolink (Tier 4 Locomotives conversions) ¹			3.00		
South Coast AQMD's Facility-Based Mobile Source Measure for Commercial Airport ²			0.50		
CARB Low Carbon Fuel Standard and Alternative Diesel Fuels Regulation ¹			1.70		
CARB ATCM for Portable Engines, and the Statewide Portable Equipment Registration Program Regulation ¹			0.25		
CARB Innovative Clean Transit ³			0.04		
CARB South Coast Incentive Measure ⁴			1.00		
CARB Ocean-Going Vessel At-Berth ⁵	0.017		1.12		
CARB Advanced Clean Truck (ACT) ⁶			0.01		
CARB HD Smoke Inspection Program ⁷	0.105	-	-	-	-
Total Reductions	0.202	2.67	29.2	-0.08	-0.01

1. Contingency Measure Plan for Attainment of the 1997 80 ppb Ozone Standard Document available at <https://www.aqmd.gov/docs/default-source/planning/1997-ozone-contingency-measure-plan/1997-8-hour-ozone-draft-contingency-measure-plan---120619.pdf?sfvrsn=6>
2. Final Staff Report for the Facility Based Mobile Source Measure for Commercial Airports Document available at <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/facility-based-mobile-source-measures/airports-final-staff-report.pdf?sfvrsn=6>
3. Attachment C: Updates to the Emissions Inventory Methods and Results for the Proposed Innovative Clean Transit Regulation. Document available at https://ww3.arb.ca.gov/regact/2018/ict2018/15dayattc.pdf?_ga=2.1623985.1029523510.1599774299-498140714.1590087534
4. South Coast On-Road Heavy-Duty Vehicle Incentive Measure Document available at <https://ww3.arb.ca.gov/planning/sip/imp2016sip/finalreport.pdf>

5. Attachment C: Second 15-Day Updates to Appendix H: 2019 Update to Inventory for Ocean-Going Vessels At Berth: Methodology and Results
Document available at <https://ww3.arb.ca.gov/regact/2019/ogvatberth2019/2nd15dayattc.pdf>.
6. Attachment D: Emissions Inventory Methods and Results for the Proposed Advanced Clean Trucks Regulation Proposed Modifications.
Document available at <https://ww3.arb.ca.gov/regact/2019/act2019/30dayattd.pdf>.
7. Amendments to the Heavy-Duty Vehicle Inspection Program and Periodic Smoke Inspection Program
<https://ww2.arb.ca.gov/rulemaking/2018/heavy-duty-vehicle-inspection-program-and-periodic-smoke-inspection-program>.

The baseline reductions demonstrate continuous reductions due to the on-going implementation of existing regulations and continuous turnover of old vehicles to newer and cleaner vehicles. The PM2.5 emission reductions expected from the recent amendment of Rule 445 and lowering a curtailment threshold to 29 ug/m3 is estimated at 46.3 tons per year or 0.13 tons per day⁵⁵tpd. Since the adoption of the 2016 SIP strategy, the CARB has adopted “Amendments To The Heavy-Duty Vehicle Inspection Program And Periodic Smoke Inspection Program”⁵⁵(hereafter, HD Smoke Inspection Program) which became effective on July 1, 2019. These amendments are expected to achieve additional PM2.5 emission reductions of 0.105 tpd⁵⁶ in 2024. Small PM2.5 reductions are also expected from CARB’s recently adopted Ocean-Going Vessels (OGV) At-Berth and Advanced Clean Truck (ACT) regulations. The PM2.5 emission reductions from the baseline measures combined with the HD Inspection Program and Rule 445 yield PM2.5 reductions exceeding the 1-year’s worth of progress.

As for NOx, while baseline reductions in 2024 are only 4.28 tpd, additional surplus reductions are expected from the South Coast AQMD’s overall control strategy to meet the 8-hour ozone NAAQs. The 2016 AQMP includes commitments to reduce NOx emissions by 45% and 55% to attain the 1997 and 2008 8-hour ozone standards in 2023 and 2031, respectively. The emission reductions from incentive programs as well as from recently adopted regulations and programs are provided in Table 6-9. While the additional reductions will occur in 2023, the reductions are permanent and surplus to the baseline level, therefore, they are accounted for as 1-year’s progress in 2024. With the combined baseline measures and newly adopted regulations and programs, the amount of NOx emission reductions expected in 2024 are larger than the required 1-year’s worth of reduction. The surplus portion of NOx is enough to make up the shortfall in VOC based on inter-pollutant precursor trading ratios approved by the U.S. EPA for use in transportation conformity analyses.⁵⁷ The PM2.5 precursor trading ratios, submitted in the 2015 revision to the

⁵⁵ Amendments to the Heavy-Duty Vehicle Inspection Program and Periodic Smoke Inspection Program,

<https://ww2.arb.ca.gov/rulemaking/2018/heavy-duty-vehicle-inspection-program-and-periodic-smoke-inspection-program>

⁵⁶ Staff Report: Initial Statement of Reasons, p. 33, Table 6: Projected Annual PM Emissions Benefits (TPD) for San Joaquin Valley and South Coast Air Basin.

⁵⁷ 84 FR 3305 (February 12, 2019).

South Coast 2012 PM_{2.5} SIP₂⁵⁸, show that 1 ton of VOC emissions is approximately equal to 0.3 ton of NO_x emissions in terms of the potential to form 24-hour average PM_{2.5}.

NH₃ can contribute to ambient PM_{2.5} concentrations, especially in the areas close to large sources such as dairy farms. There are dairy farm operations in inland valley area near Mira Loma, which has the Basin's highest 24-hour PM_{2.5}, except Compton which showed the highest design values in 2017-2019 due to anomalously high PM levels in 2017. However, high PM_{2.5} days especially during winter have larger contribution of nitrate and organic carbon, but smaller NH₃ contribution - only about 10 % of the total PM_{2.5} mass near Mira Loma area, indicating that other precursors such as NO_x and VOC and their associated chemical reactions leading to secondary PM_{2.5} formation are dominating the mechanisms to drive the high PM episodes in Mira Loma. Details of PM_{2.5} chemical composition are discussed in Chapter 5 of this Plan. In terms of NH₃ emissions sources, a single source category, "Domestic Activity" representing sources such as human perspiration, human and pet wastes accounts for 38% of the total NH₃ inventory in 2024. These domestic activities grow with time due to population growth and outweigh emission reductions from other regulated sources such as on-road mobile sources. Therefore, even if NH₃ emissions have a marginal increase, the increase will be mostly occur in highly populated area such as downtown Los Angeles would not contribute to the high DVs in inland Mira Loma area significantly. In all, considering the nature of NH₃ emissions and atmospheric chemistry attributing to Basin's PM_{2.5} design values, the slow progress in NH₃ reductions will have de minimis impacts on ambient 24-hour PM_{2.5} concentrations in the Basin.

SO_x emissions show a marginal increase at the rate of 0.24 tpd per year from 2018 to 2024 reflecting growth in point sources and ocean going vessels. The SO_x emissions increase from 2023 to 2024 is 0.08 tpd. Since SO_x emissions are marginally increasing and there is no progress in reducing emissions (i.e., reductions from existing regulations are offset by expected growth), the 1-year's worth of progress required for contingency measures does not apply to SO_x emissions. Nevertheless, ambient PM_{2.5} chemical composition data shows marginal contribution of sulfate mass to the ambient PM_{2.5} mass, especially on high PM_{2.5} days during winter which likely caused by nitrate and organic carbon but contain smaller amount of sulfate. Therefore, even if SO_x emissions increase, the impact is expected to be de minimis on ambient 24-hour PM_{2.5} concentrations in the Basin.

In summary, South Coast Air Basin satisfies the contingency requirement set in Clean Air Act Section 172(c)(9) and the U.S. EPA's PM Implementation Rule₂⁵⁹. South Coast AQMD's Rule 445, Wood Burning Devices, provides a contingency measure to be undertaken if the Basin fails

⁵⁸ CARB, 2015. Supplement to 24-hour PM_{2.5} State Implementation Plan for South Coast Air Basin. Page C-3. Available at <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2015/2015-feb6-022.pdf?sfvrsn=2>.

⁵⁹ 81 Fed. Reg. 58010, Aug 24, 2016. Document available at <https://www.govinfo.gov/content/pkg/FR-2016-08-24/pdf/2016-18768.pdf>.

to attain the 2006 PM2.5 24-hour standard by the new attainment date of 2023. The emission reductions anticipated from Rule 445, in conjunction with reductions from existing and newly adopted regulations, are expected to achieve the reductions of directly emitted PM2.5 and its precursors approximately equivalent to 1-year's worth of progress.

7. CALIFORNIA ENVIRONMENTAL QUALITY ACT

Pursuant to the California Environmental Quality Act (CEQA) Guidelines Sections 15002(k) and 15061, the South Coast Air Basin Attainment Plan for 2006 24-Hour PM2.5 Standard is exempt from CEQA pursuant to CEQA Guidelines Sections 15061(b)(3) and 15308. Further, there is no substantial evidence indicating that any of the exceptions in CEQA Guidelines Section 15300.2 apply to the proposed project. A Notice of Exemption will be prepared pursuant to CEQA Guidelines Section 15062. If the proposed project is approved, ~~the Notice of Exemption will be filed with the county clerks of Los Angeles, Orange, Riverside, and San Bernardino counties. In addition,~~ the Notice of Exemption will be electronically filed with the State Clearinghouse to be posted on their CEQAnet Web Portal, which may be accessed via the following weblink: <https://ceqanet.opr.ca.gov/search/recent>. In addition, the Notice of Exemption will be electronically posted on the South Coast AQMD's webpage which can be accessed via the following weblink: <http://www.aqmd.gov/nav/about/public-notices/ceqa-notices/notices-of-exemption/noe---year-2020>. The electronic filing and posting of the Notice of Exemption is being implemented in accordance with Governor Newsom's Executive Orders N-54-20 and N-80-20 issued on April 22, 2020 and September 23, 2020, respectively, for the State of Emergency in California as a result of the threat of COVID-19.

8. PUBLIC PROCESS

Development of the ~~Draft~~ South Coast Air Basin Attainment Plan for the 2006 24-hour PM2.5 Standard is conducted through a public process. The draft Plan was presented to South Coast AQMD Mobile Source Committee on August 21, 2020 and AQMP Advisory Group on September 3, 2020. The updated emissions inventory and modeling was also discussed and presented at the Scientific, Technical, and Modeling Peer Review Group on August 20, 2020. ~~South Coast AQMD staff will hold a~~ The draft Plan was released on September 18, 2020 with a comment period ending October 19, 2020. A Regional Public Hearing was held on October 7, 2020 via video conferencing and by telephone (covering four counties in the Basin) to solicit information, comments, and suggestions from the public, affected businesses and stakeholders. One comment letter was received as of October 19, 2020. Responses to these comments are provided in Chapter 9. A Public hearing ~~Hearing~~ is scheduled at the South Coast AQMD Governing Board Meeting on December 54, 2020. Following approval by the South Coast AQMD Governing Board, the Plan will be submitted for approval by the CARB Board at their Board meeting to be held on December 10-11, 2020, which will then be submitted to the U.S. EPA for inclusion into the SIP.

9. PUBLIC COMMENTS AND RESPONSES TO COMMENTS

One comment letter was received during the comment period for the South Coast Air Basin Attainment Plan for 2006 24-hour PM2.5 Standard. The comment letter and responses to comments are listed in this section.

Comment Letter #1
Anita Lee, U.S. EPA
October 19, 2020



Mon 10/19/2020 3:42 PM

Lee, Anita <Lee.Anita@epa.gov>

EPA comments on South Coast 189(d) plan for the 2006 24-hour PM2.5 Standard

To Kalam Cheung

Cc Vagenas, Ginger; King, Scott@ARB; Sylvia.Vanderspek (Sylvia.Vanderspek@arb.ca.gov); Zorik Pirveysian

You forwarded this message on 10/22/2020 9:57 AM.

Hi Kalam,

Thank you for the opportunity to comment on South Coast’s draft 189(d) plan for the 2006 24-hour PM2.5 standard (Plan). Based on our preliminary review of the plan, we have the following comments. Please forward this to others at the District or CARB that I missed, and thank you again for the collaboration and opportunity to comment.

} 1-1

Air Quality

- While the characterization of the status of air quality data waivers and comparability assessment results is consistent with the current waiver request, this request is still under review by the EPA, and we intend to formally respond to the waiver request by the end of October as part of our Annual Network Plan review. The Plan should be updated if necessary to reflect EPA’s response to the District’s waiver request.
- Tables presenting design values (DVs) should include AQS DVs (i.e. design values that do not exclude possible EE data). If the District wants to include hypothetical design values (i.e., DVs where flagged data that have not yet been concurred on are removed from the calculation), it could include multiple data columns reflecting AQS DVs as well as hypothetical DVs excluding potential EE data.

} 1-2

} 1-3

Emissions Inventory

- There is a large decrease in NOx emissions between CARB’s 2016 emissions inventory and the District’s 2018 emissions inventory. What accounts for this decrease?
- The California Air Resources Board (CARB) has recently revised its estimates for locomotive emissions, particularly those associated with freight. (These revisions were discussed in CARB’s Public Workshop for 2020 Locomotive Emission Inventory on September 3, 2020.) If the emissions estimates in the draft 189(d) Plan are not consistent with CARB’s recent revisions for locomotive emissions, the final plan should include a revised estimate and a discussion of the significance of any change in projected emissions for the attainment demonstration and for the 5% and RFP calculations.

} 1-4

} 1-5

MVEBs

- There seems to be a sizeable difference in CARB’s budget estimates for paved road dust as compared to the South Coast emission inventory. The plan indicates that the same VMT is used in the EI and budgets, so it is unclear why there is a difference. Does the District or CARB know what is causing this? Please reconcile.
- There are small differences between the on-road emissions in the budget tables and the emission inventory. Are these differences (e.g. 57.77 tpd vs 57.61 tpd) due to the application of the SAFE adjustment factors to the budget estimates?
- The Plan will need to establish MVEBs for 2026, which is the last required RFP and quantitative milestone year in this plan (40 CFR 51.1012(a)(2)).

} 1-6

Reply Reply All Forward

Mon 10/19/2020 3:42 PM



Lee, Anita <Lee.Anita@epa.gov>

EPA comments on South Coast 189(d) plan for the 2006 24-hour PM2.5 Standard

To Kalam Cheung

Cc Vagenas, Ginger; King, Scott@ARB; Sylvia.Vanderspek (Sylvia.Vanderspek@arb.ca.gov); Zorik Pirveysian

You forwarded this message on 10/22/2020 9:57 AM.

Attainment Demonstration

- The plan uses standard modeling techniques (identical to the previous plan) for all monitoring sites (except Compton) and shows attainment at those sites by the attainment date. For Compton, it relies on a weight-of-evidence analysis, including a probabilistic model, to show that the Compton site is unlikely to violate. The Plan also notes that high values at Compton are more influenced by wood burning than other sites.
 - Has the District considered any measures to reduce wood burning emissions around Compton? (e.g., revisions to Rule 445 exemptions, incentive programs, educational outreach, etc).

1-7

Attainment Control Strategy

- The draft 189(d) plan (page 4-1.) states that the attainment control strategy “is based on the continued implementation of existing South Coast AQMD and CARB regulations and programs over the next few years” and that “recently adopted regulations... will provide additional emission reductions which will further ensure attainment of the standard before the attainment date.”
 - It is unclear where the District has drawn the line between “baseline” and “control strategy” measures. Note that only those measures that EPA has approved into the SIP may be credited toward the attainment control strategy.

1-8

Analysis of Measures in Control Strategy

- The District notes in its control strategy analysis that the 2016 AQMP included a comprehensive BACM demonstration for stationary, area, and mobile sources for the 2006 24-hour standard, which EPA fully approved in February 2019. Although the draft Plan includes a discussion of several source categories for which the State or other districts have implemented additional controls since 2016, the District concludes that no additional measures are feasible.
 - Under the PM2.5 SRR, each 189(d) plan must contain an updated control strategy based on evaluation of all potential control measures for PM2.5 and PM2.5 precursors (40 CFR 51.1010(c)).
 - We’ve previously informed the District about deficiencies in the District’s BACM demonstration for residential wood burning and have recommended additional control options that the District should consider during its next rulemaking process on Rule 445.

1-9

RFP and QM

- Note that only those measures that EPA has approved into the SIP may be credited toward the 5% plan and RFP/attainment. We will need the District to distinguish between the rules relied on in the baseline and the rules relied on to provide additional reductions, indicate whether the measures are SIP-approved, and quantify (collectively) the reductions expected from these measures in the milestone years.
- The Plan does not include RFP milestones for all of the required years and pollutants, and does not include a showing of how RFP will be met for all milestone years.
 - The RFP milestones for 2026 may be established by extending the emissions trend lines.

1-10

Reply Reply All Forward

Mon 10/19/2020 3:42 PM



Lee, Anita <Lee.Anita@epa.gov>

EPA comments on South Coast 189(d) plan for the 2006 24-hour PM2.5 Standard

To Kalam Cheung

Cc Vagenas, Ginger; King, Scott@ARB; Sylvia.Vanderspek (Sylvia.Vanderspek@arb.ca.gov); Zorik Pirveysian

You forwarded this message on 10/22/2020 9:57 AM.

include a showing of how RFP will be met for all milestone years.

- o The RFP milestones for 2026 may be established by extending the emissions trend lines.
- The Plan must establish quantitative milestones for tracking implementation of SIP control measures and for target emissions levels for each milestone year (2020, 2023, and 2026), for each regulated pollutant. If the 2020 quantitative milestones in the SIP-approved Serious area plan for the 2006 PM2.5 NAAQS have not changed, the State/District may consider identifying these same milestones in the 189(d) plan for the 2020 milestone year and addressing them as appropriate in the quantitative milestone report due March 31, 2021.
- The draft 189(d) plan indicates that projected baseline emissions for NOx, SOx, and PM2.5 will not meet the 2020 RFP targets--this suggests that the plan fails to demonstrate RFP, unless the State/District intend to demonstrate stepwise progress (instead of generally linear) toward attainment. The draft plan also notes that certain rules adopted since the 2016 AQMP will provide additional NOx and direct PM2.5 emission reductions in 2020 and beyond. These additional reductions should be specifically identified and quantified, and should be limited to SIP-approved measures.
- The 2020 quantitative milestones (e.g., the target 2020 emission levels) in the 24-hour PM2.5 Serious area plan differ from those in the draft 189(d) plan. What is the source of the differences?
- On page 6-20, The draft Plan includes a statement that "the annual 5% reductions will be achieved from NOx reductions in baseline emissions. As such, baseline emissions are used to track RFP and to track progress in achieving the minimum 5% annual emission reduction requirement." Please clarify that this statement applies only to NOx, and clarify how you are defining "baseline." Are you referring to the emissions inventory? Does it include reductions that are not reflected in the emissions inventory?
 - o We note that because this plan contains no "precursor demonstration" to exempt a precursor from controls, the RFP and QM requirements apply to direct PM2.5 and all PM2.5 precursors. RFP and QM plans must include both milestones for tracking implementation of SIP control measures and target emissions levels for each milestone year, for each regulated pollutant.

1-11

1-12

Contingency Measures

- The Plan relies on Rule 445 as the contingency measure that will be triggered upon notification by EPA, but also relies on baseline measures and additional measures already in place (not in the baseline) to achieve one year's worth of reductions. Table 6-9 lists these measures but does not indicate if they are SIP-approved. We will need the District to confirm whether these measures are SIP-approved and to provide additional information about the emission reductions associated with these measures.

1-13

Anita Lee, PhD
Manager | Planning Office (ARD-2) | Air and Radiation Division | US EPA - Region 9
Desk: (415) 972-3958 | Work Cell: (415) 231-4710
Pronouns (she/hers)

Response to Comment 1-1

Thank you for providing comments on the Draft Attainment Plan for 2006 24-hour PM2.5 Standard for the South Coast Air Basin (Plan).

Response to Comment 1-2

South Coast AQMD's Annual Network Plan is currently under review and is expected to be finalized by October 30, 2020. In the event that the waiver requests are denied, supplemental information will be provided to address the potential implications.

Response to Comment 1-3

Staff appreciates the comments and agrees that design values consistent with Air Quality System (AQS) should be included. Table 2-3 has been updated to provide AQS design values. The design values in Table 5-1 include all valid data and are consistent with the U.S. EPA's design values published in <https://www.epa.gov/air-trends/air-quality-design-values>. A paragraph to clarify inclusion of all valid data in the modeling attainment demonstration is added in Chapter 5.

Response to Comment 1-4

The comment compares the 2012 annual average emissions published in CARB's CEPAM website (https://www.arb.ca.gov/app/emsinv/2017/emssumcat_query.php?F_YR=2012&F_DIV=0&F_SEASON=A&SP=SIP105ADJ&F_AREA=AB&F_AB=SC) with the 2018 emissions included in the current Plan. The 2018 emissions inventory contains approximately 170 tpd less NOx compared to the 2012 emissions inventory, due to the implementation of various regulations by South Coast AQMD and CARB.

Response to Comment 1-5

CARB is in the process of revising the emission estimates for locomotives. Draft estimates were presented at the September 3, 2020 workshop. CARB staff are still in the process of updating this information. Once the emission estimates are finalized, CARB staff will document the update and include the information in subsequent SIPs. The difference in the total locomotive NOx emissions between the CARB's draft estimates and the emissions included in this Plan is less than 1 ton per day in 2023. Even if the additional NOx emissions were considered, it will not affect attainment of the 2006 24-hour PM2.5 standard by 2023.

Response to Comment 1-6

The differences in paved road dust between the emission inventory and the transportation conformity budgets are entirely due to differences in VMT and travel fractions by roadway class from Highway Performance Monitoring System. The differences in on-road emissions are due to an update in the EMFAC2017 model, which fixed some issues related to speed profiles for multiple years and adjustments made for SAFE Vehicle Rule. These updates have caused the transportation conformity budgets, based on a more accurate estimate of emissions and to be lower than the emission inventory. Otherwise, all other elements including methodology, control measures and

emission rates are consistent between the emission inventory and the transportation conformity budgets.

The plan has already developed transportation conformity budgets for 2026. Please see the “Transportation Conformity” section in Chapter 6 of this Plan.

Response to Comment 1-7

As indicated in the Plan, the Compton monitoring station did not attain the 2006 24-hour PM2.5 standard by the 2019 attainment date because of three unusually high PM2.5 measurements in 2017 (January 1, December 24, and December 27). These high readings have not been observed at Compton prior to 2017 or after 2017 which means that they were likely caused by anomalous local human activities (e.g., wood burning). It is also important to note that the Compton monitoring station is located in a parking lot which has public access. The PM2.5 values in Compton have dropped significantly in 2018 and 2019 since the spike in 2017, and Compton is expected to be in full attainment by the end of 2020. Anomalous wood burning may have been the primary cause of the high values in 2017 but since these episodes did not occur before 2017 and have not re-occurred since, a localized wood burning control program may not provide any benefits.

Response to Comment 1-8

The attainment demonstration for the 2006 24-hour PM2.5 standard is based on the emission reductions associated with existing regulations and programs which are not yet fully implemented and will result in significant NOx and PM2.5 reductions by 2023 and beyond. Examples of these regulations are CARB’s Truck and Bus Regulation and CARB’s In-Use Off-Road Diesel-Fueled Fleet Regulation. The existing regulations and programs are reflected in the future baseline emissions and have been SIP-approved. There are also a number of recently adopted regulations (identified in Chapter 4) that were not considered in the attainment demonstration but nevertheless these regulations will provide additional reductions by 2023 will further ensure attainment of the standard.

Response to Comment 1-9

The analysis of control strategies is included in Chapter 6 of this Plan which includes an evaluation of emissions sources and emissions controls, and demonstrates that best available control measures (BACM) and feasible control measures are in place in the Basin for directly emitted PM2.5 and all PM2.5 precursors namely NOx, SOx, VOC, and ammonia. This analysis is based on the implementation of BACM as approved in the 2016 AQMP and 2016 State SIP Strategy as well as an evaluation of additional feasible measures conducted in this Plan. –This analysis covers stationary, area, and mobile sources as well as transportation control measures. The Evaluation of Additional Feasible Measures section in Chapter 6 includes a detailed evaluation of (i) Residential Fuel Combustion – Wood Combustion, (ii) Residential and Commercial Buildings, (iii) Farming

Operations - Manure Management, and (iv) Farming Operations - Greenwaste Composting, and (v) 2020 Reasonably Available Control Technology Demonstration, which concludes that no additional feasible measures could be identified for PM2.5 and its precursors. Based on this analysis, no additional feasible measures were identified for achieving additional emission reductions for the 2006 24-hour PM2.5 standard. Additional control options for residential wood burning will be further evaluated and considered under amendments to Rule 445 (Wood-Burning Devices).

Response to Comment 1-10

This Plan relies on future baseline emissions to demonstrate the 5% annual reductions and attainment in 2023. Baseline emissions consist of adopted rules and regulations (as of December 2015 for District rules, November 2015 for CARB's rules and EMFAC 2017) that have been SIP-approved.

For RFP, in addition to the SIP-approved rules and regulations reflected in the baseline emissions, South Coast AQMD's Rule 445 and CARB's Heavy-Duty Vehicle Inspection Program and Periodic Smoke Inspection Program are relied upon for demonstrating RFP. These two measures have been adopted and submitted to the U.S. EPA for SIP approval, and are currently pending the U.S. EPA's review and actions. Clarifications have been added in Chapter 6 to describe the SIP status of South Coast AQMD's Rule 445 and CARB's Heavy-Duty Vehicle Inspection Program and Periodic Smoke Inspection Program.

The emission levels for the RFP milestone years (2020, 2023 and 2026) are included in the Appendix I and the RFP analysis for those years is included in Chapter 6 of the Plan. Milestones used to track RFP and track progress in achieving the minimum 5 percent annual emission reductions as well as control measures needed for expeditious attainment are described under the section "Quantitative Milestone". A cross reference has been added to clarify that these quantitative milestones are also used for tracking RFP milestones. As part of the Quantitative Milestone requirement under 40 CFR 51.1013, a quantitative milestone should fall within three years after the applicable attainment date. A milestone for the year 2026 is included in Chapter 6 as the post attainment milestone. Given that the attainment in 2023 was demonstrated using baseline emissions, the baseline emissions are also used to track RFP in 2026. South Coast AQMD's Rule 445 and CARB's Heavy-Duty Vehicle Inspection Program and Periodic Smoke Inspection Program will provide additional reductions in directly emitted PM2.5 emissions in 2026. More details on the RFP milestone in 2026 have been added in the "Reasonable Further Progress" section in Chapter 6.

Response to Comment 1-11

In the Serious area plan for the 2006 PM2.5 NAAQS included in the 2016 AQMP, year 2020 was included as an RFP and quantitative milestone year. Staff agrees that including a milestone for

year 2020 in this Plan will provide further clarity. Milestones for tracking RFP for the 2020 milestone year has been added.

As presented in Table 6-3 in the Plan, RFP evaluation was performed on PM2.5 and PM2.5 precursors. The annual reduction needed to demonstrate linear progress is determined based on the difference between baseline emissions in 2018 and 2023. For the milestone year of 2020, the emission targets needed to show linear progress are compared with the 2020 baseline emissions. For VOC and ammonia, 2020 baseline emissions exceed the target reductions by 124% and 167%, respectively. For NOx, 85% of the target reduction levels have been met which demonstrate significant and generally linear progress towards attainment. SOx emissions show a marginal increase from 2018 to 2023. However, ambient PM2.5 chemical composition data indicates that sulfate has marginal contribution to the ambient PM2.5 mass especially during high PM days during winter, therefore, SOx is expected to have de minimis impacts on ambient PM2.5 concentrations on days that the standard is exceeded in the Basin. For directly emitted PM2.5, the baseline emission (62.4 tpd) is 0.2 tpd above the target levels (62.2 tpd) for the 2020 milestone year. As discussed in Response to Comment 1-10 and in the Plan, emissions reductions from South Coast AQMD's Rule 445 and CARB's Heavy-Duty Vehicle Inspection Program and Periodic Smoke Inspection Program provide 0.27 tpd of PM2.5 reductions in 2020. These emission reductions have not yet been incorporated in the baseline emissions and exceed the target reductions of 0.2 tpd needed to achieve linear progress for PM2.5. With the exception of the two PM measures described above, newly adopted rules and regulations not yet incorporated in the baseline emissions are not relied upon to demonstrate RFP.

Response to Comment 1-12

Please refer to Response to Comment 1-4 for the source of differences between the emissions inventory of the 2016 AQMP and those of this Plan.

To improve clarity on the statement described on page 6-20, it has been modified as below:

“As such, baseline emissions of PM2.5 and all PM2.5 precursors are used to track RFP and baseline emissions of NOx are used to track progress in achieving the minimum 5 percent annual emission reductions requirements.”

Baseline emissions refer to the future emissions inventory which reflects the impact of rules/regulations/programs that have been adopted by December 2015 for the South Coast AQMD's rules and November 2015 for CARB's rules. Regulations included in the EMFAC 2017 are reflected in the baseline as well. More descriptions have been added in Chapter 3 and Chapter 6 to clarify the type of rules and regulations included in baseline emissions.

Please refer to Responses to Comment 1-10 and 1-11 for the clarifications on RFP and Quantitative Milestone.

Response to Comment 1-13

The contingency measure's one year's worth of progress is demonstrated in the Plan based on emission reductions in the 2024 future baseline, one year after attainment, as well as reductions from a list of recently adopted regulations and programs, not reflected in the future baseline inventory (Table 6-9). South Coast AQMD's recently adopted rules include Rule 445 and Facility-Based Mobile Source Measure for Commercial Airports which have been submitted to EPA for inclusion into SIP. Emission reductions from incentive projects are also identified for projects implemented since 2016 AQMP adoption as well as new incentive projects expected to be implemented through 2023 based on existing funding. CARB's recently adopted rules submitted to the U.S. EPA include the South Coast Incentive Measure, CARB's Heavy-Duty Vehicle Inspection Program and Periodic Smoke Inspection Program, and Innovative Clean Transit. Other CARB's recently adopted rules will be submitted to the U.S. EPA for inclusion into the SIP. Finally, emissions benefits for Metrolink (conversion to Tier 4 locomotives) will be reflected in the next SIP inventory update.

Appendix I – Emissions Inventory

Condensable and Filterable Portions of PM_{2.5} Emissions

Base and Future Years Emissions Inventory

Table A. PM_{2.5} and PM_{2.5} Precursor Emissions by Major Source Category in South Coast Air Basin (Tons per Day)

1. 2018 Annual Average Emissions
2. 2020 Annual Average Emissions
3. 2023 Annual Average Emissions
4. 2026 Annual Average Emissions

Table B. List of Category Specific Conversion Factors (Developed by CARB and Used in the Imperial County 2018 SIP) to Estimate Condensable PM_{2.5} from Primary PM_{2.5}

Table C. Primary, Condensable and Filterable PM_{2.5} emissions by Major Source Category (Tons per Day)

1. 2018 Annual Average Emissions
2. 2020 Annual Average Emissions
3. 2023 Annual Average Emissions
4. 2026 Annual Average Emissions

Condensable and Filterable Portions of PM_{2.5} Emissions

Introduction

Per PM_{2.5} NAAQS final implementation rule,⁶⁰ the SIP emissions inventory is required to identify the condensable and filterable portions of PM_{2.5} separately, in addition to primary PM_{2.5} emissions. Primary PM emissions consist of condensable and filterable portions. Condensable PM is the material that is in vapor phase in stack conditions, which condenses and/or reacts upon cooling and dilution in the ambient air to form solid or liquid PM immediately after discharge from the stack. All condensable PM, if present from a source, is typically in the PM_{2.5} size fraction. The U.S. EPA's Air Emissions Reporting Requirements (AERR) requires states to report annual emissions of filterable and condensable components of PM_{2.5} and PM₁₀, "as applicable," for large sources for every inventory year and for all sources every third inventory year, beginning with 2011.⁶¹ Subsequent emissions inventory guidance⁶² from the U.S. EPA clarifies the meaning of the phrase "as applicable" by providing a list of source types "for which condensable PM is expected by the AERR." These source types are stationary point and area combustion sources that are expected to generate condensable PM and include sources such as commercial cooking, fuel combustion at electric generating utilities, industrial processes like cement or chemical manufacturing, and flares or incinerators associated with waste disposal. The condensable PM_{2.5} from stationary and area sources are estimated using the methodology described below.

Filterable PM comprises "particles that are directly emitted by a source as a solid or liquid [aerosol] at stack or release conditions."⁶³ Primary PM_{2.5} is the sum of condensable and filterable PM_{2.5} emissions. Mobile sources emit PM in both filterable and condensable form; however, the AERR does not require states to report filterable and condensable PM separately for mobile sources. Therefore, the condensable and filterable PM_{2.5} emissions submitted here include only those from stationary point and area sources.

Methodology

Category specific conversion factors developed by CARB and used in the Imperial County 2018 SIP⁶⁴ were applied in the current analysis to estimate condensable PM and then filterable PM was calculated by subtracting the condensable from the total PM_{2.5} primary emissions. The baseline

⁶⁰ 40 CFR 51.1008(a)(1)(iv).

⁶¹ 40 CFR §51.15(a)(1) and §51.30(b)(1).

⁶² USEPA. 2017. Emissions Inventory Guidance for Implementation of Ozone and Particulate Matter National Ambient Air Quality Standards (NAAQS) and Regional Haze Regulations. Available at: https://www.epa.gov/sites/production/files/2017-7/documents/ei_guidance_may_2017_final_rev.pdf.

⁶³ Ibidem.

⁶⁴ Imperial County 2018 Annual Particulate Matter less than 2.5 microns in Diameter State Implementation Plan, April 2018. Available at https://ww3.arb.ca.gov/planning/sip/planarea/imperial/final_2018_ic_pm25_sip.pdf.

2018, future attainment year 2023, and the RFP milestone years 2020 and 2026 are included in the analysis. Selected list of conversion factors are presented in Table B of this Appendix. The factors are developed for point and area source categories, which were classified by Source Classification Code (SCC). Primary emissions are from all source categories including on-road and off-road mobile sources, while condensable and filterable emissions are only for point and area sources, as described above.

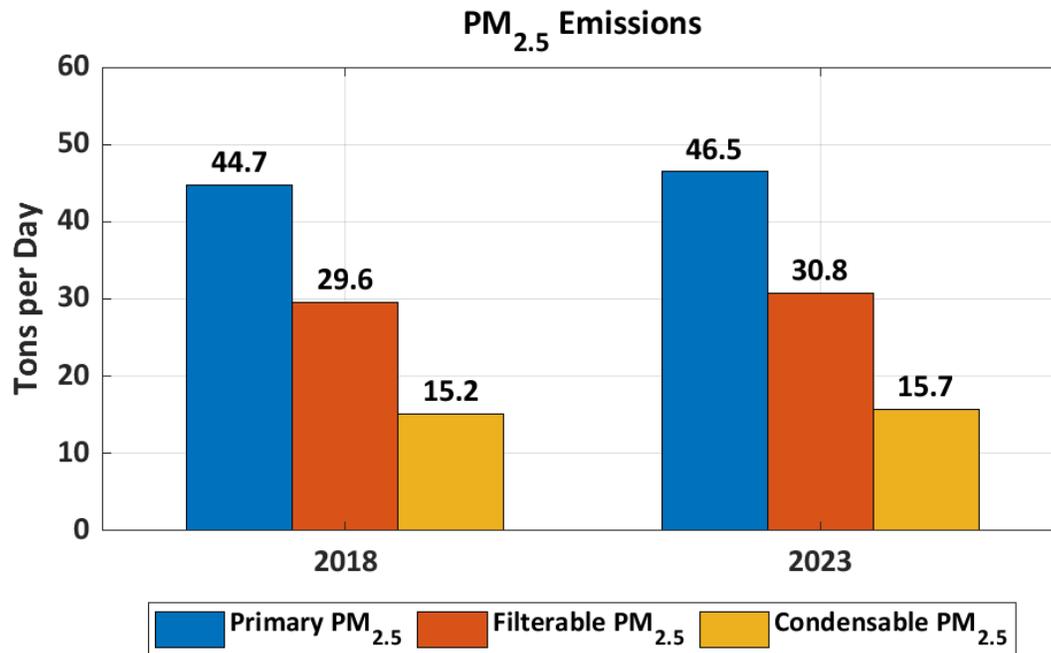
Base and Future Year Emissions Inventory of Condensable and Filterable Portions of PM2.5

Figure I-1 shows the annual average emissions of primary (or direct) PM2.5, condensable PM2.5 and filterable PM2.5 for 2018 and 2023. As shown on Figure I-1, total primary PM2.5 emissions from stationary point and area sources will increase from 44.7 to 46.5 tpd from 2018 to 2023, respectively. The increase appears in both condensable (approximately 0.5 tpd) and filterable (approximately 1.2 tpd) portions of primary PM2.5 emissions in the Basin. This is consistent with the primary PM2.5 trend, reflecting fast growth in population and economic activities in the Basin.

Table I-1 presents top five source categories for condensable PM2.5 for 2018 and 2023. The majority of condensable PM2.5 is emitted from ‘Cooking’ category, which accounts for 75.5% and 76.6% of the total condensable PM2.5 in 2018 and 2023, respectively. The sum of the top five condensable PM2.5 categories represents 95.7% of the total condensable PM2.5 both in 2018 and 2023.

Tables I-2 shows top five categories for filterable PM2.5. “Paved Road Dust” source category is the top emitter of filterable PM2.5. Among top five categories, only “Residential Fuel Combustion” category, which ranks as the 2nd both in 2018 and 2023, slightly decreases in the future year 2023; all other four categories increased. The top five filterable PM2.5 emissions categories account for approximately 71.9% (2018) and 72.4% (2023) of the total filterable PM2.5 emissions. This points to a marginal increase in contribution of top 5 filterable categories to total filterable PM2.5 emissions in future years.

Detailed emissions by major source category are included in Table C of this Appendix.

**FIGURE I-1**

Primary, Filterable and Condensable PM_{2.5} emissions (Annual Average)

TABLE I-1

Top 5 Condensable PM_{2.5} (TPD) Emitter Categories for Year 2018 And Year 2023

Category	2018	2023
Cooking	11.41	12.03
Petroleum Refining (Combustion)	1.00	1.00
Residential Fuel Combustion	0.85	0.83
Manufacturing and Industrial	0.61	0.59
Service and Commercial	0.60	0.59

TABLE I-2Top 5 Filterable PM_{2.5} (TPD) Emitter Categories for Year 2018 And Year 2023

Category	2018	2023
Paved Road Dust	8.13	8.51
Residential Fuel Combustion	5.75	5.70
Wood and Paper	2.70	3.02
Mineral Processes	2.49	2.51
Construction and Demolition	2.27	2.55

Table A-1. 2018 PM2.5 and PM2.5 Precursor Emissions by Major Source Category in South Coast Air Basin (Tons per Year)

CODE	Source Category	TOG	VOC	NOx	CO	SOx	TSP	PM10	PM2.5	NH3
Fuel Combustion										
10	Electric Utilities	2.69	0.31	0.59	4.25	0.22	0.51	0.51	0.51	0.68
20	Cogeneration	0.05	0.02	0.02	0.12	0.00	0.02	0.02	0.01	0.18
30	Oil and Gas Production (Combustion)	1.11	0.12	0.71	0.61	0.01	0.10	0.09	0.09	0.22
40	Petroleum Refining (Combustion)	6.48	1.33	0.00	4.87	0.01	1.78	1.77	1.77	1.50
50	Manufacturing and Industrial	25.94	4.19	10.01	15.30	0.21	1.25	1.16	1.12	2.26
52	Food and Agricultural Processing	0.07	0.03	0.11	0.34	0.00	0.03	0.03	0.03	0.04
60	Service and Commercial	10.64	4.16	9.25	13.58	0.79	1.16	1.16	1.16	2.70
99	Other (Fuel Combustion)	0.58	0.27	2.54	1.31	0.07	0.18	0.16	0.15	0.05
Total Fuel Combustion		47.56	10.43	23.23	40.38	1.31	5.03	4.90	4.84	7.63
Waste Disposal										
110	Sewage Treatment	0.37	0.27	0.00	0.00	0.00	0.02	0.00	0.00	0.23
120	Landfills	640.10	8.88	0.45	0.39	0.37	0.20	0.20	0.20	3.97
130	Incineration	0.19	0.04	0.98	0.25	0.07	0.12	0.06	0.05	0.22
140	Soil Remediation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
199	Other (Water Disposal)	57.94	4.67	0.01	0.01	0.00	0.00	0.00	0.00	1.08
Total Waste Disposal		698.60	13.86	1.44	0.65	0.44	0.34	0.26	0.25	5.50
Cleaning and Surface Coatings										
210	Laundering	3.41	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00
220	Degreasing	66.07	12.12	0.00	0.00	0.00	0.02	0.02	0.02	0.01
230	Coatings and Related Processes	19.08	18.57	0.00	0.00	0.00	1.67	1.60	1.54	0.09
240	Printing	1.17	1.17	0.00	0.00	0.00	0.00	0.00	0.00	0.06
250	Adhesives and Sealants	4.82	4.21	0.00	0.00	0.00	0.02	0.02	0.02	0.00
299	Other (Cleaning and Surface Coatings)	1.42	1.08	0.01	0.11	0.00	0.02	0.02	0.02	0.00
Total Cleaning and Surface Coatings		95.97	37.29	0.01	0.11	0.00	1.73	1.66	1.60	0.16
Petroleum Production and Marketing										
310	Oil and Gas Production	4.86	2.18	0.01	0.02	0.06	0.04	0.03	0.02	0.00
320	Petroleum Refining	6.35	4.43	0.23	2.39	0.24	1.87	1.25	0.88	0.07
330	Petroleum Marketing	54.79	13.80	0.00	0.23	0.00	0.01	0.00	0.00	0.00
399	Other (Petroleum Production and Marketing)	0.60	0.58	0.01	0.01	0.00	0.00	0.00	0.00	0.00
Total Petroleum Production and Marketing		66.60	20.99	0.25	2.65	0.30	1.92	1.28	0.90	0.07
Industrial Processes										
410	Chemical	5.20	3.88	0.03	0.12	0.05	0.59	0.49	0.44	0.01
420	Food and Agriculture	0.58	0.56	0.00	0.01	0.00	0.16	0.07	0.03	0.00
430	Mineral Processes	0.35	0.31	0.02	0.29	0.04	8.22	4.49	2.51	0.08
440	Metal Processes	0.11	0.09	0.04	0.25	0.03	0.38	0.30	0.22	0.00
450	Wood and Paper	0.19	0.19	0.00	0.00	0.00	6.43	4.50	2.70	0.00
460	Glass and Related Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
470	Electronics	0.01	0.01	0.00	0.00	0.00	0.01	0.00	0.00	0.00
499	Other (Industrial Processes)	7.01	5.30	0.05	0.13	0.00	1.81	1.12	0.80	9.29
Total Industrial Processes		13.45	10.34	0.14	0.80	0.12	17.60	10.97	6.70	9.38
Solvent Evaporation										
510	Consumer Products	105.32	87.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00
520	Architectural Coatings and Related Solvent	12.23	11.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00

530	Pesticides/Fertilizers	1.34	1.34	0.00	0.00	0.00	0.00	0.00	0.00	1.20
540	Asphalt Paving/Roofing	1.06	0.98	0.00	0.00	0.00	0.03	0.02	0.02	0.00
Total Solvent Evaporation		119.95	101.42	0.00	0.00	0.00	0.03	0.02	0.02	1.20

(Continued)

Table A-1. 2018 PM2.5 and PM2.5 Precursor Emissions by Major Source Category in South Coast Air Basin (Tons per Day)

CODE	Source Category	TOG	VOC	NOx	CO	SOx	TSP	PM10	PM2.5	NH3
Miscellaneous Processes										
610	Residential Fuel Combustion	19.29	8.43	14.56	46.75	0.48	7.15	6.79	6.60	0.11
620	Farming Operations	25.38	1.43	0.00	0.00	0.00	1.60	0.78	0.16	8.52
630	Construction and Demolition	0.00	0.00	0.00	0.00	0.00	46.32	22.65	2.27	0.00
640	Paved Road Dust	0.00	0.00	0.00	0.00	0.00	117.88	53.87	8.13	0.00
645	Unpaved Road Dust	0.00	0.00	0.00	0.00	0.00	9.87	5.86	0.58	0.00
650	Fugitive Windblown Dust	0.00	0.00	0.00	0.00	0.00	3.20	1.62	0.23	0.00
660	Fires	0.34	0.23	0.08	3.02	0.00	0.45	0.44	0.41	0.00
670	Waste Burning and Disposal	0.81	0.47	0.19	6.31	0.05	0.72	0.70	0.63	0.03
690	Cooking	2.76	1.93	0.00	0.00	0.01	11.46	11.46	11.46	0.00
699	Other (Miscellaneous Processes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25.98
	RECLAIM (with Shaves)			17.77		5.47				
Total Miscellaneous Processes		48.58	12.49	32.60	56.08	6.01	198.65	104.17	30.47	34.64
On-Road Motor Vehicles (EMFAC2017 PC version using SCAG's link data)										
710	Light Duty Passenger Auto (LDA)	32.59	29.39	23.88	316.46	0.74	11.75	11.52	4.85	6.19
722	Light Duty Trucks 1 (T1)	8.50	7.71	6.01	62.10	0.08	1.18	1.16	0.51	0.77
723	Light Duty Trucks 2 (T2)	16.28	14.71	15.60	145.50	0.31	3.83	3.75	1.58	3.06
724	Medium Duty Trucks (T3)	14.48	13.03	14.14	126.75	0.27	2.70	2.65	1.12	3.30
732	Light Heavy Duty Gas Trucks 1 (T4)	2.85	2.69	2.46	10.28	0.04	0.41	0.39	0.17	0.23
733	Light Heavy Duty Gas Trucks 2 (T5)	0.41	0.39	0.39	1.35	0.01	0.08	0.07	0.03	0.04
734	Medium Heavy Duty Gas Trucks (T6)	0.62	0.54	1.06	6.17	0.02	0.17	0.17	0.07	0.05
736	Heavy Heavy Duty Gas Trucks (HHD)	0.02	0.01	0.06	0.41	0.00	0.00	0.00	0.00	0.00
742	Light Heavy Duty Diesel Trucks 1 (T4)	0.32	0.28	8.40	1.69	0.01	0.31	0.30	0.16	0.01
743	Light Heavy Duty Diesel Trucks 2 (T5)	0.11	0.10	2.77	0.58	0.01	0.13	0.13	0.06	0.00
744	Medium Heavy Duty Diesels Truck (T6)	1.53	1.34	26.27	4.65	0.06	1.69	1.67	1.12	0.17
746	Heavy Heavy Duty Diesel Trucks (HHD)	4.04	2.75	67.46	14.84	0.17	2.14	2.12	1.39	0.30
750	Motorcycles (MCY)	9.19	8.08	2.19	41.60	0.00	0.04	0.03	0.02	0.02
760	Diesel Urban Buses (UB)	5.08	0.24	1.99	24.37	0.00	0.07	0.07	0.03	0.02
762	Gas Urban Buses (UB)	0.01	0.01	0.03	0.06	0.00	0.01	0.01	0.01	0.00
771	Gas School Buses (SB)	0.06	0.04	0.06	0.48	0.00	0.07	0.07	0.03	0.00
772	Diesel School Buses (SB)	0.04	0.03	2.23	0.12	0.00	0.18	0.18	0.08	0.01
777	Gas Other Buses (OB)	0.12	0.11	0.25	1.23	0.01	0.05	0.04	0.02	0.01
778	Motor Coaches	0.05	0.05	0.89	0.20	0.00	0.04	0.04	0.02	0.00
779	Diesel Other Buses (OB)	0.06	0.06	0.95	0.18	0.00	0.06	0.06	0.04	0.01
780	Motor Homes (MH)	0.09	0.07	0.77	1.32	0.01	0.09	0.09	0.04	0.02
Total On-Road Motor Vehicles		96.44	81.62	177.86	760.34	1.74	24.98	24.51	11.35	14.21
Other Mobile Sources										
810	Aircraft	3.68	3.63	15.51	37.66	1.77	0.75	0.73	0.66	0.00
820	Trains	1.02	0.85	17.66	3.98	0.01	0.32	0.32	0.30	0.01
833	Ocean Going Vessels	2.61	2.18	33.35	3.45	2.21	0.69	0.69	0.64	0.03
835	Commercial Harbor Crafts	1.27	1.07	11.45	6.47	0.00	0.48	0.48	0.44	0.00
840	Recreational Boats	26.02	22.45	4.88	86.44	0.01	1.54	1.39	1.05	0.01
850	Off-Road Recreation Vehicles	2.63	2.54	0.07	3.68	0.00	0.01	0.01	0.01	0.00
860	Off-Road Equipment	47.83	42.09	49.95	544.65	0.09	3.75	3.57	3.03	0.11
870	Farm Equipment	0.56	0.48	2.07	4.92	0.00	0.14	0.14	0.12	0.00

890 Fuel Storage and Handling	5.48	5.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Other Mobile Sources	91.10	80.75	134.94	691.25	4.09	7.68	7.33	6.25	0.16	
Total Stationary and Area Sources	1090.71	206.82	57.67	100.67	8.18	225.30	123.26	44.78	58.58	
Total On-Road Vehicles	96.44	81.62	177.86	760.34	1.74	24.98	24.51	11.35	14.21	
Total Other Mobile	91.10	80.75	134.94	691.25	4.09	7.68	7.33	6.25	0.16	
Total	1278.25	369.19	370.47	1552.26	14.01	257.96	155.10	62.38	72.95	

Table A-2. 2020 PM2.5 and PM2.5 Precursor Emissions by Major Source Category in South Coast Air Basin (Tons per Day)

CODE	Source Category	TOG	VOC	NOx	CO	SOx	TSP	PM10	PM2.5	NH3
Fuel Combustion										
10	Electric Utilities	2.68	0.31	0.58	4.24	0.22	0.51	0.51	0.51	0.67
20	Cogeneration	0.05	0.02	0.02	0.12	0.00	0.02	0.02	0.01	0.18
30	Oil and Gas Production (Combustion)	1.13	0.12	0.71	0.61	0.01	0.10	0.10	0.09	0.22
40	Petroleum Refining (Combustion)	6.48	1.33	0.00	4.87	0.01	1.78	1.77	1.77	1.50
50	Manufacturing and Industrial	25.02	4.17	9.74	15.33	0.22	1.23	1.15	1.10	2.26
52	Food and Agricultural Processing	0.07	0.03	0.11	0.34	0.00	0.04	0.04	0.04	0.04
60	Service and Commercial	10.55	4.11	9.12	13.47	0.83	1.16	1.16	1.16	2.63
99	Other (Fuel Combustion)	0.55	0.24	2.15	1.20	0.08	0.17	0.15	0.14	0.05
Total	Fuel Combustion	46.52	10.33	22.45	40.19	1.38	4.99	4.88	4.82	7.55
Waste Disposal										
110	Sewage Treatment	0.38	0.27	0.00	0.00	0.00	0.02	0.00	0.00	0.23
120	Landfills	648.80	9.01	0.46	0.40	0.38	0.21	0.20	0.20	4.02
130	Incinerators	0.20	0.04	1.01	0.25	0.07	0.12	0.06	0.05	0.23
140	Soil Remediation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
199	Other (Waste Disposal)	60.87	4.90	0.01	0.01	0.00	0.00	0.00	0.00	1.12
Total	Waste Disposal	710.25	14.22	1.48	0.67	0.45	0.35	0.27	0.25	5.60
Cleaning and Surface Coatings										
210	Laundrying	3.51	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00
220	Degreasing	70.52	12.86	0.00	0.00	0.00	0.02	0.02	0.02	0.01
230	Coatings and Related Process Solvents	19.96	19.42	0.00	0.00	0.00	1.74	1.67	1.60	0.10
240	Printing	1.19	1.19	0.00	0.00	0.00	0.00	0.00	0.00	0.06
250	Sealants & Adhesives	5.15	4.49	0.00	0.00	0.00	0.02	0.02	0.02	0.00
299	Other (Cleaning and Surface Coatings)	1.46	1.12	0.01	0.11	0.00	0.02	0.02	0.02	0.00
Total	Cleaning and Surface Coatings	101.80	39.23	0.01	0.12	0.00	1.80	1.73	1.66	0.17
Petroleum Production and Marketing										
310	Oil and Gas Production	4.91	2.21	0.01	0.02	0.06	0.04	0.03	0.02	0.00
320	Petroleum Refining	6.35	4.43	0.23	2.39	0.24	1.87	1.25	0.88	0.07
330	Petroleum Marketing	53.13	13.26	0.00	0.23	0.00	0.01	0.00	0.00	0.00
399	Other (Petroleum Production and Marketing)	0.60	0.58	0.01	0.01	0.00	0.00	0.00	0.00	0.00
Total	Petroleum Production and Marketing	64.99	20.48	0.25	2.65	0.30	1.92	1.28	0.91	0.07
Industrial Processes										
410	Chemical	5.42	4.03	0.03	0.12	0.05	0.61	0.51	0.45	0.01
420	Food and Agriculture	0.60	0.58	0.00	0.01	0.00	0.16	0.07	0.03	0.00
430	Mineral Processes	0.35	0.31	0.02	0.30	0.04	8.26	4.51	2.52	0.08
440	Metal Processes	0.11	0.09	0.04	0.25	0.03	0.39	0.31	0.22	0.00
450	Wood and Paper	0.19	0.19	0.00	0.00	0.00	6.78	4.74	2.85	0.00
460	Glass and Related Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
470	Electronics	0.01	0.01	0.00	0.00	0.00	0.01	0.00	0.00	0.00

499	Other (Industrial Processes)	7.07	5.37	0.05	0.13	0.00	1.82	1.13	0.80	9.29
Total	Industrial Processes	13.76	10.59	0.14	0.81	0.13	18.03	11.27	6.88	9.39

Solvent Evaporation

510	Consumer Products	106.49	88.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00
520	Architectural Coatings and Related Solvents	12.47	11.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00
530	Pesticides/Fertilizers	1.35	1.35	0.00	0.00	0.00	0.00	0.00	0.00	1.16
540	Asphalt Paving/Roofing	1.16	1.06	0.00	0.00	0.00	0.03	0.03	0.03	0.00
Total	Solvent Evaporation	121.47	102.72	0.00	0.00	0.00	0.03	0.03	0.03	1.16

(Continued)

Table A-2. 2020 PM2.5 and PM2.5 Precursor Emissions by Major Source Category in South Coast Air Basin (Tons per Day)

CODE	Source Category	TOG	VOC	NOx	CO	SOx	TSP	PM10	PM2.5	NH3
Miscellaneous Processes										
610	Residential Fuel Combustion	19.24	8.41	13.84	46.58	0.48	7.12	6.76	6.57	0.11
620	Farming Operations	23.71	1.36	0.00	0.00	0.00	1.51	0.73	0.15	7.99
630	Construction and Demolition	0.00	0.00	0.00	0.00	0.00	50.04	24.47	2.45	0.00
640	Paved Road Dust	0.00	0.00	0.00	0.00	0.00	119.81	54.75	8.27	0.00
645	Unpaved Road and Travel Dust	0.00	0.00	0.00	0.00	0.00	9.86	5.86	0.58	0.00
650	Fugitive Windblown Dust	0.00	0.00	0.00	0.00	0.00	3.05	1.55	0.22	0.00
660	Fires	0.34	0.23	0.08	3.02	0.00	0.45	0.44	0.41	0.00
670	Waste Burning and Disposal	0.81	0.47	0.19	6.31	0.05	0.72	0.70	0.63	0.03
690	Cooking	2.84	1.99	0.00	0.00	0.01	11.80	11.80	11.80	0.00
699	Other (Miscellaneous Processes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	26.31
	RECLAIM (with Shaves)			20.52		6.08				
Total	Miscellaneous Processes	46.94	12.46	34.63	55.91	6.62	204.36	107.06	31.08	34.44
On-Road Motor Vehicles										
710	Light Duty Passenger	26.80	24.46	18.30	262.74	0.70	11.71	11.48	4.83	5.88
722	Light Duty Trucks-1 (up to 3750 lb.)	7.14	6.53	4.71	50.79	0.08	1.22	1.19	0.52	0.75
723	Light Duty Trucks-2 (3751 to 5750 lb.)	13.90	12.69	11.77	119.97	0.29	3.83	3.75	1.58	2.88
724	Medium Duty Trucks (5751-8500 lb.)	12.37	11.24	10.93	105.32	0.25	2.65	2.59	1.10	3.06
732	Light Heavy Duty Gas Trucks-1 (8501-10000 lb.)	2.32	2.20	1.94	7.65	0.03	0.36	0.35	0.15	0.20
733	Light Heavy Duty Gas Trucks-2 (10001-14000 lb.)	0.35	0.33	0.32	1.05	0.01	0.07	0.06	0.03	0.03
734	Medium Heavy Duty Gas Trucks (14001-33000 lb.)	0.50	0.44	0.80	4.76	0.02	0.17	0.16	0.07	0.05
736	Heavy Heavy Duty Gas Trucks (>33000 lb.)	0.01	0.01	0.04	0.29	0.00	0.00	0.00	0.00	0.00
742	Light Heavy Duty Diesel Trucks-1 (8501-10000 lb.)	0.28	0.25	6.54	1.45	0.01	0.31	0.31	0.15	0.01
743	Light Heavy Duty Diesel Trucks-2 (10001-14000 lb.)	0.10	0.09	2.17	0.50	0.01	0.14	0.13	0.06	0.00
744	Medium Heavy Duty Diesel Trucks (14001-33000 lb.)	1.13	0.99	22.44	3.65	0.06	1.56	1.55	0.96	0.18
746	Heavy Heavy Duty Diesel Trucks (>33001 lb.)	3.47	2.17	61.49	14.39	0.18	1.95	1.93	1.16	0.33
750	Motorcycles	9.35	8.17	2.26	41.31	0.00	0.04	0.04	0.02	0.02
760	Heavy Duty Diesel Urban Buses	4.54	0.10	1.10	28.04	0.00	0.07	0.07	0.03	0.02
762	Heavy Duty Gas Urban Buses	0.01	0.01	0.03	0.06	0.00	0.01	0.01	0.01	0.00
771	School Buses - Gas	0.06	0.04	0.06	0.46	0.00	0.08	0.08	0.03	0.00
772	School Buses - Diesel	0.04	0.03	2.11	0.12	0.00	0.18	0.18	0.08	0.01
777	Other Buses - Gas	0.11	0.10	0.20	1.01	0.00	0.04	0.04	0.02	0.01
778	Other Buses - Motor Coach - Diesel	0.04	0.04	0.73	0.17	0.00	0.03	0.03	0.02	0.00
779	All Other Buses - Diesel	0.04	0.04	0.76	0.12	0.00	0.05	0.05	0.03	0.01
780	Motor Homes	0.07	0.05	0.68	0.87	0.01	0.08	0.08	0.04	0.02
Total	On-Road Motor Vehicles	82.62	69.97	149.37	644.70	1.67	24.55	24.09	10.88	13.46

Other Mobile Sources

810	Aircraft	3.82	3.78	16.16	39.21	1.88	0.77	0.75	0.68	0.00
820	Trains	0.89	0.75	16.52	4.07	0.01	0.29	0.29	0.26	0.01
833	Ocean Going Vessels	2.77	2.32	34.72	3.66	2.32	0.73	0.73	0.67	0.03
835	Commercial Harbor Craft	1.26	1.06	10.92	6.66	0.00	0.45	0.45	0.42	0.00
840	Recreational Boats	23.38	20.21	4.67	84.14	0.01	1.39	1.25	0.95	0.01
850	Off-Road Recreational Vehicles	2.58	2.49	0.08	3.87	0.00	0.01	0.01	0.01	0.00
860	Commercial/Industrial Mobile Equipment	46.54	40.89	45.30	555.80	0.09	3.46	3.28	2.75	0.11
870	Farm Equipment	0.50	0.43	1.89	4.89	0.00	0.13	0.13	0.11	0.00
890	Fuel Storage and Handling	5.09	5.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	Other Mobile Sources	86.84	76.99	130.26	702.29	4.31	7.23	6.88	5.85	0.16
Total	Stationary and Area Sources	1105.73	210.03	58.96	100.35	8.88	231.48	126.52	45.63	58.38
Total	On-Road Vehicles	82.62	69.97	149.37	644.70	1.67	24.55	24.09	10.88	13.46
Total	Other Mobile	86.84	77.00	130.26	702.29	4.32	7.23	6.88	5.86	0.16
Total - All Sources		1275.19	357.00	338.59	1447.34	14.87	263.26	157.49	62.37	72.00

Table A-3. 2023 PM2.5 and PM2.5 Precursor Emissions by Major Source Category in South Coast Air Basin (Tons per Day)

CODE	Source Category	TOG	VOC	NOx	CO	SOx	TSP	PM10	PM2.5	NH3
Fuel Combustion										
10	Electric Utilities	2.90	0.33	0.63	4.55	0.24	0.55	0.55	0.55	0.73
20	Cogeneration	0.05	0.02	0.02	0.13	0.00	0.02	0.02	0.01	0.20
30	Oil and Gas Production (Combustion)	1.15	0.12	0.73	0.62	0.01	0.10	0.10	0.10	0.22
40	Petroleum Refining (Combustion)	6.48	1.33	0.00	4.87	0.01	1.78	1.77	1.77	1.50
50	Manufacturing and Industrial	24.36	4.20	9.69	15.53	0.23	1.22	1.14	1.09	2.21
52	Food and Agricultural Processing	0.08	0.03	0.11	0.35	0.00	0.04	0.04	0.04	0.04
60	Service and Commercial	10.44	4.05	9.04	13.35	0.87	1.16	1.15	1.15	2.58
99	Other (Fuel Combustion)	0.55	0.24	2.15	1.21	0.08	0.17	0.15	0.14	0.05
Total Fuel Combustion		46.00	10.33	22.38	40.61	1.45	5.03	4.92	4.85	7.52
Waste Disposal										
110	Sewage Treatment	0.39	0.28	0.00	0.00	0.00	0.02	0.00	0.00	0.24
120	Landfills	662.26	9.20	0.47	0.41	0.39	0.21	0.21	0.21	4.09
130	Incineration	0.20	0.04	1.03	0.26	0.08	0.12	0.06	0.05	0.24
140	Soil Remediation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
199	Other (Water Disposal)	69.63	5.61	0.01	0.01	0.00	0.00	0.00	0.00	1.22
Total Waste Disposal		732.48	15.12	1.52	0.68	0.47	0.36	0.27	0.26	5.79
Cleaning and Surface Coatings										
210	Laundry	3.60	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00
220	Degreasing	76.05	13.77	0.00	0.00	0.00	0.02	0.02	0.02	0.01
230	Coatings and Related Processes	20.82	20.26	0.00	0.00	0.00	1.80	1.73	1.67	0.10
240	Printing	1.22	1.22	0.00	0.00	0.00	0.00	0.00	0.00	0.06
250	Adhesives and Sealants	5.56	4.85	0.00	0.00	0.00	0.02	0.02	0.02	0.00
299	Other (Cleaning and Surface Coatings)	1.51	1.17	0.01	0.12	0.00	0.02	0.02	0.02	0.00
Total Cleaning and Surface Coatings		108.77	41.42	0.01	0.12	0.00	1.87	1.79	1.73	0.17
Petroleum Production and Marketing										
310	Oil and Gas Production	5.01	2.25	0.01	0.02	0.06	0.04	0.03	0.02	0.00
320	Petroleum Refining	6.35	4.43	0.23	2.39	0.24	1.87	1.25	0.88	0.07
330	Petroleum Marketing	51.31	12.55	0.00	0.23	0.00	0.01	0.00	0.00	0.00
399	Other (Petroleum Production and Marketing)	0.60	0.58	0.01	0.01	0.00	0.00	0.00	0.00	0.00
Total Petroleum Production and Marketing		63.27	19.80	0.25	2.65	0.30	1.92	1.28	0.91	0.07

Industrial Processes										
410	Chemical	5.67	4.21	0.03	0.12	0.05	0.64	0.53	0.47	0.01
420	Food and Agriculture	0.62	0.60	0.00	0.01	0.00	0.16	0.07	0.03	0.00
430	Mineral Processes	0.35	0.31	0.02	0.31	0.04	8.30	4.53	2.53	0.09
440	Metal Processes	0.11	0.09	0.04	0.26	0.03	0.40	0.32	0.23	0.00
450	Wood and Paper	0.19	0.19	0.00	0.00	0.00	7.19	5.03	3.02	0.00
460	Glass and Related Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
470	Electronics	0.01	0.01	0.00	0.00	0.00	0.01	0.00	0.00	0.00
499	Other (Industrial Processes)	7.17	5.45	0.05	0.13	0.00	1.84	1.14	0.81	9.29
Total Industrial Processes		14.13	10.88	0.14	0.83	0.13	18.53	11.63	7.09	9.40
Solvent Evaporation										
510	Consumer Products	108.33	90.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00
520	Architectural Coatings and Related Solvent	12.75	12.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00
530	Pesticides/Fertilizers	1.37	1.37	0.00	0.00	0.00	0.00	0.00	0.00	1.13
540	Asphalt Paving/Roofing	1.21	1.11	0.00	0.00	0.00	0.03	0.03	0.03	0.00
Total Solvent Evaporation		123.66	104.61	0.00	0.00	0.00	0.03	0.03	0.03	1.13

(Continued)

Table A-3. 2023 PM2.5 and PM2.5 Precursor Emissions by Major Source Category in South Coast Air Basin (Tons per Day)

CODE	Source Category	TOG	VOC	NOx	CO	SOx	TSP	PM10	PM2.5	NH3
Miscellaneous Processes										
610	Residential Fuel Combustion	19.19	8.38	12.91	46.40	0.48	7.08	6.72	6.53	0.11
620	Farming Operations	21.57	1.27	0.00	0.00	0.00	1.43	0.70	0.15	7.31
630	Construction and Demolition	0.00	0.00	0.00	0.00	0.00	52.06	25.46	2.55	0.00
640	Paved Road Dust	0.00	0.00	0.00	0.00	0.00	123.29	56.34	8.51	0.00
645	Unpaved Road Dust	0.00	0.00	0.00	0.00	0.00	9.85	5.85	0.58	0.00
650	Fugitive Windblown Dust	0.00	0.00	0.00	0.00	0.00	2.87	1.47	0.21	0.00
660	Fires	0.34	0.23	0.08	3.02	0.00	0.45	0.44	0.41	0.00
670	Waste Burning and Disposal	0.81	0.47	0.19	6.31	0.05	0.72	0.70	0.63	0.03
690	Cooking	2.91	2.03	0.00	0.00	0.01	12.08	12.08	12.08	0.00
699	Other (Miscellaneous Processes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	26.82
	RECLAIM (with Shaves)			14.52		6.08				
Total Miscellaneous Processes		44.82	12.38	27.70	55.73	6.62	209.83	109.76	31.65	34.27
On-Road Motor Vehicles (EMFAC2017 PC version using SCAG's link data)										
710	Light Duty Passenger Auto (LDA)	21.75	20.15	13.55	219.35	0.65	11.85	11.61	4.84	5.79
722	Light Duty Trucks 1 (T1)	5.78	5.35	3.43	40.00	0.08	1.28	1.25	0.53	0.73
723	Light Duty Trucks 2 (T2)	11.87	10.99	8.32	98.74	0.27	3.89	3.82	1.59	2.78
724	Medium Duty Trucks (T3)	9.85	9.08	7.22	76.71	0.22	2.61	2.56	1.07	2.84
732	Light Heavy Duty Gas Trucks 1 (T4)	1.78	1.70	1.40	5.44	0.03	0.32	0.31	0.13	0.16
733	Light Heavy Duty Gas Trucks 2 (T5)	0.27	0.26	0.24	0.77	0.01	0.06	0.06	0.02	0.03
734	Medium Heavy Duty Gas Trucks (T6)	0.41	0.37	0.55	3.51	0.02	0.17	0.17	0.07	0.05
736	Heavy Heavy Duty Gas Trucks (HHD)	0.01	0.01	0.03	0.26	0.00	0.00	0.00	0.00	0.00
742	Light Heavy Duty Diesel Trucks 1 (T4)	0.24	0.21	4.43	1.17	0.01	0.31	0.30	0.15	0.01
743	Light Heavy Duty Diesel Trucks 2 (T5)	0.09	0.08	1.50	0.42	0.01	0.14	0.13	0.06	0.00
744	Medium Heavy Duty Diesels Truck (T6)	0.07	0.06	11.20	0.78	0.06	1.11	1.10	0.49	0.20
746	Heavy Heavy Duty Diesel Trucks (HHD)	2.07	0.82	42.42	13.11	0.18	1.58	1.57	0.73	0.36
750	Motorcycles (MCY)	9.70	8.44	2.36	41.77	0.00	0.04	0.04	0.02	0.02
760	Diesel Urban Buses (UB)	4.14	0.06	0.31	31.52	0.00	0.07	0.07	0.03	0.02
762	Gas Urban Buses (UB)	0.01	0.00	0.02	0.05	0.00	0.01	0.01	0.01	0.00

771	Gas School Buses (SB)	0.07	0.05	0.06	0.48	0.00	0.09	0.09	0.04	0.01
772	Diesel School Buses (SB)	0.03	0.03	1.91	0.12	0.00	0.18	0.18	0.08	0.01
777	Gas Other Buses (OB)	0.10	0.09	0.15	0.79	0.00	0.04	0.04	0.02	0.01
778	Motor Coaches	0.01	0.01	0.35	0.08	0.00	0.02	0.02	0.01	0.00
779	Diesel Other Buses (OB)	0.00	0.00	0.37	0.02	0.00	0.03	0.03	0.01	0.01
780	Motor Homes (MH)	0.05	0.04	0.58	0.48	0.01	0.08	0.08	0.04	0.02
Total On-Road Motor Vehicles		68.29	57.77	100.42	535.59	1.56	23.89	23.43	9.94	13.05
Other Mobile Sources										
810	Aircraft	4.05	4.01	17.31	41.33	2.04	0.80	0.78	0.71	0.00
820	Trains	0.84	0.70	15.27	4.20	0.01	0.27	0.27	0.25	0.01
833	Ocean Going Vessels	3.05	2.55	37.11	4.02	2.50	0.80	0.80	0.73	0.03
835	Commercial Harbor Crafts	1.25	1.05	10.33	6.85	0.00	0.42	0.42	0.39	0.00
840	Recreational Boats	19.75	17.12	4.41	81.02	0.01	1.19	1.07	0.81	0.01
850	Off-Road Recreation Vehicles	2.46	2.37	0.09	4.12	0.00	0.01	0.01	0.01	0.00
860	Off-Road Equipment	45.30	39.71	38.03	573.47	0.09	3.08	2.89	2.40	0.12
870	Farm Equipment	0.44	0.38	1.60	4.94	0.00	0.11	0.11	0.10	0.00
890	Fuel Storage and Handling	4.62	4.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Other Mobile Sources		81.76	72.49	124.15	719.95	4.65	6.68	6.35	5.40	0.17
Total Stationary and Area Sources		1133.13	214.54	52.00	100.62	8.97	237.57	129.68	46.52	58.35
Total On-Road Vehicles		68.29	57.77	100.42	535.59	1.56	23.89	23.43	9.94	13.05
Total Other Mobile		81.76	72.49	124.15	719.95	4.65	6.68	6.35	5.40	0.17
Total		1283.17	344.80	276.57	1356.17	15.19	268.14	159.46	61.85	71.57

Table A-4. 2026 PM2.5 and PM2.5 Precursor Emissions by Major Source Category in South Coast Air Basin (Tons per Day)

CODE	Source Category	TOG	VOC	NOx	CO	SOx	TSP	PM10	PM2.5	NH3
Fuel Combustion										
10	Electric Utilities	2.96	0.34	0.64	4.63	0.24	0.56	0.56	0.56	0.75
20	Cogeneration	0.05	0.02	0.03	0.13	0.00	0.02	0.02	0.01	0.20
30	Oil and Gas Production (Combustion)	1.15	0.12	0.73	0.62	0.01	0.10	0.10	0.10	0.22
40	Petroleum Refining (Combustion)	6.48	1.33	0.00	4.87	0.01	1.78	1.77	1.77	1.50
50	Manufacturing and Industrial	23.84	4.19	9.62	15.59	0.23	1.21	1.13	1.09	2.17
52	Food and Agricultural Processing	0.08	0.03	0.11	0.35	0.00	0.04	0.04	0.04	0.04
60	Service and Commercial	10.37	4.01	9.01	13.28	0.90	1.15	1.15	1.15	2.55
99	Other (Fuel Combustion)	0.55	0.24	2.15	1.21	0.08	0.17	0.16	0.14	0.05
Total	Fuel Combustion	45.48	10.29	22.30	40.68	1.49	5.03	4.92	4.85	7.47
Waste Disposal										
110	Sewage Treatment	0.40	0.29	0.00	0.00	0.00	0.02	0.00	0.00	0.24
120	Landfills	675.57	9.39	0.48	0.42	0.39	0.22	0.21	0.21	4.16
130	Incinerators	0.21	0.04	1.06	0.26	0.08	0.13	0.06	0.05	0.25
140	Soil Remediation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
199	Other (Waste Disposal)	76.33	6.14	0.01	0.01	0.00	0.00	0.00	0.00	1.30
Total	Waste Disposal	752.51	15.85	1.55	0.70	0.48	0.36	0.28	0.27	5.95
Cleaning and Surface Coatings										
210	Laundering	3.69	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00
220	Degreasing	79.08	14.27	0.00	0.00	0.00	0.02	0.02	0.02	0.01
230	Coatings and Related Process Solvents	21.42	20.84	0.00	0.00	0.00	1.84	1.76	1.70	0.10
240	Printing	1.23	1.23	0.00	0.00	0.00	0.00	0.00	0.00	0.06
250	Sealants & Adhesives	5.79	5.05	0.00	0.00	0.00	0.02	0.02	0.02	0.00
299	Other (Cleaning and Surface Coatings)	1.54	1.20	0.01	0.12	0.00	0.02	0.02	0.02	0.00

Total	Cleaning and Surface Coatings	112.75	42.75	0.01	0.12	0.00	1.91	1.83	1.76	0.18
Petroleum Production and Marketing										
310	Oil and Gas Production	5.00	2.24	0.01	0.02	0.06	0.04	0.03	0.02	0.00
320	Petroleum Refining	6.35	4.43	0.23	2.39	0.24	1.87	1.25	0.88	0.07
330	Petroleum Marketing	49.88	11.85	0.00	0.23	0.00	0.01	0.00	0.00	0.00
399	Other (Petroleum Production and Marketing)	0.60	0.58	0.01	0.01	0.00	0.00	0.00	0.00	0.00
Total	Petroleum Production and Marketing	61.83	19.10	0.25	2.65	0.30	1.92	1.28	0.91	0.07
Industrial Processes										
410	Chemical	5.78	4.29	0.03	0.12	0.05	0.65	0.54	0.48	0.01
420	Food and Agriculture	0.62	0.61	0.00	0.01	0.00	0.16	0.07	0.03	0.00
430	Mineral Processes	0.35	0.31	0.02	0.31	0.04	8.32	4.54	2.54	0.09
440	Metal Processes	0.11	0.09	0.04	0.27	0.03	0.41	0.33	0.24	0.00
450	Wood and Paper	0.19	0.19	0.00	0.00	0.00	7.37	5.16	3.10	0.00
460	Glass and Related Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
470	Electronics	0.02	0.01	0.00	0.00	0.00	0.01	0.00	0.00	0.00
499	Other (Industrial Processes)	7.24	5.52	0.05	0.13	0.00	1.84	1.15	0.81	9.29
Total	Industrial Processes	14.32	11.03	0.14	0.84	0.13	18.77	11.79	7.19	9.40
Solvent Evaporation										
510	Consumer Products	110.16	91.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00
520	Architectural Coatings and Related Solvents	13.02	12.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00
530	Pesticides/Fertilizers	1.38	1.38	0.00	0.00	0.00	0.00	0.00	0.00	1.11
540	Asphalt Paving/Roofing	1.27	1.16	0.00	0.00	0.00	0.03	0.03	0.03	0.00
Total	Solvent Evaporation	125.83	106.48	0.00	0.00	0.00	0.03	0.03	0.03	1.11

(Continued)

Table A-4. 2026 PM2.5 and PM2.5 Precursor Emissions by Major Source Category in South Coast Air Basin (Tons per Day)

CODE	Source Category	TOG	VOC	NOx	CO	SOx	TSP	PM10	PM2.5	NH3
Miscellaneous Processes										
610	Residential Fuel Combustion	19.16	8.37	12.06	46.29	0.48	7.06	6.70	6.51	0.11
620	Farming Operations	21.57	1.27	0.00	0.00	0.00	1.39	0.68	0.14	7.31
630	Construction and Demolition	0.00	0.00	0.00	0.00	0.00	54.13	26.47	2.65	0.00
640	Paved Road Dust	0.00	0.00	0.00	0.00	0.00	124.79	57.03	8.61	0.00
645	Unpaved Road and Travel Dust	0.00	0.00	0.00	0.00	0.00	9.84	5.85	0.58	0.00
650	Fugitive Windblown Dust	0.00	0.00	0.00	0.00	0.00	2.70	1.39	0.20	0.00
660	Fires	0.34	0.23	0.08	3.02	0.00	0.45	0.44	0.41	0.00
670	Waste Burning and Disposal	0.81	0.47	0.19	6.31	0.05	0.72	0.70	0.63	0.03
690	Cooking	2.98	2.08	0.00	0.00	0.01	12.37	12.37	12.37	0.00
699	Other (Miscellaneous Processes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	27.34
	RECLAIM (with Shaves)			14.52		6.08				
Total	Miscellaneous Processes	44.86	12.42	26.85	55.62	6.62	213.45	111.63	32.10	34.79
On-Road Motor Vehicles										
710	Light Duty Passenger	18.00	16.86	10.56	186.07	0.58	11.64	11.41	4.73	5.61
722	Light Duty Trucks-1 (up to 3750 lb.)	4.64	4.34	2.51	31.87	0.08	1.29	1.27	0.53	0.70
723	Light Duty Trucks-2 (3751 to 5750 lb.)	10.17	9.52	6.15	83.89	0.24	3.85	3.78	1.57	2.67
724	Medium Duty Trucks (5751-8500 lb.)	7.99	7.47	4.89	59.98	0.19	2.52	2.47	1.03	2.62
732	Light Heavy Duty Gas Trucks-1 (8501-10000 lb.)	1.47	1.41	1.06	4.22	0.03	0.29	0.28	0.12	0.14
733	Light Heavy Duty Gas Trucks-2 (10001-14000 lb.)	0.21	0.20	0.18	0.62	0.00	0.06	0.05	0.02	0.02

734	Medium Heavy Duty Gas Trucks (14001-33000 lb.)	0.36	0.33	0.41	2.82	0.02	0.17	0.17	0.07	0.05
736	Heavy Heavy Duty Gas Trucks (>33000 lb.)	0.01	0.00	0.03	0.28	0.00	0.00	0.00	0.00	0.00
742	Light Heavy Duty Diesel Trucks-1 (8501-10000 lb.)	0.21	0.19	3.03	1.00	0.01	0.31	0.30	0.14	0.01
743	Light Heavy Duty Diesel Trucks-2 (10001-14000 lb.)	0.08	0.07	1.05	0.37	0.01	0.14	0.14	0.07	0.00
744	Medium Heavy Duty Diesel Trucks (14001-33000 lb.)	0.08	0.07	12.49	0.88	0.06	1.20	1.19	0.53	0.21
746	Heavy Heavy Duty Diesel Trucks (>33001 lb.)	2.27	0.89	46.02	14.92	0.19	1.74	1.72	0.80	0.40
750	Motorcycles	9.72	8.42	2.37	41.08	0.00	0.04	0.04	0.02	0.02
760	Heavy Duty Diesel Urban Buses	4.22	0.06	0.32	32.12	0.00	0.07	0.07	0.03	0.02
762	Heavy Duty Gas Urban Buses	0.00	0.00	0.02	0.05	0.00	0.01	0.01	0.01	0.00
771	School Buses - Gas	0.08	0.06	0.06	0.52	0.00	0.10	0.10	0.04	0.01
772	School Buses - Diesel	0.03	0.02	1.68	0.12	0.00	0.18	0.18	0.08	0.01
777	Other Buses - Gas	0.09	0.08	0.12	0.65	0.00	0.04	0.04	0.01	0.01
778	Other Buses - Motor Coach - Diesel	0.01	0.01	0.38	0.09	0.00	0.02	0.02	0.01	0.00
779	All Other Buses - Diesel	0.00	0.00	0.41	0.03	0.00	0.04	0.04	0.02	0.01
780	Motor Homes	0.03	0.03	0.52	0.30	0.01	0.08	0.08	0.04	0.02
Total	On-Road Motor Vehicles	59.68	50.03	94.25	461.87	1.44	23.80	23.35	9.86	12.54
Other Mobile Sources										
810	Aircraft	4.26	4.22	18.60	43.46	2.22	0.84	0.81	0.75	0.00
820	Trains	0.75	0.63	13.30	4.33	0.02	0.24	0.24	0.22	0.01
833	Ocean Going Vessels	3.36	2.81	39.29	4.43	2.69	0.87	0.87	0.80	0.04
835	Commercial Harbor Craft	1.25	1.05	9.96	6.97	0.00	0.40	0.40	0.37	0.00
840	Recreational Boats	16.61	14.44	4.19	78.61	0.01	1.01	0.91	0.68	0.01
850	Off-Road Recreational Vehicles	2.34	2.26	0.09	4.32	0.00	0.01	0.01	0.01	0.00
860	Commercial/Industrial Mobile Equipment	45.29	39.67	33.37	588.80	0.09	2.83	2.64	2.16	0.12
870	Farm Equipment	0.39	0.34	1.36	4.98	0.00	0.09	0.09	0.08	0.00
890	Fuel Storage and Handling	4.27	4.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	Other Mobile Sources	78.51	69.66	120.16	735.90	5.03	6.29	5.98	5.07	0.17
Total	Stationary and Area Sources	1157.58	217.92	51.10	100.61	9.02	241.47	131.76	47.11	58.97
Total	On-Road Vehicles	59.68	50.03	94.25	461.87	1.44	23.80	23.35	9.86	12.54
Total	Other Mobile	78.52	69.66	120.16	735.90	5.03	6.30	5.98	5.07	0.18
Total - All Sources		1295.78	337.61	265.51	1298.38	15.49	271.57	161.09	62.04	71.69

Table B. List of Category Specific Conversion Factors (Developed by CARB and Used in the Imperial County 2018 SIP) to Estimate Condensable PM2.5 from Primary PM2.5

SCC	SCC_LEVEL_ONE	SCC_LEVEL_TWO	SCC_LEVEL_THREE	SCC_LEVEL_FOUR	Conversion Factor
20100101	Internal Combustion Engines	Electric Generation	Distillate Oil (Diesel)	Turbine	0.070272896
20100102	Internal Combustion Engines	Electric Generation	Distillate Oil (Diesel)	Reciprocating	0.070272896
20100105	Internal Combustion Engines	Electric Generation	Distillate Oil (Diesel)	Reciprocating: Crankcase Blowby	0.07063197
20100106	Internal Combustion Engines	Electric Generation	Distillate Oil (Diesel)	Reciprocating: Evaporative Losses (Fuel Storage and Delivery System)	0
20100107	Internal Combustion Engines	Electric Generation	Distillate Oil (Diesel)	Reciprocating: Exhaust	0.07063197
20100109	Internal Combustion Engines	Electric Generation	Distillate Oil (Diesel)	Turbine: Exhaust	0.07063197
20100201	Internal Combustion Engines	Electric Generation	Natural Gas	Turbine	0.450549451
20100202	Internal Combustion Engines	Electric Generation	Natural Gas	Reciprocating	0.450549451
20100205	Internal Combustion Engines	Electric Generation	Natural Gas	Reciprocating: Crankcase Blowby	0.450549451
20100206	Internal Combustion Engines	Electric Generation	Natural Gas	Reciprocating: Evaporative Losses (Fuel Delivery System)	0.450549451
20100207	Internal Combustion Engines	Electric Generation	Natural Gas	Reciprocating: Exhaust	0.450549451
20100209	Internal Combustion Engines	Electric Generation	Natural Gas	Turbine: Exhaust	0.450549451
20100301	Internal Combustion Engines	Electric Generation	Gasified Coal	Turbine	0.450549451
20100702	Internal Combustion Engines	Electric Generation	Process Gas	Reciprocating	0.450549451
20100707	Internal Combustion Engines	Electric Generation	Process Gas	Reciprocating: Exhaust	0.450549451
20100801	Internal Combustion Engines	Electric Generation	Landfill Gas	Turbine	0.450549451
20100802	Internal Combustion Engines	Electric Generation	Landfill Gas	Reciprocating	0.450549451
20100805	Internal Combustion Engines	Electric Generation	Landfill Gas	Reciprocating: Crankcase Blowby	0.450549451
20100807	Internal Combustion Engines	Electric Generation	Landfill Gas	Reciprocating: Exhaust	0.450549451
20100809	Internal Combustion Engines	Electric Generation	Landfill Gas	Turbine: Exhaust	0.450549451
20100901	Internal Combustion Engines	Electric Generation	Kerosene/Naphtha (Jet Fuel)	Turbine	0.056603774
20100902	Internal Combustion Engines	Electric Generation	Kerosene/Naphtha (Jet Fuel)	Reciprocating	0.058789987
20100907	Internal Combustion Engines	Electric Generation	Kerosene/Naphtha (Jet Fuel)	Reciprocating: Exhaust	0.056603774
20100909	Internal Combustion Engines	Electric Generation	Kerosene/Naphtha (Jet Fuel)	Turbine: Exhaust	0.056603774
20101001	Internal Combustion Engines	Electric Generation	Geysers/Geothermal	Steam Turbine	0.450549451
20101020	Internal Combustion Engines	Electric Generation	Geysers/Geothermal	Well Pad Fugitives: Blowdown	0
20101302	Internal Combustion Engines	Electric Generation	Liquid Waste	Waste Oil - Turbine	0.07063197
20182599	Internal Combustion Engines	Electric Generation	Wastewater, Points of Generation	Specify Point of Generation	0
20200101	Internal Combustion Engines	Industrial	Distillate Oil (Diesel)	Turbine	0.022698613
20200102	Internal Combustion Engines	Industrial	Distillate Oil (Diesel)	Reciprocating	0.022698613
20200103	Internal Combustion Engines	Industrial	Distillate Oil (Diesel)	Turbine: Cogeneration	0.022698613
20200104	Internal Combustion Engines	Industrial	Distillate Oil (Diesel)	Reciprocating: Cogeneration	0.022698613
20200105	Internal Combustion Engines	Industrial	Distillate Oil (Diesel)	Reciprocating: Crankcase Blowby	0.022698613
20200106	Internal Combustion Engines	Industrial	Distillate Oil (Diesel)	Reciprocating: Evaporative Losses (Fuel Storage and Delivery System)	0
20200107	Internal Combustion Engines	Industrial	Distillate Oil (Diesel)	Reciprocating: Exhaust	0.022698613
20200109	Internal Combustion Engines	Industrial	Distillate Oil (Diesel)	Turbine: Exhaust	0.022698613
20200201	Internal Combustion Engines	Industrial	Natural Gas	Turbine	0.450549451
20200202	Internal Combustion Engines	Industrial	Natural Gas	Reciprocating	0.450549451
20200203	Internal Combustion Engines	Industrial	Natural Gas	Turbine: Cogeneration	0.450549451
20200204	Internal Combustion Engines	Industrial	Natural Gas	Reciprocating: Cogeneration	0.450549451
20200205	Internal Combustion Engines	Industrial	Natural Gas	Reciprocating: Crankcase Blowby	0.450549451
20200207	Internal Combustion Engines	Industrial	Natural Gas	Reciprocating: Exhaust	0.450549451
20200209	Internal Combustion Engines	Industrial	Natural Gas	Turbine: Exhaust	0.450549451
20200252	Internal Combustion Engines	Industrial	Natural Gas	2-cycle Lean Burn	0.450549451
20200253	Internal Combustion Engines	Industrial	Natural Gas	4-cycle Rich Burn	0.450549451
20200254	Internal Combustion Engines	Industrial	Natural Gas	4-cycle Lean Burn	0.450549451
20200255	Internal Combustion Engines	Industrial	Natural Gas	2-cycle Clean Burn	0.450549451
20200256	Internal Combustion Engines	Industrial	Natural Gas	4-cycle Clean Burn	0.450549451
20200401	Internal Combustion Engines	Industrial	Large Bore Engine	Diesel	0.134380454
20200402	Internal Combustion Engines	Industrial	Large Bore Engine	Dual Fuel (Oil/Gas)	0.134380454
20200403	Internal Combustion Engines	Industrial	Large Bore Engine	Cogeneration: Dual Fuel	0.134380454
20200406	Internal Combustion Engines	Industrial	Large Bore Engine	Evaporative Losses (Fuel Storage and Delivery System)	0
20200407	Internal Combustion Engines	Industrial	Large Bore Engine	Exhaust	0.134199134
20200501	Internal Combustion Engines	Industrial	Residual/Crude Oil	Reciprocating	0.08296754
20200701	Internal Combustion Engines	Industrial	Process Gas	Turbine	0.450549451

(Continued)

Table B. List of Category Specific Conversion Factors (Developed by CARB and Used in the Imperial County 2018 SIP) to Estimate Condensable PM2.5 from Primary PM2.5

SCC	SCC_LEVEL_ONE	SCC_LEVEL_TWO	SCC_LEVEL_THREE	SCC_LEVEL_FOUR	Conversion Factor
20200702	Internal Combustion Engines	Industrial	Process Gas	Reciprocating Engine	0.450549451
20200705	Internal Combustion Engines	Industrial	Process Gas	Refinery Gas: Turbine	0.450549451
20200706	Internal Combustion Engines	Industrial	Process Gas	Refinery Gas: Reciprocating Engine	0.450549451
20200711	Internal Combustion Engines	Industrial	Process Gas	Reciprocating: Evaporative Losses (Fuel Delivery System)	0.450549451
20200712	Internal Combustion Engines	Industrial	Process Gas	Reciprocating: Exhaust	0.450549451
20200714	Internal Combustion Engines	Industrial	Process Gas	Turbine: Exhaust	0.450549451
20200901	Internal Combustion Engines	Industrial	Kerosene/Naphtha (Jet Fuel)	Turbine	0.022698613
20200902	Internal Combustion Engines	Industrial	Kerosene/Naphtha (Jet Fuel)	Reciprocating	0.022698613
20200909	Internal Combustion Engines	Industrial	Kerosene/Naphtha (Jet Fuel)	Turbine: Exhaust	0.022698613
20201001	Internal Combustion Engines	Industrial	Liquified Petroleum Gas (LPG)	Propane: Reciprocating	0.450549451
20201002	Internal Combustion Engines	Industrial	Liquified Petroleum Gas (LPG)	Butane: Reciprocating	0.450549451
20201005	Internal Combustion Engines	Industrial	Liquified Petroleum Gas (LPG)	Reciprocating: Crankcase Blowby	0.450549451
20201012	Internal Combustion Engines	Industrial	Liquified Petroleum Gas (LPG)	Reciprocating Engine	0.450549451
20201013	Internal Combustion Engines	Industrial	Liquified Petroleum Gas (LPG)	Turbine: Cogeneration	0.450549451
20201602	Internal Combustion Engines	Industrial	Methanol	Reciprocating Engine	0.450549451
20201607	Internal Combustion Engines	Industrial	Methanol	Reciprocating: Exhaust	0.450549451
20201609	Internal Combustion Engines	Industrial	Methanol	Turbine: Exhaust	0.450549451
20201701	Internal Combustion Engines	Industrial	Gasoline	Turbine	0.450549451
20201702	Internal Combustion Engines	Industrial	Gasoline	Reciprocating Engine	0.450549451
20201707	Internal Combustion Engines	Industrial	Gasoline	Reciprocating: Exhaust	0.450549451
20280001	Internal Combustion Engines	Industrial	Equipment Leaks	Equipment Leaks	0.450549451
20282599	Internal Combustion Engines	Industrial	Wastewater, Points of Generation	Specify Point of Generation	0
20300101	Internal Combustion Engines	Commercial/Institutional	Distillate Oil (Diesel)	Reciprocating	0.022698613
20300102	Internal Combustion Engines	Commercial/Institutional	Distillate Oil (Diesel)	Turbine	0.022698613
20300105	Internal Combustion Engines	Commercial/Institutional	Distillate Oil (Diesel)	Reciprocating: Crankcase Blowby	0.022698613
20300106	Internal Combustion Engines	Commercial/Institutional	Distillate Oil (Diesel)	Reciprocating: Evaporative Losses (Fuel Storage and Delivery System)	0
20300107	Internal Combustion Engines	Commercial/Institutional	Distillate Oil (Diesel)	Reciprocating: Exhaust	0.022698613
20300108	Internal Combustion Engines	Commercial/Institutional	Distillate Oil (Diesel)	Turbine: Evaporative Losses (Fuel Storage and Delivery System)	0
20300109	Internal Combustion Engines	Commercial/Institutional	Distillate Oil (Diesel)	Turbine: Exhaust	0.022698613
20300201	Internal Combustion Engines	Commercial/Institutional	Natural Gas	Reciprocating	0.450549451
20300202	Internal Combustion Engines	Commercial/Institutional	Natural Gas	Turbine	0.450549451
20300203	Internal Combustion Engines	Commercial/Institutional	Natural Gas	Turbine: Cogeneration	0.450549451
20300204	Internal Combustion Engines	Commercial/Institutional	Natural Gas	Reciprocating: Cogeneration	0.450549451
20300207	Internal Combustion Engines	Commercial/Institutional	Natural Gas	Reciprocating: Exhaust	0.450549451
20300301	Internal Combustion Engines	Commercial/Institutional	Gasoline	Reciprocating	0.067164179
20300307	Internal Combustion Engines	Commercial/Institutional	Gasoline	Reciprocating: Exhaust	0.067164179
20300701	Internal Combustion Engines	Commercial/Institutional	Digester Gas	Turbine	0.375
20300702	Internal Combustion Engines	Commercial/Institutional	Digester Gas	Reciprocating: POTW Digester Gas	0.450549451
20300706	Internal Combustion Engines	Commercial/Institutional	Digester Gas	Reciprocating: Evaporative Losses (Fuel Storage and Delivery System)	0
20300707	Internal Combustion Engines	Commercial/Institutional	Digester Gas	Reciprocating: Exhaust	0.450549451
20300801	Internal Combustion Engines	Commercial/Institutional	Landfill Gas	Turbine	0.450549451
20300802	Internal Combustion Engines	Commercial/Institutional	Landfill Gas	Reciprocating	0.450549451
20300805	Internal Combustion Engines	Commercial/Institutional	Landfill Gas	Reciprocating: Crankcase Blowby	0.450549451
20300809	Internal Combustion Engines	Commercial/Institutional	Landfill Gas	Turbine: Exhaust	0.450549451
20300901	Internal Combustion Engines	Commercial/Institutional	Kerosene/Naphtha (Jet Fuel)	Turbine: JP-4	0.450549451
20301001	Internal Combustion Engines	Commercial/Institutional	Liquified Petroleum Gas (LPG)	Propane: Reciprocating	0.450549451

(Continued)

Table B. List of Category Specific Conversion Factors (Developed by CARB and Used in the Imperial County 2018 SIP) to Estimate Condensable PM2.5 from Primary PM2.5

SCC	SCC_LEVEL_ONE	SCC_LEVEL_TWO	SCC_LEVEL_THREE	SCC_LEVEL_FOUR	Conversion Factor
20301002	Internal Combustion Engines	Commercial/Institutional	Liquified Petroleum Gas (LPG)	Butane: Reciprocating	0.450549451
20301007	Internal Combustion Engines	Commercial/Institutional	Liquified Petroleum Gas (LPG)	Reciprocating: Exhaust	0.450549451
20400101	Internal Combustion Engines	Engine Testing	Aircraft Engine Testing	Turbojet	0.071204135
20400102	Internal Combustion Engines	Engine Testing	Aircraft Engine Testing	Turboshaft	0.450549451
20400111	Internal Combustion Engines	Engine Testing	Aircraft Engine Testing	JP-5 Fuel	0.450549451
20400112	Internal Combustion Engines	Engine Testing	Aircraft Engine Testing	JP-4 Fuel	0.071204135
20400199	Internal Combustion Engines	Engine Testing	Aircraft Engine Testing	Other Not Classified	0
20400201	Internal Combustion Engines	Engine Testing	Rocket Engine Testing	Rocket Motor: Solid Propellant	0.450549451
20400202	Internal Combustion Engines	Engine Testing	Rocket Engine Testing	Liquid Propellant	0.450549451
20400299	Internal Combustion Engines	Engine Testing	Rocket Engine Testing	Other Not Classified	0
20400301	Internal Combustion Engines	Engine Testing	Turbine	Natural Gas	0.450549451
20400302	Internal Combustion Engines	Engine Testing	Turbine	Diesel/Kerosene	0.071204135
20400303	Internal Combustion Engines	Engine Testing	Turbine	Distillate Oil	0.071204135
20400305	Internal Combustion Engines	Engine Testing	Turbine	Kerosene/Naphtha	0.071204135
20400399	Internal Combustion Engines	Engine Testing	Turbine	Other Not Classified	0
20400401	Internal Combustion Engines	Engine Testing	Reciprocating Engine	Gasoline	0.071204135
20400402	Internal Combustion Engines	Engine Testing	Reciprocating Engine	Diesel/Kerosene	0.071204135
20400403	Internal Combustion Engines	Engine Testing	Reciprocating Engine	Distillate Oil	0.071204135
20400404	Internal Combustion Engines	Engine Testing	Reciprocating Engine	Process Gas	0.450549451
20400406	Internal Combustion Engines	Engine Testing	Reciprocating Engine	Kerosene/Naphtha (Jet Fuel)	0.071204135
20400407	Internal Combustion Engines	Engine Testing	Reciprocating Engine	Dual Fuel (Gas/Oil)	0.071204135
20400408	Internal Combustion Engines	Engine Testing	Reciprocating Engine	Residual Oil/Crude Oil	0.071204135
20400409	Internal Combustion Engines	Engine Testing	Reciprocating Engine	Liquified Petroleum Gas (LPG)	0.450549451
20400499	Internal Combustion Engines	Engine Testing	Reciprocating Engine	Other Not Classified	0
26000320	Internal Combustion Engines	Off-highway 2-stroke Gasoline Engines	Industrial Equipment	Industrial Fork Lift: Gasoline Engine (2-stroke)	0.071204135
26500320	Internal Combustion Engines	Off-highway 4-stroke Gasoline Engines	Industrial Equipment	Industrial Fork Lift: Gasoline Engine (4-stroke)	0.071204135
27000320	Internal Combustion Engines	Off-highway Diesel Engines	Industrial Equipment	Industrial Fork Lift: Diesel	0.071204135
27300320	Internal Combustion Engines	Off-highway LPG-fueled Engines	Industrial Equipment	Industrial Fork Lift: Liquified Petroleum Gas (LPG)	0.450549451
28500201	Internal Combustion Engines	Railroad Equipment	Diesel	Yard Locomotives	0.071204135
28888801	Internal Combustion Engines	Fugitive Emissions	Other Not Classified	Specify in Comments	0

Table C-1. 2018 Primary, Condensable and Filterable PM2.5 Emissions by Major Source Category (Tons per Day)

CODE	Source Category (tmf0316)	PM2.5 Total	PM2.5 Condensable	PM2.5 Filterable
Fuel Combustion				
	10 Electric Utilities	0.51	0.24	0.27
	20 Cogeneration	0.01	0.00	0.01
	30 Oil and Gas Production (Combustion)	0.09	0.03	0.06
	40 Petroleum Refining (Combustion)	1.77	1.00	0.77
	50 Manufacturing and Industrial	1.12	0.61	0.51
	52 Food and Agricultural Processing	0.03	0.02	0.01
	60 Service and Commercial	1.16	0.60	0.56
	99 Other (Fuel Combustion)	0.15	0.01	0.13
Total Fuel Combustion		4.84	2.52	2.33
Waste Disposal				
	110 Sewage Treatment	0.00	0.00	0.00
	120 Landfills	0.20	0.02	0.18
	130 Incineration	0.05	0.02	0.03
	140 Soil Remediation	0.00	0.00	0.00
	199 Other (Water Disposal)	0.00	0.00	0.00
Total Waste Disposal		0.25	0.04	0.21
Cleaning and Surface Coatings				
	210 Laundering	0.00	0.00	0.00
	220 Degreasing	0.02	0.00	0.02
	230 Coatings and Related Processes	1.54	0.00	1.54
	240 Printing	0.00	0.00	0.00
	250 Adhesives and Sealants	0.02	0.00	0.02
	299 Other (Cleaning and Surface Coatings)	0.02	0.00	0.02
Total Cleaning and Surface Coatings		1.60	0.00	1.60
Petroleum Production and Marketing				
	310 Oil and Gas Production	0.02	0.00	0.02
	320 Petroleum Refining	0.88	0.14	0.74
	330 Petroleum Marketing	0.00	0.00	0.00
	399 Other (Petroleum Production and Marketing)	0.00	0.00	0.00
Total Petroleum Production and Marketing		0.90	0.14	0.77
Industrial Processes				
	410 Chemical	0.44	0.01	0.43
	420 Food and Agriculture	0.03	0.01	0.02
	430 Mineral Processes	2.51	0.02	2.49
	440 Metal Processes	0.22	0.09	0.13
	450 Wood and Paper	2.70	0.00	2.70
	460 Glass and Related Products	0.00	0.00	0.00
	470 Electronics	0.00	0.00	0.00
	499 Other (Industrial Processes)	0.80	0.04	0.76
Total Industrial Processes		6.70	0.16	6.53
Solvent Evaporation				
	510 Consumer Products	0.00	0.00	0.00
	520 Architectural Coatings and Related Solvent	0.00	0.00	0.00
	530 Pesticides/Fertilizers	0.00	0.00	0.00
	540 Asphalt Paving/Roofing	0.02	0.00	0.02
Total Solvent Evaporation		0.02	0.00	0.02

(Continued)
Table C-1. 2018 Primary, Condensable and Filterable PM2.5 Emissions by Major Source Category (Tons per Day)

CODE	Source Category (tmf0316)	PM2.5 Total	PM2.5 Condensable	PM2.5 Filterable
Miscellaneous Processes				
610	Residential Fuel Combustion	6.60	0.85	5.75
620	Farming Operations	0.16	0.00	0.16
630	Construction and Demolition	2.27	0.00	2.27
640	Paved Road Dust	8.13	0.00	8.13
645	Unpaved Road Dust	0.58	0.00	0.58
650	Fugitive Windblown Dust	0.23	0.00	0.23
660	Fires	0.41	0.00	0.41
670	Waste Burning and Disposal	0.63	0.00	0.63
690	Cooking	11.46	11.41	0.04
699	Other (Miscellaneous Processes)	0.00	0.00	0.00
Total Miscellaneous Processes		30.47	12.27	18.21
On-Road Motor Vehicles (EMFAC2017 PC version using SCAG's link data)				
710	Light Duty Passenger Auto (LDA)	4.85	--	--
722	Light Duty Trucks 1 (T1)	0.51	--	--
723	Light Duty Trucks 2 (T2)	1.58	--	--
724	Medium Duty Trucks (T3)	1.12	--	--
732	Light Heavy Duty Gas Trucks 1 (T4)	0.17	--	--
733	Light Heavy Duty Gas Trucks 2 (T5)	0.03	--	--
734	Medium Heavy Duty Gas Trucks (T6)	0.07	--	--
736	Heavy Heavy Duty Gas Trucks (HHD)	0.00	--	--
742	Light Heavy Duty Diesel Trucks 1 (T4)	0.16	--	--
743	Light Heavy Duty Diesel Trucks 2 (T5)	0.06	--	--
744	Medium Heavy Duty Diesels Truck (T6)	1.12	--	--
746	Heavy Heavy Duty Diesel Trucks (HHD)	1.39	--	--
750	Motorcycles (MCY)	0.02	--	--
760	Diesel Urban Buses (UB)	0.03	--	--
762	Gas Urban Buses (UB)	0.01	--	--
771	Gas School Buses (SB)	0.03	--	--
772	Diesel School Buses (SB)	0.08	--	--
777	Gas Other Buses (OB)	0.02	--	--
778/779	Motor Coaches / Diesel Other Buses (OB)	0.06	--	--
780	Motor Homes (MH)	0.04	--	--
Total On-Road Motor Vehicles		11.35	--	--
Other Mobile Sources				
810	Aircraft	0.66	--	--
820	Trains	0.30	--	--
833	Ocean Going Vessels	0.64	--	--
835	Commercial Harbor Crafts	0.45	--	--
840	Recreational Boats	1.05	--	--
850	Off-Road Recreation Vehicles	0.01	--	--
860	Off-Road Equipment	3.03	--	--
870	Farm Equipment	0.12	--	--
890	Fuel Storage and Handling	0.00	--	--
Total Other Mobile Sources		6.25	--	--
Total Stationary and Area Sources		44.78	15.12	29.66
Total On-Road Vehicles		11.35	--	--
Total Other Mobile		6.25	--	--

Total	62.38	--	--
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Table C-2. 2020 Primary, Condensable and Filterable PM2.5 Emissions by Major Source Category (Tons per Day)

CODE	Source Category (tmf0316)	PM2.5 Total	PM2.5 Condensable	PM2.5 Filterable
Fuel Combustion				
10	Electric Utilities	0.51	0.24	0.27
20	Cogeneration	0.01	0.00	0.01
30	Oil and Gas Production (Combustion)	0.09	0.03	0.06
40	Petroleum Refining (Combustion)	1.77	1.00	0.77
50	Manufacturing and Industrial	1.10	0.60	0.50
52	Food and Agricultural Processing	0.04	0.02	0.01
60	Service and Commercial	1.15	0.60	0.56
99	Other (Fuel Combustion)	0.15	0.02	0.12
Total Fuel Combustion		4.82	2.50	2.32
Waste Disposal				
110	Sewage Treatment	0.00	0.00	0.00
120	Landfills	0.20	0.02	0.18
130	Incineration	0.05	0.02	0.03
140	Soil Remediation	0.00	0.00	0.00
199	Other (Water Disposal)	0.00	0.00	0.00
Total Waste Disposal		0.25	0.04	0.21
Cleaning and Surface Coatings				
210	Laundering	0.00	0.00	0.00
220	Degreasing	0.02	0.00	0.02
230	Coatings and Related Processes	1.60	0.00	1.60
240	Printing	0.00	0.00	0.00
250	Adhesives and Sealants	0.02	0.00	0.02
299	Other (Cleaning and Surface Coatings)	0.02	0.00	0.02
Total Cleaning and Surface Coatings		1.66	0.00	1.66
Petroleum Production and Marketing				
310	Oil and Gas Production	0.02	0.00	0.02
320	Petroleum Refining	0.88	0.14	0.74
330	Petroleum Marketing	0.00	0.00	0.00
399	Other (Petroleum Production and Marketing)	0.00	0.00	0.00
Total Petroleum Production and Marketing		0.91	0.14	0.77
Industrial Processes				
410	Chemical	0.45	0.01	0.45
420	Food and Agriculture	0.03	0.01	0.02
430	Mineral Processes	2.52	0.02	2.50
440	Metal Processes	0.22	0.09	0.13
450	Wood and Paper	2.85	0.00	2.84
460	Glass and Related Products	0.00	0.00	0.00
470	Electronics	0.00	0.00	0.00
499	Other (Industrial Processes)	0.80	0.04	0.76
Total Industrial Processes		6.87	0.16	6.71
Solvent Evaporation				
510	Consumer Products	0.00	0.00	0.00

	520	Architectural Coatings and Related Solvent	0.00	0.00	0.00
	530	Pesticides/Fertilizers	0.00	0.00	0.00
	540	Asphalt Paving/Roofing	0.03	0.00	0.03
Total Solvent Evaporation			0.03	0.00	0.03

(Continued)
Table C-2. 2020 Primary, Condensable and Filterable PM2.5 Emissions by Major Source Category (Tons per Day)

CODE	Source Category (tmf0316)	PM2.5 Total	PM2.5 Condensable	PM2.5 Filterable
Miscellaneous Processes				
610	Residential Fuel Combustion	6.57	0.84	5.73
620	Farming Operations	0.15	0.00	0.15
630	Construction and Demolition	2.45	0.00	2.45
640	Paved Road Dust	8.27	0.00	8.27
645	Unpaved Road Dust	0.58	0.00	0.58
650	Fugitive Windblown Dust	0.22	0.00	0.22
660	Fires	0.41	0.00	0.41
670	Waste Burning and Disposal	0.63	0.00	0.63
690	Cooking	11.80	11.75	0.05
699	Other (Miscellaneous Processes)	0.00	0.00	0.00
Total Miscellaneous Processes		31.08	12.59	18.48
On-Road Motor Vehicles (EMFAC2017 PC version using SCAG's link data)				
710	Light Duty Passenger Auto (LDA)	4.83	--	--
722	Light Duty Trucks 1 (T1)	0.52	--	--
723	Light Duty Trucks 2 (T2)	1.58	--	--
724	Medium Duty Trucks (T3)	1.10	--	--
732	Light Heavy Duty Gas Trucks 1 (T4)	0.15	--	--
733	Light Heavy Duty Gas Trucks 2 (T5)	0.03	--	--
734	Medium Heavy Duty Gas Trucks (T6)	0.07	--	--
736	Heavy Heavy Duty Gas Trucks (HHD)	0.00	--	--
742	Light Heavy Duty Diesel Trucks 1 (T4)	0.15	--	--
743	Light Heavy Duty Diesel Trucks 2 (T5)	0.06	--	--
744	Medium Heavy Duty Diesels Truck (T6)	0.96	--	--
746	Heavy Heavy Duty Diesel Trucks (HHD)	1.16	--	--
750	Motorcycles (MCY)	0.02	--	--
760	Diesel Urban Buses (UB)	0.03	--	--
762	Gas Urban Buses (UB)	0.01	--	--
771	Gas School Buses (SB)	0.03	--	--
772	Diesel School Buses (SB)	0.08	--	--
777	Gas Other Buses (OB)	0.02	--	--
778/779	Motor Coaches / Diesel Other Buses (OB)	0.05	--	--
780	Motor Homes (MH)	0.04	--	--
Total On-Road Motor Vehicles		10.88	--	--
Other Mobile Sources				
810	Aircraft	0.68	--	--
820	Trains	0.26	--	--
833	Ocean Going Vessels	0.67	--	--
835	Commercial Harbor Crafts	0.42	--	--
840	Recreational Boats	0.95	--	--
850	Off-Road Recreation Vehicles	0.01	--	--
860	Off-Road Equipment	2.75	--	--
870	Farm Equipment	0.11	--	--
890	Fuel Storage and Handling	0.00	--	--
Total Other Mobile Sources		5.85	--	--
Total Stationary and Area Sources		45.63	15.44	30.19
Total On-Road Vehicles		10.88	--	--
Total Other Mobile		5.86	--	--
Total		62.37	--	--

Table C-3. 2023 Primary, Condensable and Filterable PM2.5 Emissions by Major Source Category (Tons per Day)

CODE	Source Category (tmf0316)	PM2.5 Total	PM2.5 Condensable	PM2.5 Filterable
Fuel Combustion				
10	Electric Utilities	0.55	0.25	0.29
20	Cogeneration	0.01	0.00	0.01
30	Oil and Gas Production (Combustion)	0.10	0.03	0.06
40	Petroleum Refining (Combustion)	1.77	1.00	0.77
50	Manufacturing and Industrial	1.09	0.59	0.50
52	Food and Agricultural Processing	0.04	0.02	0.01
60	Service and Commercial	1.15	0.59	0.56
99	Other (Fuel Combustion)	0.14	0.02	0.12
Total Fuel Combustion		4.85	2.51	2.34
Waste Disposal				
110	Sewage Treatment	0.00	0.00	0.00
120	Landfills	0.21	0.02	0.19
130	Incineration	0.05	0.02	0.03
140	Soil Remediation	0.00	0.00	0.00
199	Other (Water Disposal)	0.00	0.00	0.00
Total Waste Disposal		0.26	0.04	0.22
Cleaning and Surface Coatings				
210	Laundering	0.00	0.00	0.00
220	Degreasing	0.02	0.00	0.02
230	Coatings and Related Processes	1.67	0.00	1.66
240	Printing	0.00	0.00	0.00
250	Adhesives and Sealants	0.02	0.00	0.02
299	Other (Cleaning and Surface Coatings)	0.02	0.00	0.02
Total Cleaning and Surface Coatings		1.73	0.00	1.72
Petroleum Production and Marketing				
310	Oil and Gas Production	0.02	0.00	0.02
320	Petroleum Refining	0.88	0.14	0.74
330	Petroleum Marketing	0.00	0.00	0.00
399	Other (Petroleum Production and Marketing)	0.00	0.00	0.00
Total Petroleum Production and Marketing		0.91	0.14	0.77
Industrial Processes				
410	Chemical	0.47	0.01	0.47
420	Food and Agriculture	0.03	0.01	0.02
430	Mineral Processes	2.53	0.02	2.51
440	Metal Processes	0.23	0.09	0.14
450	Wood and Paper	3.02	0.00	3.02
460	Glass and Related Products	0.00	0.00	0.00
470	Electronics	0.00	0.00	0.00
499	Other (Industrial Processes)	0.81	0.04	0.77
Total Industrial Processes		7.09	0.16	6.93
Solvent Evaporation				
510	Consumer Products	0.00	0.00	0.00
520	Architectural Coatings and Related Solvent	0.00	0.00	0.00
530	Pesticides/Fertilizers	0.00	0.00	0.00
540	Asphalt Paving/Roofing	0.03	0.00	0.03

Total Solvent Evaporation	0.03	0.00	0.03
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(Continued)

Table C-3. 2023 Primary, Condensable and Filterable PM2.5 Emissions by Major Source Category (Tons per Day)

CODE	Source Category (tmf0316)	PM2.5 Total	PM2.5 Condensable	PM2.5 Filterable
Miscellaneous Processes				
610	Residential Fuel Combustion	6.53	0.83	5.70
620	Farming Operations	0.15	0.00	0.15
630	Construction and Demolition	2.55	0.00	2.55
640	Paved Road Dust	8.51	0.00	8.51
645	Unpaved Road Dust	0.58	0.00	0.58
650	Fugitive Windblown Dust	0.21	0.00	0.21
660	Fires	0.41	0.00	0.41
670	Waste Burning and Disposal	0.63	0.00	0.63
690	Cooking	12.08	12.03	0.05
699	Other (Miscellaneous Processes)	0.00	0.00	0.00
Total Miscellaneous Processes		31.65	12.86	18.79
On-Road Motor Vehicles (EMFAC2017 PC version using SCAG's link data)				
710	Light Duty Passenger Auto (LDA)	4.84	--	--
722	Light Duty Trucks 1 (T1)	0.53	--	--
723	Light Duty Trucks 2 (T2)	1.59	--	--
724	Medium Duty Trucks (T3)	1.07	--	--
732	Light Heavy Duty Gas Trucks 1 (T4)	0.13	--	--
733	Light Heavy Duty Gas Trucks 2 (T5)	0.02	--	--
734	Medium Heavy Duty Gas Trucks (T6)	0.07	--	--
736	Heavy Heavy Duty Gas Trucks (HHD)	0.00	--	--
742	Light Heavy Duty Diesel Trucks 1 (T4)	0.15	--	--
743	Light Heavy Duty Diesel Trucks 2 (T5)	0.06	--	--
744	Medium Heavy Duty Diesels Truck (T6)	0.49	--	--
746	Heavy Heavy Duty Diesel Trucks (HHD)	0.73	--	--
750	Motorcycles (MCY)	0.02	--	--
760	Diesel Urban Buses (UB)	0.03	--	--
762	Gas Urban Buses (UB)	0.01	--	--
771	Gas School Buses (SB)	0.04	--	--
772	Diesel School Buses (SB)	0.08	--	--
777	Gas Other Buses (OB)	0.02	--	--
778/779	Motor Coaches / Diesel Other Buses (OB)	0.02	--	--
780	Motor Homes (MH)	0.04	--	--
Total On-Road Motor Vehicles		9.94	--	--
Other Mobile Sources				
810	Aircraft	0.71	--	--
820	Trains	0.25	--	--
833	Ocean Going Vessels	0.73	--	--
835	Commercial Harbor Crafts	0.39	--	--
840	Recreational Boats	0.81	--	--
850	Off-Road Recreation Vehicles	0.01	--	--
860	Off-Road Equipment	2.40	--	--
870	Farm Equipment	0.10	--	--
890	Fuel Storage and Handling	0.00	--	--
Total Other Mobile Sources		5.40	--	--
Total Stationary and Area Sources		46.52	15.72	30.80

Total On-Road Vehicles	9.94	--	--
Total Other Mobile	5.40	--	--
Total	61.85	--	--

Table C-4. 2026 Primary, Condensable and Filterable PM2.5 Emissions by Major Source Category (Tons per Day)

CODE	Source Category (tmf0316)	PM2.5 Total	PM2.5 Condensable	PM2.5 Filterable
Fuel Combustion				
10	Electric Utilities	0.56	0.26	0.30
20	Cogeneration	0.02	0.00	0.01
30	Oil and Gas Production (Combustion)	0.10	0.03	0.06
40	Petroleum Refining (Combustion)	1.77	1.00	0.77
50	Manufacturing and Industrial	1.08	0.59	0.50
52	Food and Agricultural Processing	0.04	0.02	0.01
60	Service and Commercial	1.15	0.59	0.56
99	Other (Fuel Combustion)	0.14	0.02	0.12
Total Fuel Combustion		4.85	2.50	2.34
Waste Disposal				
110	Sewage Treatment	0.00	0.00	0.00
120	Landfills	0.21	0.02	0.19
130	Incineration	0.06	0.02	0.04
140	Soil Remediation	0.00	0.00	0.00
199	Other (Water Disposal)	0.00	0.00	0.00
Total Waste Disposal		0.27	0.04	0.22
Cleaning and Surface Coatings				
210	Laundering	0.00	0.00	0.00
220	Degreasing	0.02	0.00	0.02
230	Coatings and Related Processes	1.70	0.00	1.70
240	Printing	0.00	0.00	0.00
250	Adhesives and Sealants	0.02	0.00	0.02
299	Other (Cleaning and Surface Coatings)	0.02	0.00	0.02
Total Cleaning and Surface Coatings		1.76	0.00	1.76
Petroleum Production and Marketing				
310	Oil and Gas Production	0.02	0.00	0.02
320	Petroleum Refining	0.88	0.14	0.74
330	Petroleum Marketing	0.00	0.00	0.00
399	Other (Petroleum Production and Marketing)	0.00	0.00	0.00
Total Petroleum Production and Marketing		0.91	0.14	0.77
Industrial Processes				
410	Chemical	0.48	0.01	0.48
420	Food and Agriculture	0.03	0.01	0.02
430	Mineral Processes	2.54	0.02	2.52
440	Metal Processes	0.24	0.10	0.14
450	Wood and Paper	3.10	0.00	3.09
460	Glass and Related Products	0.00	0.00	0.00
470	Electronics	0.00	0.00	0.00
499	Other (Industrial Processes)	0.81	0.04	0.77
Total Industrial Processes		7.19	0.17	7.02
Solvent Evaporation				
510	Consumer Products	0.00	0.00	0.00

	520	Architectural Coatings and Related Solvent	0.00	0.00	0.00
	530	Pesticides/Fertilizers	0.00	0.00	0.00
	540	Asphalt Paving/Roofing	0.03	0.00	0.03
Total Solvent Evaporation			0.03	0.00	0.03

(Continued)

Table C-4. 2026 Primary, Condensable and Filterable PM2.5 Emissions by Major Source Category (Tons per Day)

CODE	Source Category (tnf0316)	PM2.5 Total	PM2.5 Condensable	PM2.5 Filterable	
Miscellaneous Processes					
	610	Residential Fuel Combustion	6.51	0.82	5.69
	620	Farming Operations	0.14	0.00	0.14
	630	Construction and Demolition	2.65	0.00	2.65
	640	Paved Road Dust	8.61	0.00	8.61
	645	Unpaved Road Dust	0.58	0.00	0.58
	650	Fugitive Windblown Dust	0.20	0.00	0.20
	660	Fires	0.41	0.00	0.41
	670	Waste Burning and Disposal	0.63	0.00	0.63
	690	Cooking	12.37	12.32	0.05
	699	Other (Miscellaneous Processes)	0.00	0.00	0.00
Total Miscellaneous Processes		32.10	13.14	18.96	
On-Road Motor Vehicles (EMFAC2017 PC version using SCAG's link data)					
	710	Light Duty Passenger Auto (LDA)	4.73	--	--
	722	Light Duty Trucks 1 (T1)	0.53	--	--
	723	Light Duty Trucks 2 (T2)	1.57	--	--
	724	Medium Duty Trucks (T3)	1.03	--	--
	732	Light Heavy Duty Gas Trucks 1 (T4)	0.12	--	--
	733	Light Heavy Duty Gas Trucks 2 (T5)	0.02	--	--
	734	Medium Heavy Duty Gas Trucks (T6)	0.07	--	--
	736	Heavy Heavy Duty Gas Trucks (HHD)	0.00	--	--
	742	Light Heavy Duty Diesel Trucks 1 (T4)	0.14	--	--
	743	Light Heavy Duty Diesel Trucks 2 (T5)	0.07	--	--
	744	Medium Heavy Duty Diesels Truck (T6)	0.53	--	--
	746	Heavy Heavy Duty Diesel Trucks (HHD)	0.80	--	--
	750	Motorcycles (MCY)	0.02	--	--
	760	Diesel Urban Buses (UB)	0.03	--	--
	762	Gas Urban Buses (UB)	0.01	--	--
	771	Gas School Buses (SB)	0.04	--	--
	772	Diesel School Buses (SB)	0.08	--	--
	777	Gas Other Buses (OB)	0.01	--	--
	778/779	Motor Coaches / Diesel Other Buses (OB)	0.03	--	--
	780	Motor Homes (MH)	0.04	--	--
Total On-Road Motor Vehicles		9.86	--	--	
Other Mobile Sources					
	810	Aircraft	0.75	--	--
	820	Trains	0.22	--	--
	833	Ocean Going Vessels	0.80	--	--
	835	Commercial Harbor Crafts	0.37	--	--
	840	Recreational Boats	0.68	--	--
	850	Off-Road Recreation Vehicles	0.01	--	--
	860	Off-Road Equipment	2.16	--	--

	870	Farm Equipment	0.08	--	--
	890	Fuel Storage and Handling	0.00	--	--
Total Other Mobile Sources			5.07	--	--
Total Stationary and Area Sources			47.11	16.00	31.11
Total On-Road Vehicles			9.86	--	--
Total Other Mobile			5.07	--	--
Total			62.04	--	--

Appendix II

South Coast AQMD Existing Rules and Regulations

TABLE II-1
South Coast AQMD Regulation IV (Prohibitions) Rules

Rule Number	Rule Title	Adoption or Amendment Date
Rule 401	Visible Emission	11/09/01
Rule 402	Nuisance	05/07/76
Rule 403	Fugitive Dust	06/03/05
Rule 403.1	Supplemental Fugitive Dust Control Requirements for Coachella Valley Sources	04/02/04
Rule 404	Particulate Matter- Concentration	02/07/86
Rule 405	Solid Particulate Matter- Weight	02/07/86
Rule 407	Liquid and Gaseous Air Contaminants	04/02/82
Rule 408	Circumvention	05/04/18
Rule 409	Combustion Contaminants	08/07/81
Rule 410	Odors from Transfer Stations and Material Recovery Facilities	10/06/06
Rule 415	Odors from Rendering Facilities	11/03/17
Rule 429	Start-Up and Shutdown Exemption Provisions for Oxides of Nitrogen	12/20/90
Rule 430	Breakdown Provisions	07/12/96
Rule 431	Sulfur Content of Fuels	12/02/77
Rule 431.1	Sulfur Content of Gaseous Fuels	06/12/98
Rule 431.2	Sulfur Content of Liquid Fuels	09/15/00
Rule 431.3	Sulfur Content of Fossil Fuels	05/07/76
Rule 432	Gasoline Specifications	07/10/98
Rule 433	Natural Gas Quality	06/05/09
Rule 441	Research Operations	05/07/76
Rule 442	Usage of Solvents	12/15/00
Rule 443	Labeling of Solvents	05/07/76
Rule 443.1	Labeling of Materials Containing Organic Solvents	12/05/86
Rule 444	Open Burning	07/12/13
Rule 445	Wood Burning Devices	05/03/13
Rule 461	Gasoline Transfer and Dispensing	04/06/12
Rule 462	Organic Liquid Loading	05/14/99
Rule 463	Organic Liquid Storage	11/04/11
Rule 464	Wastewater Separators	12/07/90
Rule 465	Refinery Vacuum-Producing Devices or Systems	08/13/99
Rule 466	Pumps and Compressors	10/07/83
Rule 466.1	Valves and Flanges	03/16/84
Rule 467	Pressure Relief Devices	03/05/82
Rule 468	Sulfur Recovery Units	10/08/76
Rule 469	Sulfuric Acid Units	02/13/81
Rule 470	Asphalt Air Blowing	05/07/76
Rule 471	Asphalt or Coal Tar Equipment	09/07/79
Rule 472	Reduction of Animal Matter	05/07/76
Rule 473	Disposal of Solid and Liquid Wastes	05/07/76
Rule 474	Fuel Burning Equipment - Oxides of Nitrogen	12/04/81
Rule 475	Electric Power Generating Equipment	08/07/78
Rule 476	Steam Generating Equipment	10/08/76
Rule 477	Coke Ovens	04/03/81
Rule 480	Natural Gas Fired Control Devices	10/07/77
Rule 481	Spray Coating Operations	01/11/02

TABLE II-2
South Coast AQMD Regulation XI (Source Specific Standards) Rules

Rule Number	Rule Title	Adoption or Amendment Date
Rule 1100	Implementation Schedule for NO _x Facilities	01/10/20
Rule 1101	Secondary Lead Smelters/Sulfur Oxides	10/07/77
Rule 1102	Dry Cleaners Using Solvent Other Than Perchloroethylene	11/17/00
Rule 1103	Pharmaceutical and Cosmetics Manufacturing Operations	03/12/19
Rule 1104	Wood Flat Stock Coating Operations	08/13/99
Rule 1105	Fluid Catalytic Cracking Units- Oxides of Sulfur	09/01/84
Rule 1105.1	Reduction of PM ₁₀ and Ammonia Emissions from Fluid Catalytic Cracking Units	11/07/03
Rule 1106	Marine and Pleasure Craft Coatings	05/13/19
Rule 1107	Coating of Metal Parts and Products	02/07/20
Rule 1108	Cutback Asphalt	02/01/85
Rule 1108.1	Emulsified Asphalt	11/04/83
Rule 1109	Emissions of Oxides of Nitrogen from Boilers and Process Heaters in Petroleum Refineries	08/05/88
Rule 1110.2	Emissions from Gaseous - and Liquid-Fueled Engines	11/01/19
Rule 1111	Reduction of NO _x Emissions from Natural-Gas-Fired, Fan-Type Central Furnaces	12/06/19
Rule 1112	Emissions of Oxides of Nitrogen from Cement Kilns	06/06/86
Rule 1112.1	Emissions of Particulate Matter and Carbon Monoxide from Cement Kilns	12/04/09
Rule 1113	Architectural Coatings	02/05/16
Rule 1114	Petroleum Refinery Coking Operations	05/03/13
Rule 1115	Motor Vehicle Assembly Line Coating Operations	05/02/95
Rule 1116.1	Lightering Vessel Operations- Sulfur Content of Bunker Fuel	10/20/78
Rule 1117	Emissions of Oxides of Nitrogen from Glass Melting Furnaces	01/06/84
Rule 1118	Control of Emissions from Refinery Flares	07/07/17
Rule 1118.1	Control of Emissions from Non-Refinery Flares	01/04/19
Rule 1119	Petroleum Coke Calcining Operations- Oxides of Sulfur	03/02/79
Rule 1120	Asphalt Pavement Heaters	08/04/78
Rule 1121	Control of Nitrogen Oxides from Residential Type, Natural-Gas-Fired Water Heaters	09/03/04
Rule 1122	Solvent Degreasers	05/01/09
Rule 1123	Refinery Process Turnarounds	12/07/90
Rule 1124	Aerospace Assembly and Component Manufacturing Operations	09/21/01
Rule 1125	Metal Container, Closure, and Coil Coating Operations	03/07/08
Rule 1126	Magnet Wire Coating Operations	01/13/95
Rule 1127	Emission Reductions from Livestock Waste	08/06/04
Rule 1128	Paper, Fabric, and Film Coating Operations	03/08/96
Rule 1129	Aerosol Coatings	03/08/96
Rule 1130	Graphic Arts	05/02/14
Rule 1130.1	Screen Printing Operations	12/13/96
Rule 1131	Food Product Manufacturing and Processing Operations	06/06/03
Rule 1132	Further Control of VOC Emissions from High-Emitting Spray Booth Facilities	05/05/06
Rule 1133	Composting and Related Operations- General Administrative Requirements	01/10/03
Rule 1133.1	Chipping and Grinding Activities	07/08/11
Rule 1133.2	Emission Reductions from Co-Composting Operations	01/10/03
Rule 1133.3	Emission Reductions from Greenwaste Composting Operations	07/08/11
Rule 1134	Emissions of Oxides of Nitrogen from Stationary Gas Turbines	04/05/19
Rule 1135	Emissions of Oxides of Nitrogen from Electricity Generating Facilities	11/02/18
Rule 1135.1	Controlling of Emission of Oxides of Nitrogen from Electric Power Generating Equipment	03/10/82
Rule 1136	Wood Products Coatings	06/14/96
Rule 1137	PM ₁₀ Emission Reductions from Woodworking Operations	02/01/02
Rule 1138	Control of Emissions from Restaurant Operations	11/14/97
Rule 1140	Abrasive Blasting	08/02/85
Rule 1141	Control of Volatile Organic Compound Emissions from Resin Manufacturing	11/17/00
Rule 1141.1	Coatings and Ink Manufacturing	11/17/00
Rule 1141.2	Surfactant Manufacturing	01/11/02
Rule 1142	Marine Tank Vessel Operations	07/19/91
Rule 1143	Consumer Paint Thinners and Multi-Purpose Solvents	12/03/10
Rule 1144	Metalworking Fluids and Direct-Contact Lubricants	07/09/10

TABLE II-2 (Continued)
South Coast AQMD Existing Regulation XI (Source Specific Standards) Rules

Rule Number	Rule Title	Adoption or Amendment Date
<u>Rule 1145</u>	Plastic, Rubber, Leather, and Glass Coatings	12/04/09
<u>Rule 1146</u>	Emissions of Oxides of Nitrogen from Industrial, Institutional and Commercial Boilers, Steam Generators, and Process Heaters	12/07/18
<u>Rule 1146.1</u>	Emissions of Oxides of Nitrogen from Small Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters	12/07/18
<u>Rule 1146.2</u>	Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters	12/07/18
<u>Rule 1147</u>	NOx Reductions from Miscellaneous Sources	07/07/17
<u>Rule 1148</u>	Thermally Enhanced Oil Recovery Wells	11/05/82
<u>Rule 1148.1</u>	Oil and Gas Production Wells	09/04/15
<u>Rule 1148.2</u>	Notification and Reporting Requirements for Oil and Gas Wells and Chemical Suppliers	09/04/15
<u>Rule 1149</u>	Storage Tank and Pipeline Cleaning and Degassing	05/02/08
<u>Rule 1150</u>	Excavation of Landfill Sites	10/15/82
<u>Rule 1150.1</u>	Control of Gaseous Emissions from Municipal Solid Waste Landfills	04/01/11
<u>Rule 1151</u>	Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations	09/05/14
<u>Rule 1153</u>	Commercial Bakery Ovens	01/13/95
<u>Rule 1153.1</u>	Emissions of Oxides of Nitrogen from Commercial Food Ovens	11/07/14
<u>Rule 1155</u>	Particle Matter (PM) Control Devices	05/02/14
<u>Rule 1156</u>	Further Reductions of Particulate Emissions from Cement Manufacturing Facilities	11/06/15
<u>Rule 1157</u>	PM10 Emission Reductions from Aggregate and Related Operations	09/08/06
<u>Rule 1158</u>	Storage, Handling, and Transport of Coke, Coal, and Sulfur	07/11/08
<u>Rule 1159</u>	Nitric Acid Units – Oxides of Nitrogen	12/06/85
<u>Rule 1162</u>	Polyester Resin Operations	07/08/05
<u>Rule 1163</u>	Control of Vinyl Chloride Emissions	06/07/85
<u>Rule 1164</u>	Semiconductor Manufacturing	01/13/95
<u>Rule 1166</u>	Volatile Organic Compound Emissions from Decontamination of Soil	05/11/01
<u>Rule 1168</u>	Adhesive and Sealant Applications	10/06/17
<u>Rule 1170</u>	Methanol Compatible Fuel Storage and Transfer	05/06/88
<u>Rule 1171</u>	Solvent Cleaning Operations	05/01/09
<u>Rule 1173</u>	Control of Volatile Organic Compound Leaks and Releases from Components at Petroleum Facilities and Chemical Plants	02/06/09
<u>Rule 1174</u>	Control of Volatile Organic Compound Emissions from the Ignition of Barbecue Charcoal	10/05/90
<u>Rule 1175</u>	Control of Emissions from the Manufacture of Polymeric Cellular (Foam) Products	11/05/10
<u>Rule 1176</u>	VOC Emissions from Wastewater Systems	09/13/96
<u>Rule 1177</u>	Liquefied Petroleum Gas Transfer and Dispensing	06/01/12
<u>Rule 1178</u>	Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities	04/06/18
<u>Rule 1179</u>	Publicly Owned Treatment Works Operations	03/06/92
<u>Rule 1180</u>	Refinery Fenceline and Community Air Monitoring	12/01/17
<u>Rule 1183</u>	Outer Continental Shelf (OCS) Air Regulations	03/12/93
<u>Rule 1186</u>	PM10 Emissions from Paved and Unpaved Roads, and Livestock Operations	07/11/08
<u>Rule 1186.1</u>	Less-Polluting Sweepers	01/09/09
<u>Rule 1189</u>	Emission from Hydrogen Plant Process Vents	01/21/00
<u>Rule 1191</u>	Clean On-Road and Light- and Medium-Duty Public Fleet Vehicles	06/16/00
<u>Rule 1192</u>	Clean On-Road Transit Buses	06/16/00
<u>Rule 1193</u>	Clean On-Road Residential and Commercial Refuse Collection Vehicles	07/09/10
<u>Rule 1194</u>	Commercial Airport Ground Access	10/20/00
<u>Rule 1195</u>	Clean On-Road School Buses	05/05/06
<u>Rule 1196</u>	Clean On-Road Heavy-Duty Public Fleet Vehicles	06/06/08

TABLE II-3
South Coast AQMD Regulation XX (REgional CLean Air Incentives Market (RECLAIM))
Rules

Rule Number	Rule Title	Adoption or Amendment Date
<u>Rule 2000</u>	General	05/06/05
<u>Rule 2001</u>	Applicability	07/12/19
<u>Rule 2002</u>	Allocations for Oxides of Nitrogen (NOx) and Oxides of Sulfur (SOx)	10/05/18
<u>Rule 2004</u>	Requirements	04/06/07
<u>Rule 2005</u>	New Source Review for RECLAIM	12/04/15
<u>Rule 2006</u>	Permits	05/11/01
<u>Rule 2007</u>	Trading Requirements	04/06/07
<u>Rule 2008</u>	Mobile Source Credits	10/05/93
<u>Rule 2009</u>	Compliance Plan for Power Producing Facilities	01/07/05
<u>Rule 2009.1</u>	Compliance Plan for Forecast Reports for Non Power Producing Facilities	05/11/01
<u>Rule 2010</u>	Administrative Remedies and Sanctions	04/06/07
<u>Rule 2011</u>	Requirements for Monitoring, Reporting, and Recordkeeping for Oxides of Sulfur (SOx) Emissions	05/06/05
<u>Rule 2012</u>	Requirements for Monitoring, Reporting, and Recordkeeping for Oxides of Nitrogen (NOx) Emissions	05/06/05
<u>Rule 2015</u>	Backstop Provisions	06/04/04
<u>Rule 2020</u>	RECLAIM Reserve	05/11/01

Appendix III

CARB Existing Regulations

Appendix III

CARB Existing Regulations

Board Action	Hearing Date
Omnibus Low-NOx Regulation: The Omnibus Regulation establishes new exhaust emission standards, test procedures, and other emission-related requirements for 2024 and subsequent model year California-certified on-road heavy-duty engines.	<u>8/27/20</u>
Control Measure for Ocean-Going Vessels At Berth: The Regulation would take effect in 2021 and is designed to achieve further emissions from vessels at berth to reduce adverse health impacts to communities surrounding ports and terminals throughout California. These benefits would be achieved by including new vessel categories (such as vehicle carriers and tanker vessels), new ports, and independent marine terminals.	<u>8/27/20</u>
Procedures for the Exemption of Add-On and Modified Part(s) for On-Road Vehicles/Engines: The updated aftermarket part procedures incorporate language reflecting current vehicle and engine emissions related technologies and standards. It also clarifies the requirements to improve review, testing, and approval timing to get products to market sooner.	<u>7/23/20</u>
Advanced Clean Trucks Regulation: The requirements for truck manufacturers sell zero-emission trucks in California and a one time requirement for large entities to report about their facilities, types of truck services used, and fleet of vehicles.	<u>6/25/20</u>
Updates to the 2019 Architectural Coatings Suggested Control Measure: The amended 2019 Architectural Coatings Suggested Control Measure to add a new coating category for Photovoltaic Coatings and establish a limit on the volatile organic content of the coatings.	<u>5/28/20</u>
Amendments to the Regulation on the Commercialization of Alternative Diesel Fuels: The amendments to the ADF Regulation to reinforce the emissions certification testing requirements and require biodiesel additives and ADF formulations to be certified according to new certification procedures. The amendments reinforce the originally intended efficacy of additives or alternative diesel formulations certified to mitigate potential oxides of nitrogen (NOx) emissions increases from the use of biodiesel.	<u>4/23/20</u>
San Joaquin Valley Agricultural Equipment Incentive Measure: The San Joaquin Valley Agricultural Equipment Incentive Measure for submission to the United States Environmental Protection Agency as a revision to the California State Implementation Plan (SIP). The measure achieves SIP creditable emission reductions from agricultural equipment incentive projects.	<u>12/13/19</u>
Amendments to the Regulation for Limiting Ozone Emissions from Indoor Air Cleaning Devices: The amendments to the air cleaner regulation, which limits ozone emissions from air cleaning devices.	<u>12/12/19</u>
Amendments to the Low Carbon Fuel Standard: The amendments to the Low Carbon Fuel Standard (LCFS) Regulation, focusing on strengthening the program's cost containment provisions and ensuring that LCFS residential charging credit revenue value benefits disadvantaged and low-income communities.	<u>11/21/19</u>
Zero-Emission Airport Shuttle Regulation: The regulation will transition combustion powered airport shuttles to zero-emission vehicles and will apply to private and public fixed destination shuttles that serve California's commercial airports.	<u>6/27/19</u>
Updates to the Architectural Coatings Suggested Control Measure: The updates to the SCM would reduce volatile organic compound (VOC) limits for several coating categories, create two new coatings categories, and set limits for colorants (tints) added to architectural coatings at the point of sale. The updated SCM would serve as a model rule and assist air districts in their efforts to further reduce VOC emissions to meet ambient air quality standards for ozone.	<u>5/23/19</u>
Amendments to the Regulation for the Certification of Vapor Recovery Systems for Cargo Tanks: The amendments to the Certification of Vapor Recovery Systems on Cargo Tanks Regulation that establish a regulatory mechanism to periodically evaluate program costs and subsequently adjust the certification fee to recover these costs, per the authority under the Health and Safety Code section 41962. In addition, the amendments will establish: (1) a requirement for a public meeting prior to adjusting fees, (2) an effective date of January 1 following a fee revision, (3) the cost of replacement decals, and (4) procedures to request a certification fee refund.	<u>4/25/19</u>
Amendments to the Red Sticker Program for Off-Highway Recreational Vehicles: The amendments to the Red Sticker Program for Off-Highway Recreation Vehicles (OHRV). OHRV are primarily used in public State parks and federally designated lands, as well as on private tracks. The goal of the amendments is to end the current red sticker program which allows for CARB certification of OHRV that do not meet emissions standards. The amendments include provisions that end the certification of new red sticker vehicles, end riding restrictions on public lands for existing red sticker vehicles, establish new OHRV emissions standards, and increase incentives for fleet emissions averaging and zero emission OHRV. The amendments are intended to cause emissions reductions from OHRV in California while ensuring availability for California dealers and riders.	<u>4/25/19</u>

Board Action	Hearing Date
Amendments to the On-Road Heavy-Duty Diesel-Fueled Residential and Commercial Solid Waste Collection Vehicles Regulation to Include Heavy Cranes: The amendments include two distinct changes to the regulation, (1) to ensure that compliant SWCVs do not experience registration delays at the California Department of Motor Vehicles due to recent changes in California law; (2) to provide a more cost-effective compliance option for specialized heavy cranes.	<u>1/24/19</u>
Innovative Clean Transit Regulation, a Replacement of the Fleet Rule for Transit Agencies: The Innovative Clean Transit (ICT) Regulation that requires California transit agencies to gradually transition their buses to zero-emission technologies. The ICT regulation is structured to allow transit agencies to take advantage of incentive programs by acting early and in a manner to implement plans that are best suited for their own situations.	<u>12/14/18</u>
California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms Regulation: The Cap-and-Trade Regulation amendments are intended to conform with the requirements in AB 398, respond to Board direction in Resolution 17-21, and enhance program implementation and oversight. The amendments include changes to provisions relating to free allocation for minimizing leakage and transition assistance, offsets usage limits and criteria related to direct environmental benefits in the State, and cost containment.	<u>12/13/18</u>
Amendments to the Regulation for the Mandatory Reporting of Greenhouse Gas Emissions: The Mandatory Reporting of Greenhouse Gas Emissions amendments are targeted revisions to clarify the existing regulation related to how entities report their greenhouse gas emissions to support the Cap-and-Trade Program, and to ensure the data that are collected for CARB's climate change programs are complete and accurate.	<u>12/13/18</u>
Revisions to On Board Diagnostic System Requirements, Including the Introduction of Real Emissions Assessment Logging, for Heavy Duty Engines, Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles and Engine: The amendments to the heavy-duty (HD) On Board Diagnostic (OBD) and medium-duty OBD II requirements update the monitoring requirements for gasoline and diesel vehicles, to require more data parameters to be tracked and reported by the engine/vehicle, and to clarify and improve the regulation where necessary.	<u>11/15/18</u>
California Certification Procedures for Light-Duty Engine Packages for Use in New Light-Duty Specially-Produced Motor Vehicles for 2019 and Subsequent Model Years: The California Regulation and Certification Procedures for Light-Duty Engine Packages for Use In New Light-Duty Specially-Produced Motor Vehicles for 2019 And Subsequent Model Years.	<u>10/25/18</u>
Amendments to California Specifications for Fill Pipes and Openings of Motor Vehicle Fuel Tanks: The amendments to Vehicle Fill Pipe Specifications to help ensure new motor vehicle fill pipes are compatible and form a good seal with Phase II recovery nozzles that are certified for use at California gasoline stations as a means to reduce overpressure.	<u>10/25/18</u>
Amendments to Enhanced Vapor Recovery Regulations to Standardize Gas Station Nozzle Spout Dimensions to Help Address Storage Tank Overpressure: The amendments to Enhanced Vapor Recovery Regulations to standardize gas station nozzle spout dimensions to improve compatibility with newer motor vehicle fill pipes. This compatibility is necessary to reduce air ingestion at the nozzle, which will help reduce storage tank overpressure conditions.	<u>10/25/18</u>
Amendments to the Low-Emission Vehicle III Greenhouse Gas Emission Regulation: The amendments to the Low-Emission Vehicle III greenhouse gas emission regulation to clarify that the "deemed to comply" option for model years 2021 through 2025 is applicable only if the currently adopted federal regulations remain in effect.	<u>9/27/18</u>
Amendments to the Low Carbon Fuel Standard Regulation and to the Regulation on Commercialization of Alternative Diesel Fuels: The amendments designed to strengthen the Low Carbon Fuel Standard (LCFS) regulation through 2030 in line with the Senate Bill 32 greenhouse gas reduction goals. The amendments would enhance LCFS credit for zero-emission vehicle fueling infrastructure per Governor Brown's Executive Order B-48-18, a protocol to enable credit generation for carbon capture and sequestration projects, expand fuel types and vehicle applications to which the LCFS regulation applies (including adding alternative jet fuel), improve crediting for innovative actions at petroleum refineries, and establish an independent third-party verification and verifier accreditation system to ensure accuracy of LCFS reported data. The amendments also include a number of technical changes to improve, simplify, streamline, and clarify the regulation	<u>9/27/18</u>
Amendments to California Emission Control System Warranty Regulations and Maintenance Provisions for 2022 and Subsequent Model Year On-Road Heavy-Duty Diesel Vehicles with Gross Vehicle Weight Rating Greater Than 14,000 Pounds and Heavy-Duty Diesel Engines in Such Vehicles: The amendments to the California warranty and maintenance provisions for on-road heavy-duty (HD) diesel vehicles, and the engines used in such vehicles. Currently, because the warranty mileage period is disproportionate to the actual service lives of many modern HD vehicles and engines, vehicle owners have no incentive to pay for repairs of emissions-related problems that do not adversely affect fuel economy or performance, which results in additional emissions. The amendments lengthen both the existing warranty periods and minimum maintenance intervals so as to reduce emissions by incentivizing vehicle owners to perform required maintenance and to seek more timely repairs, and to encourage manufacturers to design and produce more durable parts.	<u>6/28/18</u>

Board Action	Hearing Date
Amendments to the Heavy-Duty Vehicle Inspection Program and Periodic Smoke Inspection Program: The amendments lower the allowable opacity limit for HD vehicles operating in California for both the HDVIP and PSIP, establish reporting requirements for the PSIP and smoke tester training requirements, and allow 2013 model year and newer engines to report on-board diagnostic data in lieu of performing the annual PSIP smoke test.	<u>5/25/18</u>
Amendments to the Consumer Products Regulation and Method 310: The amendments to the consumer products regulation established an alternate compliance option for multi-purpose lubricant (MPL) products.	<u>5/25/18</u>
Regulation for Prohibitions on Use of Certain Hydrofluorocarbons in Stationary Refrigeration and Foam End-Uses: The regulation provides prohibitions on the use of certain high-global warming potential hydrofluorocarbons (HFC) in stationary refrigeration and foam end-uses. The objective is to preserve HFC emissions reductions expected from the federal Significant New Alternatives Policy (SNAP) Rules for certain end-uses for which compliance dates have either already passed or are imminent.	<u>3/23/18</u>
Funding Agricultural Replacement Measures for Emission Reductions Program Guidelines: The Guidelines outline the California Air Resources Board's plans for expending these funds in a manner consistent with the legislative direction from two bills, existing statutes, and regulations. The Guidelines describe district funding allocations, eligible project categories and criteria, program implementation details, and the justification for these investments.	<u>3/23/18</u>
California Greenhouse Gas Emissions Standards for Medium- and Heavy-Duty Engines and Vehicles, and Proposed Amendments to the Tractor-Trailer Greenhouse Gas Regulation: The new, more stringent California Phase 2 GHG emission standards are largely harmonize with the federal Phase 2 standards, and proposed amendments to the Tractor-Trailer GHG regulation to harmonize California's Tractor-Trailer GHG regulation with the proposed Phase 2 trailer standards. The California Phase 2 GHG standards are needed to meet the mandates of both AB 32 and of SB 32, and the California HSC.	<u>2/8/18</u>
Amendments to the Airborne Toxic Control Measure For Diesel Particulate Matter from Portable Engines Rated at 50 Horsepower and Greater – and to the Statewide Portable Equipment Registration Program Regulation: The amendments provide more time for cleaner engine replacement while preserving the expected emission reductions, and make other improvements to the ATCM. PERP will have corresponding amendments and make other improvements to the program.	<u>11/16/17</u>
Amendments to California's Evaluation Procedures for New Aftermarket Catalytic Converters: The amendments are for procedures used to evaluate and approve aftermarket catalytic converters designed for use on California passenger cars and trucks to allow them to be used for Low Emission Vehicle III emission standards.	<u>9/28/17</u>
Amendments to the Market-Based Compliance Mechanism Regulation (Cap-and-Trade Regulation): The amendments to the Cap-and-Trade Program extend major provisions of the Program beyond 2020, to broaden the Program through linkage with Ontario, Canada, to prevent emissions leakage in the most cost-effective manner through appropriate allocation to entities, to clarify compliance obligations for certain sectors, and to enhance ARB's ability to implement and oversee the Cap-and-Trade Program.	<u>7/27/17</u>
Amendments to the Regulation for the Mandatory Reporting of Greenhouse Gas Emissions: The amendments to the Regulation for the Mandatory Reporting of Greenhouse Gas Emissions are to ensure the reported GHG data are accurate and fully support the California Cap-and-Trade Regulation.	<u>6/29/17</u>
Revisions to the Carl Moyer Memorial Air Quality Standards Attainment Program Guidelines: The updated Carl Moyer Memorial Air Quality Standards Attainment Program 2017 Guidelines implement changes directed by Senate Bill 513 and redesign the Program to meet California's need to transition to the very low and zero-emission technologies of the future.	<u>4/27/17</u>
Amendments to the Evaporative Emission Requirements for Small Off-Road Engines: The amendments address to non-compliance of small off-road engines (SORE) with existing evaporative emission standards, as well as amendments to streamline the certification process by harmonizing where feasible with federal requirements.	<u>11/17/16</u>
Regulation to Provide Certification Flexibility for Innovative Heavy-Duty Engine and California Certification and Installation Procedures for Medium and Heavy-Duty Vehicle Hybrid Conversion Systems: This regulation's certification flexibility is tailored to encourage development and market launch of heavy-duty engines meeting California's optional low oxides of oxides of nitrogen emission standards, robust heavy-duty hybrid engines, and high-efficiency heavy-duty engines.	<u>10/20/16</u>
Amendments to the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms Regulations: The amendments would extend major provisions of the Regulation beyond 2020; link the Regulation with Ontario, Canada; continue cost-effective prevention of emission leakage through allowance allocations to entities; and enhance Program implementation and oversight.	<u>9/22/16</u>
Amendments to the Mandatory Reporting of Greenhouse Gas Emissions: The amendments are to ensure reported GHG data are accurate and fully support the California Cap on Greenhouse Gas Emissions and Market Based Compliance Mechanisms and comply with the U.S. EPA Clean Power Plan.	<u>9/22/16</u>

Board Action	Hearing Date
Amendments to the Large Spark-Ignition Engine Fleet Requirements Regulation: The amendment establish new reporting and labeling requirements and extend existing recordkeeping requirements. The regulatory amendments are expected to improve the reliability of the emission reductions projected for the existing LSI Fleet Regulation by increasing enforcement effectiveness and compliance rates.	<u>7/21/16</u>
Evaluation Procedure for New Aftermarket Diesel Particulate Filters Intended as Modified Parts for 2007 through 2009 Model Year On-Road Heavy-Duty Diesel Engines: The amendment would establish a path for exempting aftermarket modified part DPFs intended for 2007 through 2009 on-road heavy-duty diesel engines from the prohibitions of the current vehicle code. Also, incorporate a new procedure for the evaluation of such DPFs.	<u>4/22/16</u>
Amendments to the Regulation for Small Containers of Automotive Refrigerant: The amendments to the Regulation for Small Containers of Automotive Refrigerant clarify any existing requirement that retailers must transfer the unclaimed consumer deposits to the manufacturers, clarify how the manufacturers spend the money, set the refundable consumer deposit at \$10, and require additional language on the container label.	<u>4/22/16</u>
Amendments to the Portable Fuel Container Regulation: Amendments to the Portable Fuel Container (PFC) regulation, which include requiring certification fuel to contain 10 percent ethanol, harmonizing aspects of the Board's PFC certification and test procedures with those of the U.S. EPA, revising the ARB's certification process, and streamlining, clarifying, and increasing the robustness of ARB's certification and test procedures.	<u>2/18/16</u>
Technical Status and Proposed Revisions to On-Board Diagnostic System Requirements and Associated Enforcement Provisions for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles and Engines (OBD II): Amendments to the OBD II regulations that update requirements to account for LEV III applications and monitoring requirements for gasoline and diesel vehicles, and clarify and improve the regulation; also, updates to the associated OBD II enforcement regulation to align it with the proposed amendments to the OBD II regulations and a minor amendment to the definition of "emissions-related part" in title 13, CCR section 1900.	9/25/15
2015 Low Carbon Fuel Standard (LCFS) Amendments (2 of 2): The Low Carbon Fuel Standard, which includes updates and revisions to the regulation now in effect. The regulation was first presented to the Board at its February 2015 public hearing, at which the Board directed staff to make modifications to the proposal.	9/24/15
Regulation on the Commercialization of Alternative Diesel Fuels (2 of 2): Regulation governing the introduction of alternative diesel fuels into the California commercial market, including special provisions for biodiesel.	9/24/15
CA Cap on GHG Emissions and Market-Based Compliance Mechanisms (2 of 2): Amendments to the Cap and Trade Regulation to include a new Rice Cultivation Compliance Offset Protocol and an update to the United States Forest Compliance Offset Protocol that would include project eligibility in parts of Alaska.	6/25/15
Intermediate Volume Manufacturer Amendments to the Zero Emission Vehicle Regulation (2 of 2): Amendments regarding intermediate volume manufacturer compliance obligations under the Zero Emission Vehicle regulation.	5/21/15
2015 Amendments to Certification Procedures for Vapor Recovery Systems at Gasoline Dispensing Facilities—Aboveground Storage Tanks and Enhanced Conventional Nozzles: Amendments would establish new performance standards and specifications for nozzles used at fleet facilities that exclusively refuel vehicles equipped with onboard vapor recovery systems, would provide regulatory relief for owners of certain existing aboveground storage tanks, and would ensure that mass-produced vapor recovery equipment matches the specifications of equipment evaluated during the ARB certification process.	4/23/15
Proposed Regulation for the Commercialization of Alternative Diesel Fuels (1 of 2): Regulation governing the introduction of alternative diesel fuels into the California commercial market, including special provisions for biodiesel. This is the first of two hearings on the item, and the Board will not take action to approve the proposed regulation.	2/19/15
Evaporative Emission Control Requirements for Spark-Ignition Marine Watercraft: Regulation for controlling evaporative emissions from spark-ignition marine watercraft. The proposed regulation will harmonize, to the extent feasible, with similar federal requirements, while adding specific provisions needed to support California's air quality needs.	2/19/15
2015 Low Carbon Fuel Standard (LCFS) Amendments (1 of 2): The amendments for the Low Carbon Fuel Standard includes a re-adoption of the existing Low Carbon Fuel Standard with updates and revisions. This is the first of two hearings on the item, and the Board will not take action to approve the proposed regulation.	2/19/15
CA Cap on GHG Emissions and Market-Based Compliance Mechanisms to Add the Rice Cultivation Projects and Updated U.S. Forest Projects Protocols (1 of 2): Updates to the Cap and Trade Regulation to include a new Rice Cultivation Compliance Offset Protocol and an update to the United States Forest Compliance Offset Protocol that would include project eligibility in parts of Alaska.	12/18/14
2014 Amendments to ZEV Regulation: Additional compliance flexibility to ZEV manufacturers working to bring advanced technologies to market.	10/23/14

Board Action	Hearing Date
LEV III Criteria Pollutant Requirements for Light- and Medium-Duty Vehicles the Hybrid Electric Vehicle Test Procedures, and the HD Otto-Cycle and HD Diesel Test Procedures: Applies to the 2017 and subsequent model years.	10/23/14
Amendments to Mandatory Reporting Regulation for Greenhouse Gases: Further align reporting methods with USEPA methods and factors, and modify reporting requirements to fully support implementation of California's Cap and Trade program.	9/19/14
Amendments to the California Cap on Greenhouse Gas Emissions and Market Based Compliance Mechanisms: Technical revisions to Mandatory Reporting of Greenhouse Gas Emissions Regulation to further align reporting methods with U.S.EPA update methods and factors, and modify reporting requirements to fully support implementation of California's Cap and Trade program.	9/18/14
Amendments to the AB 32 Cost of Implementation Fee Regulation: Amendments to the regulation to make it consistent with the revised mandatory reporting regulation, to add potential reporting requirements, and to incorporate requirements within the mandatory reporting regulation to streamline reporting.	9/18/14
Revisions to the Carl Moyer Memorial Air Quality Standards Attainment Program Guidelines for On-Road Heavy-Duty Trucks: Revisions to 1) reduce surplus emission reduction period, 2) reduce minimum CA usage requirement, 3) prioritize on-road funding to small fleets, 4) include light HD vehicles 14000-19500 lbs, and 5) clarify program specifications.	7/24/14
Amendments to Enhanced Fleet Modernization (Car Scrap) Program: Amendments consistent with SB 459 which requires ARB to increase benefits for low-income California residents, promote cleaner replacement vehicles, and enhance emissions reductions.	6/26/14
Proposed Approval of Amendments to CA Cap on GHG Emissions and Market-Based Compliance Mechanisms : Second hearing of two, continued from October 2013.	4/24/14
Truck and Bus Rule Update: Amendments to the Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen, and Other Criteria Pollutants From In-Use On-Road Diesel-Fueled Vehicles: increasing low-use vehicle thresholds, allowing owners to newly opt-in to existing flexibility provisions, adjusting "NOx exempt" vehicle provisions, and granting additional time for fleets in certain areas to meet PM filter requirements.	4/24/14
Heavy-Duty GHG Phase I: On-Road Heavy-Duty GHG Emissions Rule, Tractor-Trailer Rule, Commercial Motor Vehicle Idling Rule, Optional Reduced Emission Standards, Heavy-Duty Hybrid-Electric Vehicles Certification Procedure: New GHG standards for MD and HD engines and vehicles identical to those adopted by the USEPA in 2011 for MYs 2014-18.	12/12/13
Agricultural equipment SIP credit rule: Incentive-funded projects must be implemented using Carl Moyer Program Guidelines; must be surplus, quantifiable, enforceable, and permanent, and result in emission reductions that are eligible for SIP credit.	10/25/13
Mandatory Report of Greenhouse Gas Emissions: Approved a regulation that establishes detailed specifications for emissions calculations, reporting, and verification of GHG emission estimates from significant sources.	10/25/13
CA Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms: Technical revisions to the Mandatory Reporting of Greenhouse Gas Emissions Regulation to further align reporting methods with U.S.EPA, update factors, and modify definitions to maintain consistency with the Cap and Trade program.	10/25/13
Zero emission vehicle test procedures: Existing certification test procedures for plug-in hybrid vehicles need to be updated to reflect technology developments. The ZEV regulation will require minor modifications to address clarity and implementation issues.	10/24/13
Consumer Products: Antiperspirants, Deodorants, Test Method 310, Aerosol Coatings, Proposed Repeal of Hairspray Credit): Amendments to require various consumer products to reformulate to reduce VOC or reactivity content to meet specified limits, and to clarify various regulatory provisions, improve enforcement, and add analytical procedures.	9/26/13
Alternative fuel certification procedures: Amendments to current alternative fuel conversion certification procedures for motor vehicles and engines that will allow small volume conversion manufacturers to reduce the upfront demonstration requirements and allow systems to be sold sooner with lower certification costs than with the current process, beginning with MY 2018.	9/26/13
Vapor Recovery for Gasoline Dispensing Facilities: Amendments to certification and test procedures for vapor recovery equipment used on cargo tanks and at gasoline dispensing facilities.	7/25/13
Off-highway recreational vehicle evaporative emission control: Set evaporative emission standards to control hydrocarbon emissions from Off-Highway Recreational Vehicles. The running loss, hot soak, and diurnal performance standards can be met by using proven automobile type control technology.	7/25/13
Gasoline and diesel fuel test standards: The amendments add test standards for the measurement of prohibited oxygenates at trace levels specified in existing regulations.	1/25/13
LEV III and ZEV Programs for Federal Compliance Option: The amendments deem compliance with national GHG new vehicle standards in 2017-2025 as compliance with California GHG standards for the same model years.	11/15/12 12/6/12 EO

Board Action	Hearing Date
Consumer products (automotive windshield washing fluid): The amendments add portions of 14 California counties to the list of areas with freezing temperatures where 25% VOC content windshield washing fluid could be sold.	10/18/2012 EO 03/15/13
GHG mandatory reporting, Fee Regulation, and Cap and Trade 2012: The amendments eliminate emission verification for facilities emitting less than 25,000 MTCO _{2e} and make minor changes in definitions and requirements.	9/20/12 11/2/12 EO
Amendments to Verification Procedure, Warranty and In-Use Compliance Requirements for In-Use Strategies to Control Emissions from Diesel Engines: Approved amendments to the verification procedure used to evaluate diesel retrofits through emissions, durability, and field testing. Amendments will lower costs associated with required in-use compliance testing, streamline the in-use compliance process, and will extend time allowed to complete verifications.	8/23/2012 EO 07/02/13
Amendments to On-Board Diagnostics (OBD I and II) Regulations: Approved amendments to the light- and medium-duty vehicle and heavy-duty engine OBD regulations.	8/23/2012 EO 06/26/13
Cap and Trade: Amendments to CA Cap on GHG Emissions and Market-Based Compliance Mechanisms, and Amendments Allowing Use of Compliance Instruments Issued by Linked Jurisdictions: Amends Cap-and-Trade and compliance mechanisms to add security to the market system and to aid in implementation. Amendments include first auction rules, offset registry, market monitoring provisions, and information gathering necessary for the financial services operator.	6/28/12 7/31/12 EO
Vapor recovery defect list: The amendments add defects and verification procedures for equipment approved since 2004, and make minor changes to provide clarity	6/11/12 EO
Tractor-Trailer GHG Regulation: Emergency Amendment: The emergency amendment to correct a drafting error and delay the registration date for participation in the phased compliance option	2/29/2012 2/29/12 EO
Advanced Clean Cars (ACC) Regulation: Low-Emission Vehicles and GHG: The more stringent criteria emission standards for MY 2015-2025 light and medium duty vehicles (LEV III), amended GHG emission standards for model year 2017-2025 light and medium duty vehicles (LEV GHG), amended ZEV Regulation to ensure the successful market penetration of ZEVs in commercial volumes, amended hydrogen fueling infrastructure mandate of the Clean Fuels Outlet regulation, and amended cert fuel for light duty vehicles from an MTBE-containing fuel to an E10 certification fuel.	1/26/12
Zero Emission Vehicle (ZEV): The amendments increase compliance flexibility, add two new vehicle category credits, increase credits for 300 mile FCVs, increase requirements for ZEVs and TZEVs, eliminate credit for PZ expand applicability to smaller manufacturers, base ZEV credits on range, and make other minor changes in cr	1/26/12
Amendments to Low Carbon Fuel Standard Regulation: The amendments address several aspects of the regulation, including: reporting requirements, credit trading, regulated parties, opt-in and opt-out provisions, definitions, and other clarifying language.	12/16/11 10/10/12 EO
Amendments to Small Off-Road Engine and Tier 4 Off-Road Compression-Ignition Engine Regulations And Test Procedures; also "Recreational Marine" Spark-Ignition Marine Engine Amendments (Recreational Boats): Aligns California test procedures with U.S. EPA test procedures and requires off-road CI engine manufacturers to conduct in-use testing of their entire product lines to confirm compliance with previously established Not-To-Exceed emission thresholds.	12/16/2011 10/25/12 EO
Regulations and Certification Procedures for Engine Packages used in Light-Duty Specially Constructed Vehicles (Kit Cars): Ensures that certified engine packages, when placed into any Kit Car, would meet new vehicle emission standards, and be able to meet Smog Check requirements.	11/17/11 9/21/12 EO
Amendments to the California Reformulated Gasoline Regulations: Corrects drafting errors in the predictive model, deletes outdated regulatory provisions, updates the notification requirements, and changes the restrictions on blending CARBOB with other liquids.	10/21/11 8/24/12 EO
Amendments to the In-Use Diesel Transport Refrigeration Units (TRU) ATCM: Mechanisms to improve compliance rates and enforceability.	10/21/11 8/31/12 EO
Amendments to the AB 32 Cost of Implementation Fee Regulation: Clarifies requirements and regulatory language, revises definitions.	10/20/11 8/21/12 EO
Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms Regulation, Including Compliance Offset Protocols: Greenhouse Gas Emissions Cap-and-Trade Program, including compliance offset protocols and multiple pathways for compliance.	10/21/11 8/21/12 EO
Amendments to the Regulation for Cargo Handling Equipment (CHE) at Ports and Intermodal Rail Yards (Port Yard Trucks Regulation): Provides additional compliance flexibility, and maintains anticipated emissions reductions. As applicable to yard trucks and two-engine sweepers.	9/22/11 8/2/12 EO
Amendments to the Enhanced Vapor Recovery Regulation for Gasoline Dispensing Facilities: New requirement for low permeation hoses at gasoline dispensing facilities.	9/22/11 7/26/12 EO
Amendments to Cleaner Main Ship Engines and Fuel for Ocean-Going Vessels: Adjusts the offshore regulatory boundary. Aligns very low sulfur fuel implementation deadlines with new federal requirements.	6/23/11 9/13/12 EO
Particulate Matter Emissions Measurement Allowance For Heavy-Duty Diesel In-Use Compliance Regulation: Emission measurement allowances provide for variability associated with the field testing required in the regulation.	6/23/11

Board Action	Hearing Date
Low Carbon Fuel Standard Carbon Intensity Lookup Table Amendments: Adds new pathways for vegetation-based fuels	2/24/11
Amendments to Cleaner In-Use Heavy-Duty On-Road Diesel Trucks and LSI Fleets Regulations: Amends five regulations to provide relief to fleets adversely affected by the economy, and take into account the fact that emissions are lower than previously predicted.	12/16/10 9/19/11 EO
Tractor-Trailer GHG Regulation Amendment: Enacts administrative changes to increase compliance flexibility and reduce costs	12/16/10
Amendments to Cleaner In-Use Off-Road Diesel-Fueled Fleets Regulation: Amendments provide relief to fleets adversely affected by the economy, and take into account the fact that emissions are lower than previously predicted.	12/16/10 10/28/11 EO
In-Use On-Road Diesel-Fueled Heavy-Duty Drayage Trucks at Ports and Rail Yard Facilities: Amendments add flexibility to fleets' compliance schedules, mitigate the use of noncompliant trucks outside port and rail properties, and provide transition to the Truck and Bus regulation.	12/16/10 9/19/11 EO
Amendments to the Regulation for Mandatory Reporting of Greenhouse Gas Emissions: Changes requirements to align with federal greenhouse gas reporting requirements adopted by US EPA.	12/16/10 10/28/11 EO
Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms Regulation: Establishes framework and requirements for Greenhouse Gas Emissions Cap-and-Trade Program, including compliance offset protocols.	12/16/10 10/26/11 EO
Amendments to the Consumer Products Regulation: The amendments set new or lower VOC limits for some categories, prohibit certain toxic air contaminants, high GWP compounds, and surfactants toxic to aquatic species. Also changes Method 310, used to determine aromatic content of certain products.	11/18/10 9/29/11 EO
Amendment of the ATCM for Diesel Transportation Refrigeration Units (TRU): Amendments expand the compliance options and clarify the operational life of various types of TRUs.	11/18/10 2/2/11 EO
Amendments to the ATCM for Stationary Compression Ignition Engines: The amendments closely align the emission limits for new emergency standby engines in the ATCM with the emission standards required by the federal Standards of Performance.	10/21/10 3/25/11 EO
Diesel Vehicle Periodic Smoke Inspection Program: The amendments exempt medium duty diesel vehicles from smoke inspection requirements if complying with Smog Check requirements.	10/21/10 8/23/11 EO
Renewable Electricity Standard Regulation: The regulation requires electricity providers to obtain at least 33% of their retail electricity sales from renewable energy resources by 2020.	9/23/10
Energy Efficiency at Industrial Facilities: The standards for the reporting of GHG emissions and the feasibility of emissions controls by the largest GHG-emitting stationary sources.	7/22/10 5/9/11 EO
Amendments to Commercial Harbor Craft Regulation: The amendments require the use of cleaner engines in diesel-fueled crew and supply, barge, and dredge vessels.	6/24/10 4/11/11 EO
Accelerated Introduction of Cleaner Line-Haul Locomotives: Agreement with railroads sets prescribed reductions in diesel risk and target years through 2020 at four major railyards.	6/24/10
Amendments to New Passenger Motor Vehicle Greenhouse Gas Emission Standards: The amendments deeming compliance with EPA's GHG standards as compliance with California's standards in 2012 through 2016 model years.	2/25/2010 03/29/10
Sulfur Hexafluoride (SF6) Regulation: The regulation reduces emissions of sulfur hexafluoride (SF6), a high-GWP GHG, from high-voltage gas-insulated electrical switchgear.	2/25/10 12/15/10 EO
Amendments to the Statewide Portable Equipment Registration Regulation and Portable Engine ATCM: The amendments extend the deadline for removal of certain uncertified portable engines for one year.	1/28/10 8/27/10 EO 12/8/10 EO
Diesel Engine Retrofit Control Verification, Warranty, and Compliance Regulation Amendments: The amendments require per-installation compatibility assessment, performance data collection, and reporting of additional information, and enhance enforceability.	1/28/10 12/6/10 EO
Stationary Equipment High-GWP Refrigerant Regulation: The regulation reduces emissions of high-GWP refrigerants from stationary non-residential equipment.	12/1/09 9/14/10 EO
Amendments to Limit Ozone Emissions from Indoor Air Cleaning Devices: The amendments delay the labeling compliance deadlines by one to two years and to make minor changes in testing protocols.	12/9/09
Emission Warranty Information Reporting Regulation Amendments: Repealed the 2007 regulation and readopted the 1988 regulation with amendments to implement adverse court decision.	11/19/09 9/27/10 EO
Amendments to Maximum Incremental Reactivity Tables: Added many new compounds and modified reactivity values for many existing compounds in the tables to reflect new research data.	11/3/09 7/23/10 EO
AB 32 Cost of Implementation Fee Regulation: AB 32 authorizes ARB to adopt by regulation a schedule of fees to be paid by sources of greenhouse gas emissions regulated pursuant to AB 32. Also, a fee regulation to support the administrative costs of AB 32 implementation.	9/24/2009 05/06/10 EO
Passenger Motor Vehicle Greenhouse Gas Limits Amendments: The amendments grant credits to manufacturers for compliant vehicles sold in other states that have adopted California regulations.	9/24/09 2/22/10 EO
Consumer Products Amendments: The amendments set new VOC limits for multi-purpose solvent and paint thinner products and lower the existing VOC limit for double phase aerosol air fresheners.	9/24/09 8/6/10 EO

Board Action	Hearing Date
Amendments to In-Use Off-Road Diesel-Fueled Fleets Regulation: The amendments implement legislatively directed changes and provide additional incentives for early action.	7/23/09 12/2/09 EO 6/3/10 EO
Methane Emissions from Municipal Solid Waste Landfills: The regulation requires smaller and other uncontrolled landfills to install gas collection and control systems, and also requires existing and newly installed systems to operate optimally.	6/25/09 5/5/10 EO
Cool Car Standards: The regulation requires the use of solar management window glass in vehicles up to 10,000 lb GVWR.	6/25/09
Enhanced Fleet Modernization (Car Scrap): The guidelines for a program to scrap up to 15,000 light duty vehicles statewide.	6/25/09 7/30/10 EO
Amendments to Heavy-Duty On-Board Diagnostics Regulations: The amendments to the light and medium-duty vehicle and heavy duty engine OBD regulations.	5/28/2009 4/6/10 EO
Smog Check Improvements: The amendments implement changes in state law and SIP commitments adopted by ARB between 1996 and 2007.	5/7/09 by BAR 6/9/09 EO
AB 118 Air Quality Improvement Program Guidelines: The Air Quality Improvement Program provides for up to \$50 million per year for seven years beginning in 2009-10 for vehicle and equipment projects that reduce criteria pollutants, air quality research, and advanced technology workforce training. The AQIP Guidelines describe minimum administrative, reporting, and oversight requirements for the program, and provide general criteria for how the program shall be implemented.	04/23/09 08/28/09 EO
Pesticide Element: Reduce volatile organic compound (VOC) emissions from the application of agricultural field fumigants in the South Coast, Southeast Desert, Ventura County, San Joaquin Valley, and Sacramento Metro federal ozone nonattainment areas.	4/20/09 10/12/09 EO (2) 8/2/11 EO
Low Carbon Fuel Standard: Approved new standards to lower the carbon content of fuels.	4/20/09 11/25/09 EO
Pesticide Element for San Joaquin Valley: DPR Director approved pesticide ROG emission limit of 18.1 tpd and committed to implement restrictions on non-fumigant pesticide use by 2014 in the San Joaquin Valley.	4/7/09 DPR
Tire Pressure Inflation Regulation: The regulation requires automotive service providers to perform tire pressure checks as part of every service.	3/26/09 2/4/10 EO
Sulfur Hexafluoride from Non-Utility and Non-Semiconductor Applications: The regulation phases out use of Sulfur Hexafluoride over the next several years.	2/26/09 11/12/09 EO
Semiconductor Operations: The regulation to set standards to reduce fluorinated gas emissions from the semiconductor and related devices industry.	2/26/09 10/23/09 EO
Plug-In Hybrid Electric Vehicles Test Procedure Amendments: Amendments to test procedures to address plug-in-hybrid electric vehicles.	1/23/09 12/2/09 EO
In-Use Off-Road Diesel-Fueled Fleets Amendments: Makes administrative changes to recognize delays in the supply of retrofit control devices.	1/22/09
Small Containers of Automotive Refrigerant: The regulation reduces leakage from small containers, a container deposit and return program, and require additional container labeling and consumer education requirements.	1/22/09 1/5/10 EO
Aftermarket Critical Emission Parts on Highway Motorcycles: Allows for the sale of certified critical emission parts by aftermarket manufacturers.	1/22/09 6/19/09 EO
Heavy-Duty Tractor-Trailer Greenhouse Gas (GHG) Reduction: The regulation reduces greenhouse gas emissions by improving long haul tractor and trailer efficiency through use of aerodynamic fairings and low rolling resistance tires.	12/11/08 10/23/09 EO
Cleaner In-Use Heavy-Duty Diesel Trucks (Truck and Bus Regulation): The regulation reduces diesel particulate matter and oxides of nitrogen through fleet modernization and exhaust retrofits. Makes enforceability changes to public fleet, off-road equipment, and portable equipment regulations.	12/11/08 10/19/09 EO 10/23/09 EO
Large Spark-Ignition Engine Amendments: The amendments reduce evaporative, permeation, and exhaust emissions from large spark-ignition (LSI) engines equal to or below 1 liter in displacement.	11/1/08 3/12/09 EO
Small Off-Road Engine (SORE) Amendments: The amendments address the excessive accumulation of emission credits.	11/21/08 2/24/10 EO
Proposed AB 118 Air Quality Guidelines for the Air Quality Improvement Program and the Alternative and Renewable Fuel and Vehicle and Technology Program: The California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007 (AB 118) requires ARB to develop guidelines for both the Alternative and Renewable Fuel and Vehicle Technology Program and the Air Quality Improvement Program to ensure that both programs do not adversely impact air quality.	09/25/08 EO 05/20/09
Portable Outboard Marine Tanks and Components (part of Additional Evaporative Emission Standards): The regulation establishes permeation and emission standards for new portable outboard marine tanks and components.	9/25/08 7/20/09 EO

Board Action	Hearing Date
Cleaner Fuel in Ocean Going Vessels: The regulation requires use of low sulfur fuel in ocean-going ship main engines, and auxiliary engines and boilers.	7/24/08 4/16/09 EO
Spark-Ignition Marine Engine and Boat Amendments: Provides optional compliance path for > 500 hp sterndrive/inboard marine engines.	7/24/08 6/5/09 EO
Consumer Products Amendments: The amendments add volatile organic compound (VOC) limits for seven additional categories and lower limits for twelve previously regulated categories.	6/26/08 5/5/09 EO
Zero emission vehicles: Updated California's ZEV requirements to provide greater flexibility with respect to fuels, technologies, and simplifying compliance pathways. Amendments give manufacturers increased flexibility to comply with ZEV requirements by giving credit to plug-in hybrid electric vehicles and establishing additional ZEV categories in recognition of new developments in fuel cell vehicles and battery electric vehicles.	3/27/08 12/17/08 EO
Amendments to the Verification Procedure, Warranty, and In-Use Compliance Requirements for In-Use Strategies to Control Emissions from Diesel Engines: Adds verification requirements for control technologies that only reduce NOx emissions, new reduction classifications for NOx reducing technologies, new testing requirements, and conditional extensions for verified technologies.	1/24/08 12/4/08 EO
Mandatory Report of Greenhouse Gas Emissions: The regulation establishes detailed specifications for emissions calculations, reporting, and verification of GHG emission estimates from significant sources.	12/6/07 10/12/08 EO
Gaseous Pollutant Measurement Allowances for In-Use Heavy-Duty Diesel Compliance: Measurement accuracy margins are to be determined through an ongoing comprehensive testing program performed by an independent contractor. Amendments include these measurement accuracy margins into the regulation.	12/6/07 10/14/08 EO
Ocean-Going Vessels While at Berth (aka Ship Hoteling) - Auxiliary Engine Cold Ironing and Clean Technology: The regulation reduces emissions from auxiliary engines on ocean-going ships while at-berth.	12/6/07 10/16/08 EO
In-Use On-Road Diesel-Fueled Heavy-Duty Drayage Trucks at Ports and Rail Yard Facilities: The regulation establishes emission standards for in-use, heavy-duty diesel-fueled vehicles that transport cargo to and from California's ports and intermodal rail facilities.	12/6/07 10/12/08 EO
Commercial Harbor Craft: The regulation establishes in-use and new engine emission limits for both auxiliary and propulsion diesel engines on ferries, excursion vessels, tugboats, and towboats.	11/15/07 9/2/08 EO
Suggested Control Measure for Architectural Coatings Amendments: The amendments reduce the recommended VOC content of 19 categories of architectural coatings.	10/26/07
Aftermarket Catalytic Converter Requirements: The amendments establish more stringent emission performance and durability requirements for used and new aftermarket catalytic converters offered for sale in California.	10/25/07 2/21/08 NOD
Limiting Ozone Emissions from Indoor Air Cleaning Devices: The ozone emission limit of 0.050 ppm for portable indoor air cleaning devices in response to requirements of AB 2276 (2006).	9/27/07 8/7/08 EO
Pesticide Commitment for Ventura County in 1994 SIP: The substitution of excess ROG emission reductions from state motor vehicle program for 1994 SIP reduction commitment from pesticide application in Ventura County.	9/27/07 11/30/07 EO
In-Use Off-Road Diesel Equipment: The regulation requires off-road diesel fleet owners to modernize their fleets and install exhaust retrofits.	7/26/07 4/4/08 EO
Emission Control and Environmental Performance Label Regulations: The amendments add a Global Index Label and modify the format of the Smog Index Label on new cars.	6/21/07 5/2/08 EO
Vapor Recovery from Aboveground Storage Tanks: The regulation establish new performance standards and specifications for the vapor recovery systems and components used with aboveground storage tanks.	6/21/07 5/2/08 EO
CaRFG Phase 3 amendments: The amendments mitigate the increases in evaporative emissions from on-road motor vehicles resulting from the addition of ethanol to gasoline.	6/14/07 4/25/08 EO 8/7/08 EO
Formaldehyde from Composite Wood Products: The ATCM limit formaldehyde emissions from hardwood plywood, particleboard, and medium density fiberboard to the maximum amount feasible.	4/26/07 3/5/08 EO
Portable equipment registration program (PERP) and airborne toxic control measure for diesel-fueled portable engines: The amendment allow permitting of Tier 0 portable equipment engines used in emergency or low use duty and to extend permitting of certain Tier 1 and 2 "resident" engines to 1/1/10.	3/22/07 7/31/07 EO
Perchloroethylene Control Measure Amendments: The amendments to the Perchloroethylene ATCM to prohibit new Perc dry cleaning machines beginning 2008 and phase out all Perc machines by 2023.	1/25/07 11/7/07 EO
Amendments to Emission Warranty Information Reporting & Recall Regulations: The amendments tighten the provisions for recalling vehicles for emissions-related failures, helping ensure that corrective action is taken to vehicles with defective emission control devices or systems.	12/7/06 3/22/07 10/17/07 EO
Voluntary accelerated vehicle retirement regulations: The amendments authorize the use of remote sensing to identify light-duty high emitters and that establish protocols for quantifying emissions reductions from high emitters proposed for retirement.	12/7/06
Emergency regulation for portable equipment registration program (PERP), airborne toxic control measures for portable and stationary diesel-fueled engines	12/7/06

Board Action	Hearing Date
Amendments to the Hexavalent Chromium ATCM: The amendments require use of best available control technology on all chrome plating and anodizing facilities.	12/7/06
Consumer Products Regulation Amendments: The amendments set lower emission limits in 15 product categories.	11/17/06 9/25/07 EO
Requirements for Stationary Diesel In-Use Agricultural Engines: The amendments to the stationary diesel engine ATCM which set emissions standards for in-use diesel agricultural engines.	11/16/06 7/3/07 NOD
Ships - Onboard Incineration: The amendments to cruise ship incineration ATCM to include all oceangoing ships of 300 gross registered tons or more.	11/16/06 9/11/07 EO
Zero Emission Bus: The amendments postpone the 15 percent purchase requirement three years for transit agencies in the diesel path and one to two years for transit agencies in the alternative fuel path, in order to keep pace with developments in zero emission bus technology, and adding an Advanced Demonstration requirement to offset emission losses.	10/19/06 8/27/07 EO
Distributed generation certification: The amendments improve the emissions durability and testing requirements, adding waste gas emission standards, and eliminating a redundant PM standard in the current 2007 emission standards.	10/19/06 5/17/07 NOD
Heavy-Duty Diesel In-Use Compliance Regulation: The amendments to the heavy-duty diesel engine regulations and test procedures create a new in-use compliance program conducted by engine manufacturers. The amendments would help ensure compliance with applicable certification standards throughout an engine's useful life.	9/28/06 7/19/07 NOD
Revisions to OBD II and the Emission Warranty Regulations: The amendments to the OBD II regulation provide for improved emission control monitoring including air-fuel cylinder imbalance monitoring, oxygen sensor monitoring, catalyst monitoring, permanent fault codes for gasoline vehicles and new thresholds for diesel vehicles.	9/28/06 8/9/07 EO
Off-Highway Recreational Vehicle Amendments: The amendments to the Off-Highway Recreational Vehicle Regulations including harmonizing evaporative emission standards with federal regulations, expanding the definition of ATVs, modifying labeling requirements, and adjusting riding seasons.	7/20/06 6/1/07 EO
Portable Equipment Registration Program (PERP) Amendments: The amendments to the Statewide Portable Equipment Registration program include installation of hour meters on equipment, and revisions to recordkeeping, reporting, and fees.	6/22/06 11/13/06 NOD
Heavy Duty Vehicle Service Information: The amendments to the Service Information Rule require manufacturers to make available diagnostic equipment and information for sale to the aftermarket.	6/22/06 5/3/07 EO
LEV II technical amendments: The amendments to evaporative emission test procedures, four-wheel drive dynamometer provisions, and vehicle label requirements.	6/22/06 9/27/06 NOD
Dry Cleaning ATCM Amendments: The amendments to the Dry Cleaning ATCM limit siting of new dry cleaners, phase out use of Perc at co-residential facilities, phase out higher emitting Perc sources at other facilities, and require enhanced ventilation at existing and new Perc facilities.	5/25/06
Forklifts and other Large Spark Ignition (LSI) Equipment: The regulation reduces emissions from forklifts and other off-road spark-ignition equipment by establishing more stringent standards for new equipment, and requiring retrofits or engine replacement on existing equipment. Aligns EPA's standards for 2007 and more stringent standards for 2010.	5/25/06 3/2/07 EO
Enhanced Vapor Recovery Amendments: The amendments to the vapor recovery system regulation and revised test procedures.	5/25/06
Diesel Retrofit Technology Verification Procedure: The amendments to the Diesel Emission In-use Control Strategy Verification Procedure to substitute a 30% increase limit in NOx concentration for an 80% reduction requirement from PM retrofit devices.	3/23/06 12/21/06 NOD
Heavy duty vehicle smoke inspection program amendments: The amendments impose a fine on trucks not displaying a current compliance certification sticker.	1/26/06 12/4/06 EO
Ocean-going Ship Auxiliary Engine Fuel: The regulation requires ships to use cleaner marine gas oil or diesel to power auxiliary engines within 24 nautical miles of the California coast.	12/8/05 10/20/06 EO
Diesel Cargo Handling Equipment: The regulation requires new and in-use cargo handling equipment at ports and intermodal rail yards to reduce emissions by utilizing best available control technology.	12/8/05 6/2/06 EO
Public and Utility Diesel Truck Fleets: The regulation reduces diesel particulate matter emissions from heavy duty diesel trucks in government and private utility fleets.	12/8/05 10/4/06 EO
Cruise ships – Onboard Incineration: The Air Toxic Control Measure prohibits cruise ships from conducting onboard incineration within three nautical miles of the California coast.	11/17/05 2/1/06 NOD
Inboard Marine Engine Rule Amendments: The amendments to the 2001 regulation include additional compliance options for manufacturers.	11/17/05 9/26/06 EO
Heavy-Duty Diesel Truck Idling Technology: The regulation limits sleeper truck idling to 5 minutes. Allows alternate technologies to provide cab heating/cooling and power.	10/20/05 9/1/06 EO
Automotive Coating Suggested Control Measure: The SCM for automotive coatings for adoption by air districts. The measure will reduce the VOC content of 11 categories of surface protective coatings.	10/20/05

Board Action	Hearing Date
2007-09 Model-year heavy duty urban bus engines and the fleet rule for transit agencies: The amendments to align urban bus emission limits with on-road heavy duty truck emission limits and allow for the purchase of non-complying buses under the condition that bus turnover increase to offset NOx increases.	10/20/05 10/27/05 7/28/06 EO
Portable fuel containers (part 2 of 2): The amendments revise spout and automatic shutoff design.	9/15/05 7/28/06 EO
Portable Fuel Containers (part 1 of 2): The amendments include kerosene containers in the definition of portable fuel containers.	9/15/05 11/9/05 NOD
2007-09 Model-year heavy duty urban bus engines and the fleet rule for transit agencies: The amendments require all transit agencies in SCAQMD to purchase only alternate fuel versions of new buses.	9/15/05 Superseded by 10/20/05
Reid vapor pressure limit emergency rule: The amendments relax Reid vapor pressure limit to accelerate fuel production for Hurricane Katrina victims.	9/8/05 Operative for September and October 2005 only
Heavy-Duty Truck OBD: The regulation requires on-board diagnostic (OBD) systems for new gas and diesel trucks, similar to the systems on passenger cars.	7/21/05 12/28/05 EO
Definition of Large Confined Animal Facility: The regulation defines the size of a large CAF for the purposes of air quality permitting and reduction of ROG emissions to the extent feasible.	6/23/05 4/13/06 EO
ATCM for stationary compression ignition engines: The emergency amendments (3/17/05) and permanent amendments (5/26/05) relax the diesel PM emission limits on new stationary diesel engines to current off-road engine standards to respond to the lack of availability of engines meeting the original ATCM standard.	3/17/05 5/26/05 7/29/05 EO
Transit Fleet Rule: The amendments add emission limits for non-urban bus transit agency vehicles, require lower bus and truck fleet-average NOx and PM emission limits, and clarify emission limits for CO, NMHC, and formaldehyde.	2/24/05 10/19/05 NOD
Thermal Spraying ATCM: The regulation reduces emissions of hexavalent chromium and nickel from thermal spraying operations.	12/9/04 7/20/05 EO
Tier 4 Standards for Small Off-Road Diesel Engines (SORE): The new emission standards for off-road diesel engines are phased in between 2008 and 2015.	12/9/04 10/21/05 EO
Emergency Regulatory Amendment Delaying the January 1, 2005 Implementation Date for the Diesel Fuel Lubricity Standard: The emergency regulation delays the lubricity standard compliance deadline by five months to respond to fuel pipeline contamination problems.	11/24/04 12/10/04 EO
Enhanced vapor recovery compliance extension: The amendments to the EVR regulation extend the compliance date for onboard refueling vapor recovery compatibility to the date of EVR compliance.	11/18/04 2/11/05 EO
CaRFG Phase 3 amendments: The amendments correcting errors and streamlining requirements for compliance and enforcement of CaRFG Phase 3 regulations from 1999.	11/18/04
Clean diesel fuel for harbor craft and intrastate locomotives: The regulation requires harbor craft and locomotives operating solely within California to use clean diesel fuel.	11/18/04 3/16/05 EO
Nonvehicular Source, Consumer Product, and Architectural Coating Fee Regulation Amendment: The amendments to fee regulations to collect supplemental fees when authorized by the Legislature.	11/18/04
Greenhouse gas limits for motor vehicles: The regulation sets the first ever greenhouse gas emission standards on light and medium duty vehicles starting with the 2009 model year.	9/24/04 8/4/05 EO
Gasoline vapor recovery system equipment defects list: The addition of defects to the VRED list for use by compliance inspectors.	8/24/04 6/22/05 EO
Unihose gasoline vapor recovery systems: The emergency regulation and an amendment delay the compliance date for unihose installation to the date of dispenser replacement.	7/22/04 11/24/04 EO
General Idling Limits for Diesel Trucks: The regulation limits idling of heavy-duty diesel trucks operating in California to five minutes, with exceptions for sleeper cabs.	7/22/04
Consumer Products: The regulation reduces ROG emissions from 15 consumer products categories, prohibit the use of 3 toxic compounds in consumer products, ban the use of PDCB in certain products, allow for the use of Alternative Control Plans, and revise Test Method 310.	6/24/04 5/6/05 EO
Urban bus engines/fleet rule for transit agencies: The amendments allow for the purchase of hybrid diesel buses and revise the zero emission bus demonstration and purchase timelines.	6/24/04
Engine Manufacturer Diagnostics: The regulation would require model year 2007 and later heavy duty truck engines to be equipped with engine diagnostic systems to detect malfunctions of the emission control system.	5/20/04
Chip Reflash: The voluntary program and a backstop regulation reduce heavy duty truck NOx emissions through the installation of new software in the engine's electronic control module.	3/25/04 3/21/05 EO
Portable equipment registration program (PERP): The amendments allow uncertified engines to be registered until December 31, 2005, to increase fees, and to modify administrative requirements.	2/26/04 1/7/05 EO 6/21/05 EO

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Portable Diesel Engine ATCM: The regulation reduces diesel PM emissions from portable engines through a series of emission standards that increase in stringency through 2020.	2/26/04 1/4/05 EO
California motor vehicle service information rule: The amendments allow for the purchase of heavy duty engine emission-related service information and diagnostic tools by independent service facilities and aftermarket parts manufacturers.	1/22/04 5/20/04
Transportation Refrigeration Unit ATCM: The regulation reduces diesel PM emissions from transport refrigeration units by establishing emission standards and facility reporting requirements to streamline inspections.	12/11/03 2/26/04 11/10/04 EO
Diesel engine verification procedures: The amendments reduced warranty coverage to the engine only, delayed the NOx reduction compliance date to 2007, added requirements for proof-of-concept testing for new technology, and harmonized durability requirements with those of U.S. EPA.	12/11/03 2/26/04 10/17/04
Chip Reflash: The voluntary program and a backstop regulation reduce heavy duty truck NOx emissions through the installation of new software in the engine's electronic control module.	12/11/03 3/27/04 3/21/05 EO
Revised tables of maximum incremental reactivity values: The addition of 102 more chemicals with associated maximum incremental reactivity values to existing regulation allowing these chemicals to be used in aerosol coating formulations.	12/3/03
Stationary Diesel Engines ATCM: The regulation reduces diesel PM emissions from stationary diesel engines through the use of clean fuel, lower emission standards, operational practices.	11/20/03 12/11/03 2/26/2004 9/27/04 EO
Solid waste collection vehicles: The regulation reduces toxic diesel particulate emissions from solid waste collection vehicles by over 80 percent by 2010. This measure is part of ARB's plan to reduce the risk from a wide range of diesel engines throughout California.	9/25/03 5/17/04 EO
Small off-road engines (SORE): The more stringent emission standards for the engines used in lawn and garden and industrial equipment, such as string trimmers, leaf blowers, walk-behind lawn mowers, generators, and lawn tractors.	9/25/03 7/26/04 EO
Off-highway recreational vehicles: Changes to riding season restrictions.	7/24/03
Clean diesel fuel: The regulation reduces sulfur levels and set a minimum lubricity standard in diesel fuel used in vehicles and off-road equipment in California, beginning in 2006.	7/24/03 5/28/04 EO
Ozone Transport Mitigation Amendments: The amendments require upwind districts to (1) have the same no-net-increase permitting thresholds as downwind districts, and (2) Implement "all feasible measures."	5/22/03 10/2/03 NOD
Zero emission vehicles: The Updated California's ZEV requirements support the fuel cell car development and expand sales of advanced technology partial ZEVs (like gasoline-electric hybrids) in the near-term, while retaining a role for battery electric vehicles.	3/27/03 12/19/03 EO
Heavy duty gasoline truck standards: Aligned its existing rules with new, lower federal emission standards for gasoline-powered heavy-duty vehicles starting in 2008.	12/12/02 9/23/03 EO
Low emission vehicles II: Minor administrative changes.	12/12/02 9/24/03 EO
Gasoline vapor recovery systems test procedures: The amendments add advanced vapor recovery technology certification and testing standards.	12/12/02 7/1/03 EO 10/21/03 EO
CaRFG Phase 3 amendments: The amendments allow for small residual levels of MTBE in gasoline while MTBE is being phased out and replaced by ethanol.	12/12/02 3/20/03 EO
School bus Idling: The measure requires school bus drivers to turn off the bus or vehicle engine upon arriving at a school and restart it no more than 30 seconds before departure in order to limit children's exposure to toxic diesel particulate exhaust.	12/12/02 5/15/03 EO
California Interim Certification Procedures for 2004 and Subsequent Model Year Hybrid-Electric Vehicles in the Urban Transit Bus and Heavy-Duty Vehicle Classes Regulation Amendment: The amendments allow diesel-path transit agencies to purchase alternate fuel buses with higher NOx limits, establish certification procedures for hybrid buses, and require lower fleet-average PM emission limits.	10/24/02 9/2/03 EO
CaRFG Phase 3 amendments: The amendments delay removal of MTBE from gasoline by one year to 12/31/03.	7/25/02 11/8/02 EO
Diesel retrofit verification procedures, warranty, and in-use compliance requirements: The regulations specify test procedures, warranty, and in-use compliance of diesel engine PM retrofit control devices.	5/16/02 3/28/03 EO
On-board diagnostics for cars: The changes to the On-Board Diagnostic Systems (OBD II) regulation to improve the effectiveness of OBD II systems in detecting motor vehicle emission-related problems.	4/25/02 3/7/03 EO
Voluntary accelerated light duty vehicle retirement regulations: Establishes standards for a voluntary accelerated retirement program.	2/21/02 11/18/02 EO

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Residential burning: The measure reduces emissions of toxic air contaminants from outdoor residential waste burning by eliminating the use of burn barrels and the outdoor burning of residential waste materials other than natural vegetation.	2/21/02 12/18/02 EO
California motor vehicle service information rule: The regulation requires light- and medium-duty vehicle manufacturers to offer for sale emission-related service information and diagnostic tools to independent service facilities and aftermarket parts manufacturers.	12/13/01 7/31/02 EO
Vapor recovery regulation amendments: The amendments expand the list of specified defects requiring equipment to be removed from service.	11/15/01 9/27/02 EO
Distributed generation guidelines and regulations: The regulations require the permitting by ARB of distributed generation sources that are exempt from air district permitting and approved guidelines for use by air districts in permitting non-exempt units.	11/15/01 7/23/02 EO
Low emission vehicle regulations (LEV II): The amendments apply PM emission limits to all new gasoline vehicles, extend gasoline PZEV emission limits to all fuel types, and streamline the manufacturer certification process.	11/15/01 8/6/02 EO
Gasoline vapor recovery systems test methods and compliance procedures: The amendments add test methods for new technology components, streamline test methods for liquid removal equipment, and***.	10/25/01 7/9/02 EO
Heavy-duty diesel trucks: The amendments to emissions standards harmonize with EPA regulations for 2007 and subsequent model year new heavy-duty diesel engines.	10/25/01
Automotive coatings: The Air Toxic Control Measure which prohibits the sale and use in California of automotive coatings containing hexavalent chromium or cadmium.	9/20/01 9/2/02 EO
Inboard and sterndrive marine engines: The lower emission standards for 2003 and subsequent model year inboard and sterndrive gasoline-powered engines in recreational marine vessels.	7/26/01 6/6/02 EO
Asbestos from construction, grading, quarrying, and surface mining: The Airborne Toxic Control Measure for construction, grading, quarrying, and surface mining operations requiring dust mitigation for construction and grading operations, road construction and maintenance activities, and quarries and surface mines to minimize emissions of asbestos-laden dust.	7/26/01 6/7/02 EO
Zero emission vehicle infrastructure and standardization of electric vehicle charging equipment: The amendments to the ZEV regulation alter the method of quantifying production volumes at joint-owned facilities and to add specifications for standardized charging equipment.	6/28/01 5/10/02 EO
Pollutant transport designation: The amendments add two transport couples to the list of air basins in which upwind areas are required to permit thresholds no less stringent than those in downwind areas.	4/26/01
Zero emission vehicle regulation amendments: The amendments reduce the numbers of ZEVs required in future years, add a PZEV category and grant partial ZEV credit, modify the ZEV range credit, allow hybrid-electric vehicles partial ZEV credit, grant ZEV credit to advanced technology vehicles, and grant partial ZEV credit for several other minor new programs.	1/25/01 12/7/01 EO 4/12/02 EO
Heavy duty diesel engines supplemental test procedures: The amendments extend "Not-To-Exceed" and EURO III supplemental test procedure requirements through 2007 when federal requirements will include these tests.	12/7/00
Light and medium duty low emission vehicle alignment with federal standards: The amendments require light and medium duty vehicles sold in California to meet the more restrictive of state or federal emission standards.	12/7/00 12/27/00 EO
Exhaust emission standards for heavy duty gas engines: The amendments establish 2005 emission limits for heavy duty gas engines that are equivalent to federal limits.	12/7/00 12/27/00 EO
CaRFG Phase 3 amendments: The amendments regulate the replacement of MTBE in gasoline with ethanol.	11/16/00 4/25/01 EO
CaRFG Phase 3 test methods: The amendments to gasoline test procedures quantify the olefin content and gasoline distillation temperatures.	11/16/00 7/11/01 EO 8/28/01 EO
Antiperspirant and deodorant regulations: The amendments relax a 0% VOC limit to 40% VOC limit for aerosol antiperspirants.	10/26/00
Diesel risk reduction plan: The plan to reduce toxic particulate from diesel engines through retrofits on existing engines, tighter standards for new engines, and cleaner diesel fuel.	9/28/00
Conditional rice straw burning regulations: The regulations limit rice straw burning to fields with demonstrated disease rates reducing production by more than 5 percent.	9/28/00
Asbestos from unpaved roads: Tightened an existing Air Toxic Control Measure to prohibit the use of rock containing more than 0.25% asbestos on unsurfaced roads.	7/20/00
Aerosol Coatings: The amendments replace mass-based VOC limits with reactivity-based limits, add a table of Maximum Incremental Reactivity values, add limits for polyolefin adhesion promoters, prohibit use of certain toxic solvents, and make other minor changes.	6/22/00 5/1/01 EO
Consumer products aerosol adhesives: The amendments delete a 25% VOC limit by 2002, add new VOC limits for six categories of adhesives, prohibit the use of toxic solvents, and add new labeling and reporting requirements.	5/25/00 3/14/01 EO

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Automotive care products: The Air Toxic Control Measure eliminate use of perchloroethylene, methylene chloride, and trichloroethylene in automotive products such as brake cleaners and degreasers.	4/27/00 2/28/01 EO
Enhanced vapor recovery emergency regulation: A four-year term for equipment certifications.	5/22/01 EO
Enhanced vapor recovery: The amendments require the addition of components to reduce spills and leakage, adapt to onboard vapor recovery systems, and continuously monitor system operation and report equipment leaks immediately.	3/23/00 7/25/01 EO
Agricultural burning smoke management: The amendments add marginal burn day designations, require day-specific burn authorizations by districts, and smoke management plans for larger prescribed burn projects.	3/23/00 1/22/01 EO
Urban transit buses: The public transit bus fleet rule and emissions standards for new urban buses that mandates a lower fleet-average NOx emission limit, PM retrofits, lower sulfur fuel use, and purchase of specified percentages of zero emission buses in future years.	1/27/00 2/24/00 11/22/00 EO 5/29/01 EO
Small Off-Road (diesel) Equipment (SORE): The amendments conform with new federal requirements for lower and engine power-specific emission limits, and for the averaging, banking, and trading of emissions among SORE manufacturers.	1/28/00
CaRFG Phase 3 MTBE phase out: The regulations enable refiners to produce gasoline without MTBE while preserving the emissions benefits of Phase 2 cleaner burning gasoline.	12/9/99 6/16/00 EO
Consumer products – mid-term measures II: The regulation which adds emission limits for 2 new categories and tightens emission limits for 15 categories of consumer products.	10/28/99
Portable fuel cans: The regulation requiring that new portable fuel containers, used to refuel lawn and garden equipment, motorcycles, and watercraft, be spill-proof beginning in 2001.	9/23/99 7/6/00 EO
Clean fuels at service stations: The amendments rescinding requirements applicable to SCAB in 1994-1995, modifying the formula for triggering requirements, and allowing the Executive Officer to make adjustments to the numbers of service stations required to provide clean fuels.	7/22/99
Gasoline vapor recovery: The amendments certification and test methods.	6/24/99
Reformulated gasoline oxygenate: The amendments rescind the requirement for wintertime oxygenate in gasoline sold in the Lake Tahoe Air Basin and requiring the statewide labeling of pumps dispensing gasoline containing MTBE.	6/24/99
Marine pleasurecraft: The regulation controls emissions from spark-ignition marine engines, specifically, outboard marine engines and personal watercraft.	12/11/98 2/17/00 EO 6/14/00 EO
Voluntary accelerated light duty vehicle retirement: The regulation sets standards for voluntary accelerated retirement program.	12/10/98 10/22/99 EO
Off-highway recreational vehicles and engines: The amendments allow non-complying vehicles to operate in certain seasons and in certain ORV-designated areas.	12/10/98 10/22/99 EO
On-road motorcycles: Amended on-road motorcycle regulations, to lower the tailpipe emission standards for ROG and NOx.	12/10/98
Portable equipment registration program (PERP): The amendments exclude non-dredging equipment operating in OCS areas and equipment emitting hazardous pollutants, include NSPS Part 000 rock crushers, require SCR emission limits and onshore emission offsets from dredging equipment operating in OCS areas, set catalyst emission limits for gasoline engines, and relieve certain retrofitted engines from periodic source testing.	12/10/98
Liquid petroleum gas motor fuel specifications: The amendment rescinds 5% propene limit and extending 10% limit indefinitely.	12/11/98
Reformulated gasoline: The amendments rescind the RVP exemption for fuel with 10% ethanol and allow for oxygen contents up to 3.7% if the Predictive Model weighted emissions to not exceed original standards.	12/11/98
Consumer products: The amendments add new VOC test methods, to modify Method 310 to quantify low vapor pressure VOC (LVP-VOC) constituents, and to exempt LVP-VOC from VOC content limits	11/19/98
Consumer products: The amendments extend the 1999 VOC compliance deadline for several aerosol coatings, antiperspirants and deodorants, and other consumer products categories to 2002, to exempt methyl acetate from the VOC definition, and make other minor changes.	11/19/98
Low-emission vehicle program (LEV II): The regulations add exhaust emission standards for most sport utility vehicles, pick-up trucks and mini-vans, lowering tailpipe standards for cars, further reducing evaporative emission standards, and providing additional means for generating zero-emission vehicle credits.	11/5/98 9/17/99 EO
Off-road engine aftermarket parts: The implementation of a new program to test and certify aftermarket parts in gasoline and diesel, light-duty through heavy duty, engines used in off-road vehicles and equipment.	11/19/98 10/1/99 EO 7/18/00 EO
Off-road spark ignition engines: The new emission standards for small and large spark ignition engines for off-road equipment, a new engine certification program, an in-use compliance testing program, and a three-year phase-in for large LSI.	10/22/98

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Gasoline deposit control additives: The amendments decertify pre-RFG additives, tighten the inlet valve deposit limits, add a combustion chamber deposit limit, and modify the test procedures to align with the characteristics of reformulated gasoline formulations.	9/24/98 4/5/99 EO
Stationary source test methods: The amendments to stationary source test methods align better with federal methods.	8/27/98 7/2/99 EO
Locomotive MOA for South Coast: The Memorandum of agreement (MOA) signed by ARB, U.S. EPA and major railroads to concentrate cleaner locomotives in the South Coast by 2010 and fulfill 1994 ozone SIP commitment.	7/2/98
Gasoline vapor recovery: The amendments to certification and test methods add methods for onboard refueling vapor recovery, airport refuelers, and underground tank interconnections, and make minor changes to existing methods.	5/21/98 8/27/98
Reformulated gasoline: The amendments rescind the wintertime oxygenate requirement, allow for sulfur content averaging, and make other minor technical amendments.	8/27/98
Ethylene oxide sterilizers: The amendments to the ATCM streamline source testing requirements, add EtO limits in water effluent from control devices, and make other minor changes.	5/21/98
Chrome platers: The amendments to ATCM harmonize with requirements of federal NESHAP standards for chrome plating and chromic acid anodizing facilities.	5/21/98
On-road heavy-duty vehicles: The amendments align on-road heavy duty vehicle engine emission standards with EPA's 2004 standards and align certification, testing, maintenance, and durability requirements with those of U.S. EPA.	4/23/98 2/26/99 EO
Small off-road engines (SORE): The amendments grant a one-year delay in implementation, relaxation of emissions standards for non-handheld engines, emissions durability requirements, averaging/banking/trading, harmonization with the federal diesel engine regulation, and modifications to the production line testing requirements.	3/26/98
Heavy duty vehicle smoke inspection program: The amendments require annual smoke testing, set opacity limits, and exempt new vehicles from testing for the first four years.	12/11/97 3/2/98 EO
Consumer products (hairspray credit program): The standards for the granting of tradable emission reduction credits achieved by sales of hairspray products having VOC contents less than required limits.	11/13/97
Light-duty vehicle off-cycle emissions: The standards to control excess emissions from aggressive driving and air conditioner use in light duty vehicles and added two light duty vehicle test methods for certification of new vehicles under these standards.	7/24/97 3/19/98 EO
Consumer products: The amendments add VOC limits to 18 categories of consumer products used in residential and industrial cleaning, automobile maintenance, and commercial poisons.	7/24/97
Enhanced evaporative emissions standards: The amendments extend the compliance date for ultra-small volume vehicle manufacturers by one year.	5/22/97
Emission reduction credit program: The standards for District establishment of ERC programs including certification, banking, use limitation, and reporting requirements.	5/22/97
Lead as a toxic air contaminant: The amendment designates inorganic lead as a toxic air contaminant.	4/24/97
Consumer products (hair spray): The amendments (1) delay a January 1, 1998, compliance deadline to June 1, 1999, (2) require progress plans from manufacturers, and (3) authorize the Executive Officer to require VOC mitigation when granting variances from the June 1, 1999 deadline.	3/27/97
Portable engine registration program (PERP): The standards for (1) the permitting of portable engines by ARB and (2) District recognition and enforcement of permits.	3/27/97
Liquefied petroleum gas: The amendments extend the compliance deadline from January 1, 1997, to January 1, 1999, for the 5% propene limit in liquefied petroleum gas used in motor vehicles.	3/27/97
Onboard diagnostics, phase II: The amendments extend the phase-in of enhanced catalyst monitoring, modify misfire detection requirements, add PVC system and thermostat monitoring requirements, and require manufacturers to sell diagnostic tools and service information to repair shops.	12/12/96
Consumer products: The amendments delay 25% VOC compliance date for aerosol adhesives, clarify portions of the regulation, exempt perchloroethylene from VOC definition, extend the sell-through time to three years, and add perchloroethylene reporting requirements.	11/21/96
Consumer products (test method): The amendment adds Method 310 for the testing of VOC content in consumer products.	11/21/96
Pollutant transport designation: The amendments modify transport couples from the Broader Sacramento area and add couples to the newly formed Mojave Desert and Salton Sea Air Basins.	11/21/96
Diesel fuel certification test methods: The amendments specify the test methods used for quantifying the constituents of diesel fuel.	10/24/96 6/4/97 EO
Wintertime requirements for utility engines & off-highway vehicles : The Optional hydrocarbon and NOx standards for snow throwers and ice augers, raising CO standard for specialty vehicles under 25hp.	9/26/96
Large off-road diesel Statement of Principles: National agreement between ARB, U.S. EPA, and engine manufacturers to reduce emissions from heavy-duty off-road diesel equipment four years earlier than expected in the 1994 SIP for ozone.	9/13/96

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Regulatory improvement initiative: Rescinded two regulations relating to fuel testing in response to Executive Order W-127-95.	5/30/96
Zero emission vehicles: The amendments eliminate zero emission vehicle quotas between 1998 and 2002, and approved MOUs with seven automobile manufacturers to accelerate release of lower emission "49 state" vehicles.	3/28/96 7/24/96 EO
CaRFG variance requirements: The amendments add a per gallon fee on non-compliant gasoline covered by a variance and to made administrative changes in variance processing and extension.	1/25/96 2/5/96 EO 4/2/96 EO
Utility and lawn and garden equipment engines: The amendment relaxes the CO standard from 300 to 350 ppm for Class I and II utility engines.	1/25/96
National security exemption of military tactical vehicles: Such vehicles would not be required to adhere to exhaust emission standards.	12/14/95
CaRFG regulation amendments: The amendments allow for downstream addition of oxygenates and expansion of compliance options for gasoline formulation.	12/14/95
Required additives in gasoline (deposit control additives): Terms, definitions, reporting requirements, and test procedures for compliance are to be clarified.	11/16/95
CaRFG test method amendments: The amendments designate new test methods for benzene, aromatic hydrocarbon, olefin, and sulfur content of gasoline.	10/26/95
Motor vehicle inspection and maintenance program: Handled by BAR.	10/19/95 by BAR
Antiperspirants and deodorants, consumer products, and aerosol coating products: Ethanol exemption for all products, modifications to aerosol special requirements, modifications for regulatory language consistency, modifications to VOC definition.	9/28/95
Low emission vehicle (LEV III) standards: Reactivity adjustment factors, introduction of medium-duty ULEVs, window labels, and certification requirements and test procedures for LEVs.	9/28/95
Medium- and heavy-duty gasoline trucks: Expedited introduction of ultra-low emission medium-duty vehicles and lower NOx emission standards for heavy-duty gasoline trucks to fulfill a 1994 ozone SIP commitment.	9/1/95
Retrofit emission standards: all vehicle classes to be included in the alternate durability test plan, kit manufacturers to be allowed two years to validate deterioration factors under the test plan, update retrofit procedures allowing manufacturers to disable specific OBDs if justified by law.	7/27/95
Gasoline vapor recovery systems: Revised certification and test procedures.	6/29/95
Onboard refueling vapor recovery standards: 1998 and subsequent MY engine cars, LD trucks, and MD trucks less than 8500 GVWR.	6/29/1995 4/24/96 EO
Heavy duty vehicle exhaust emission standards for NOx: Amendments to standards and test procedures for 1985 and subsequent MY HD engines, amendments to emission control labels, amendments to Useful Life definition and HD engines and in-use vehicle recalls.	6/29/95
Aerosol coatings regulation: The regulation meets California Clean Air Act requirements and a 1994 ozone SIP commitment.	3/23/95
Periodic smoke inspection program: Delays start of PSIP from 1995 to 1996.	12/8/94
Onboard diagnostics phase II: The Amendments clarify regulation language, ensure maximum effectiveness, and address manufacturer concerns regarding implementation.	12/8/94
Alternative control plan (ACP) for consumer products: A voluntary, market-based VOC emissions cap upon a grouping of consumer products, flexible by manufacturer that will minimize overall costs of emission reduction methods and programs.	9/22/94
Diesel fuel certification: new specifications for diesel engine certification fuel, amended oxygen specification for CNG certification fuel, and amended commercial motor vehicle liquefied petroleum gas regulations.	9/22/94
Utility and lawn and garden equipment (UGLE) engines: Modification to emission test procedures, ECLs, defects warranty, quality-audit testing, and new engine compliance testing.	7/28/94
Evaporative emissions standards and test procedures: The evaporative emissions standards for medium-duty vehicles.	2/10/94
Off-road recreational vehicles: The emission control regulations for off-road motorcycles, all-terrain vehicles, go-karts, golf carts, and specialty vehicles.	1/1/94
Perchloroethylene from dry cleaners: The measure to control perchloroethylene emissions from dry cleaning operations.	10/1/93
Wintertime oxygenate program: The Amendments to the control time period for San Luis Obispo County, exemption for small retailers bordering Nevada, flexibility in gasoline delivery time, calibration of ethanol blending equipment, gasoline oxygen content test method.	9/9/93
Onboard diagnostic phase II	7/9/93
Urban transit buses: The amended regulation to tighten state NOx and particulate matter (PM) standards for urban transit buses beyond federal standards beginning in 1996.	6/10/93

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1-year implementation delay in emission standards for utility engines	4/8/93
Non-ferrous metal melting: The Air Toxic Control Measure for emissions of cadmium, arsenic, and nickel from non-ferrous metal melting operations.	1/1/93
Certifications requirements for low emission passenger cars, light-duty trucks & medium duty vehicles	1/14/93
Airborne toxic control measure for emissions of toxic metals from non-ferrous metal melting	12/10/92
Periodic self-inspection program: Implemented state law establishing a periodic smoke self-inspection program for fleets operating heavy-duty diesel-powered vehicles.	12/10/92
Notice of general public interest for consumer products	11/30/92
Substitute fuel or clean fuel incorporated test procedures	11/12/92
New vehicle testing using CaRFG Phase 2 gasoline: The amendments require the use of CaRFG Phase 2 gasoline in the certification of exhaust emissions in new vehicle testing.	8/13/92
Standards and test procedures for alternative fuel retrofit systems	5/14/92
Alternative motor vehicle fuel certification fuel specification	3/12/92
Heavy-duty off-road diesel engines: The first exhaust emission standards and test procedures for heavy-duty off-road diesel engines beginning in 1996.	1/9/92
Consumer Products - Tier II: Tier II of regulations to reduce emissions from consumer products.	1/9/92
Wintertime oxygen content of gasoline: The regulation requiring the addition of oxygenates to gasoline during winter to satisfy federal Clean Air Act mandates for CO nonattainment areas.	12/1/91
CaRFG Phase 2: The CaRFG phase 2 specifications including lowering vapor pressure, reducing the sulfur, olefin, aromatic, and benzene content, and requiring the year-round addition of oxygenates to achieve reductions in ROG, NO _x , CO, oxides of sulfur (SO _x) and toxics.	11/1/91
Low emissions vehicles amendments revising reactivity adjust factor (RAF) provisions and a RAF for M85 transitional low emission vehicles	11/14/91
Onboard diagnostic, phase II	11/12/91
Onboard diagnostics for light-duty trucks and light & medium-duty motor vehicles	9/12/91
Utility and lawn & garden equipment: The first off-road mobile source controls under the California Clean Air Act regulating utility, lawn and garden equipment.	12/1/90
Control for abrasive blasting	11/8/90
Roadside smoke inspections of heavy-duty vehicles: The regulations implementing state law requiring a roadside smoke inspection program for heavy-duty vehicles.	11/8/90
Consumer Products Tier I: Tier I of standards to reduce emissions from consumer products.	10/11/90
CaRFG Phase I: CaRFG Phase I reformulated gasoline regulations to phase-out leaded gasoline, reduce vapor pressure, and require deposit control additives.	9/1/90
Low-emission vehicle (LEV) and clean fuels: The landmark LEV/clean fuel regulations which called for the gradual introduction of cleaner cars in California. The regulations also provided a mechanism to ensure the availability of alternative fuels when a certain number of alternative fuel vehicles are sold.	9/1/90
Evaporative emissions from vehicles: Modified test procedure to include high temperatures (up to 105 F) and ensure that evaporative emission control systems function properly on hot days.	8/9/90
Dioxins from medical waste incinerators: The Airborne Toxic Control Measure to reduce dioxin emissions from medical waste incinerators.	7/1/90
CA Clean Air Act guidance for permitting: Approved California Clean Air Act permitting program guidance for new and modified stationary sources in nonattainment areas.	7/1/90
Consumer products BAAQMD	6/14/90
Medium duty vehicle emission standards: The three new categories of low emission MDVs, required minimum percentages of production, and established production credit and trading.	6/14/90
Medium-duty vehicles: The test procedures for medium-duty vehicles to require whole-vehicle testing instead of engine testing. This modification allowed enforcement of medium-duty vehicle standards through testing and recall.	6/14/90
Ethylene oxide sterilizers: Airborne Toxic Control Measure to reduce ethylene oxide emissions from sterilizers and aerators.	5/10/90
Asbestos in serpentine rock: Airborne Toxic Control Measure for asbestos-containing serpentine rock in surfacing applications.	4/1/90
Certification procedure for aftermarket parts	2/8/90
Antiperspirants and deodorants: First consumer products regulation, setting standards for antiperspirants and deodorants.	11/1/89
Residential woodstoves: Suggested control measure for the control of emissions from residential wood combustion.	11/1/89
On-Board Diagnostic Systems II: The regulations implement the second phase of on-board diagnostic requirements which alert drivers of cars, light-trucks and medium-duty vehicles when the emission control system is not functioning properly.	9/1/89

Board Action	Hearing Date
Cars and light-duty trucks: The regulations reduce ROG and CO emissions from cars and light trucks by 35 percent.	6/1/89
Architectural coatings: Suggested control measure to reduce ROG emissions from architectural coatings.	5/1/89
Chrome from cooling towers: Airborne Toxic Control Measure to reduce hexavalent chromium emissions from cooling towers.	3/1/89
Reformulated Diesel Fuel: Regulations requiring the use of clean diesel fuel with lower sulfur and aromatic hydrocarbons beginning in 1993.	11/1/88
Vehicle Recall: The regulations implement a recall program which requires auto manufacturers to recall and fix vehicles with inadequate emission control systems (Vehicles are identified through in-use testing conducted by the ARB).	9/1/88
Suggested control measure for oil sumps: Suggested control measure to reduce emissions from sumps used in oil production operations.	8/1/88
Chrome platers: Airborne Toxic Control Measure to reduce emissions of hexavalent chromium emissions from chrome plating and chromic acid anodizing facilities.	2/1/88
Suggested control measure for boilers: Suggested control measure to reduce NOx emissions from industrial, institutional, and commercial boilers, steam generators and process heaters.	9/1/87
Benzene from service stations: The Airborne Toxic Control Measure to reduce benzene emissions from retail gasoline service stations (Also known as Phase II vapor recovery).	7/1/87
Agricultural burning guidelines: Amended existing guidelines to add provisions addressing wildland vegetation management.	11/1/86
Heavy-duty vehicle certification: Amended certification of heavy-duty diesel and gasoline-powered engines and vehicles to align with federal standards.	4/1/86
Cars and light-duty trucks: The regulations reduce NOx emissions from passenger cars and light-duty trucks by 40 percent.	4/1/86
Sulfur in diesel fuel: Removed exemption for small volume diesel fuel refiners.	6/1/85
On-Board Diagnostics I: The regulations require the use of on-board diagnostic systems on gasoline-powered vehicles to alert the driver when the emission control system is not functioning properly.	4/1/85
Suggested control measure for wood coatings: Suggested control measure to reduce emissions from wood furniture and cabinet coating operations.	3/1/85
Suggested control measure for resin manufacturing: Suggested control measure to reduce ROG emissions from resin manufacturing.	1/1/85

Appendix IV

Future Air Quality: PM_{2.5} Composition and Unmonitored Area Analysis

Introduction

This appendix contains supporting information for Chapter 5, including: 1) details on the method used to determine PM_{2.5} composition, and 2) the unmonitored area analysis. PM_{2.5} chemical speciation measurements were adjusted based on the U.S. EPA's recommended method, Sulfate, Adjusted Nitrate, Derived Water, Inferred Carbon Hybrid (SANDWICH). The details of this and the resulting speciation profiles for Chemical Speciation Network (CSN) sites are presented below. Also presented is a thorough analysis of the future air quality at all locations in the Basin. This unmonitored area analysis is needed due to the relatively sparse PM_{2.5} measurement network and the U.S. EPA's requirement that attainment must be demonstrated across the entire Basin.

PM_{2.5} Composition

When determining PM_{2.5} composition, a significant source of uncertainty lies in the measurement of Organic Carbon (OC). OC as measured by a Speciation Air Sampling System (SASS) is believed to be highly uncertain with a mostly positive sampling artifact. The 6.7 Liter Per Minute (LPM) flow rate of the SASS used to collect OC is approximately 2.5 times lower than that of the FRM sampling system (16.7 LPM), which provides the official PM_{2.5} mass measurement. The slower flow rate in the SASS reduces the pressure drop across the filter and increases the adsorption of organic vapor on the quartz filter. The FRM sampler uses a Teflon filter for mass measurements which is much less subject to organic vapor adsorption. Therefore, for the same air mass, more OC can be collected by the SASS than the FRM sampler, often leading to an overbalance in the sum of the PM_{2.5} species relative to FRM mass. There are uncertainties in the measurements and the speciation analyses for all species; however, the greatest uncertainty in species concentration is generally associated with the measurement and analysis of OC.

The U.S. EPA recommends estimating uncertain OC concentrations through the SANDWICH material balance method (Frank, 2006).⁶⁵ According to the SANDWICH method, OC is estimated by mass balance, defined as the difference between the measured mass and the sum of all inorganic species, water and a filter blank of 0.2 µg/m³. The OC derived by mass balance is further constrained by a floor and a ceiling. The floor value is equal to the measured OC mass, except when the speciation mass exceeds FRM mass. In this case, the measured OC is scaled by the ratio of the FRM to speciation mass; this value then defines the OC floor. While the U.S. EPA's guidance recommends setting the ceiling to 0.8 times the FRM mass, this resulted in large OC

⁶⁵ Frank, N.H., 2006. Retained Nitrate, Hydrated Sulfates, and Carbonaceous Mass in Federal Reference Method Fine Particulate Matter for Six Eastern U.S. Cities. *Journal of Air & Waste Management Association*, 56:4, 500-511.

fractions that were not supported by the literature (Hayes et al., 2013).⁶⁶ Thus, the OC ceiling was lowered to 0.5 times the FRM mass, which is consistent with a previous study (Hayes et al., 2013). Figures IV-1 through IV-6 depict the species fractional splits for the 6 primary components and water vapor for the CSN sites, except Rubidoux, in 2018 after SANDWICH was applied. The corresponding figures for Rubidoux are presented in Chapter 5.

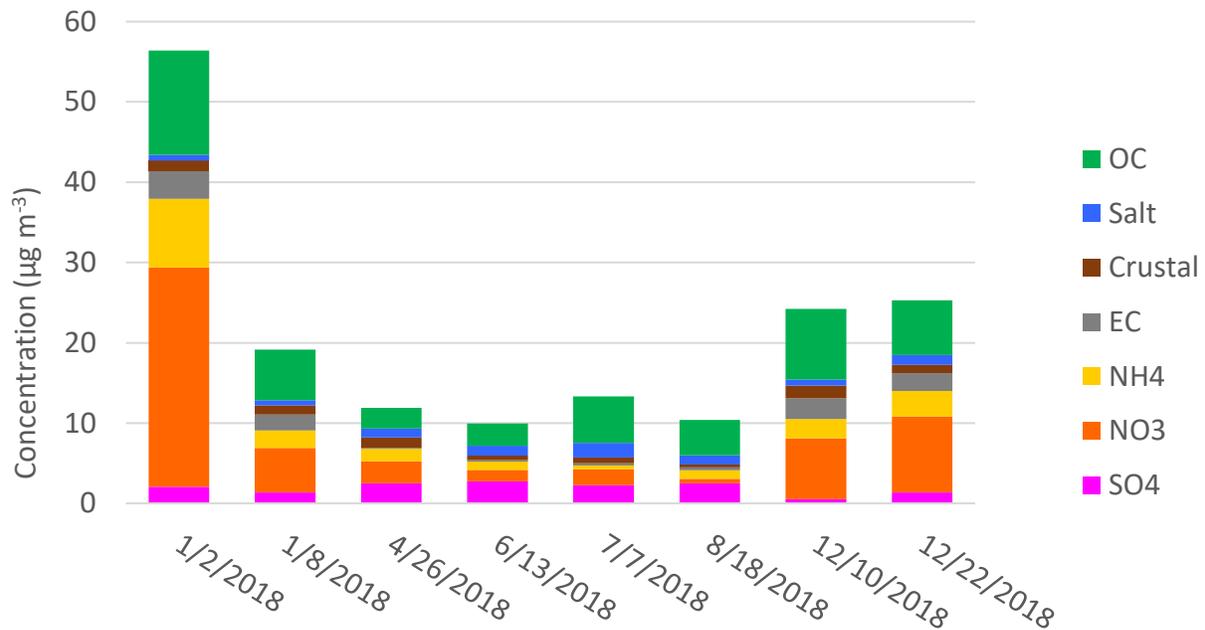


FIGURE IV-1

Anaheim Quarterly Top Two-Day 24-hour PM_{2.5} Mass and Chemical Components Concentrations in 2018

⁶⁶ Hayes, P.L., et al., (2013). Organic aerosol composition and sources in Pasadena, California, during the 2010 CalNex campaign. *Journal of Geophysical Research: Atmospheres*, 118:16, 9233-9257.

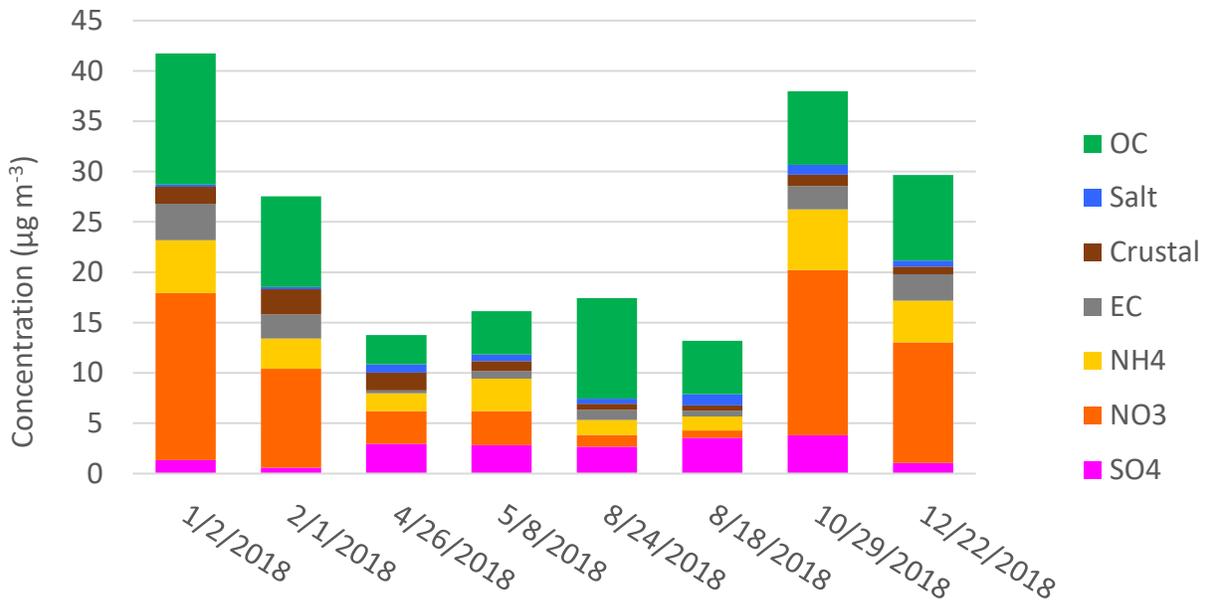


FIGURE IV-2
 Los Angeles Quarterly Top Two-Day 24-Hour PM2.5 Mass and Chemical Components Concentrations in 2018

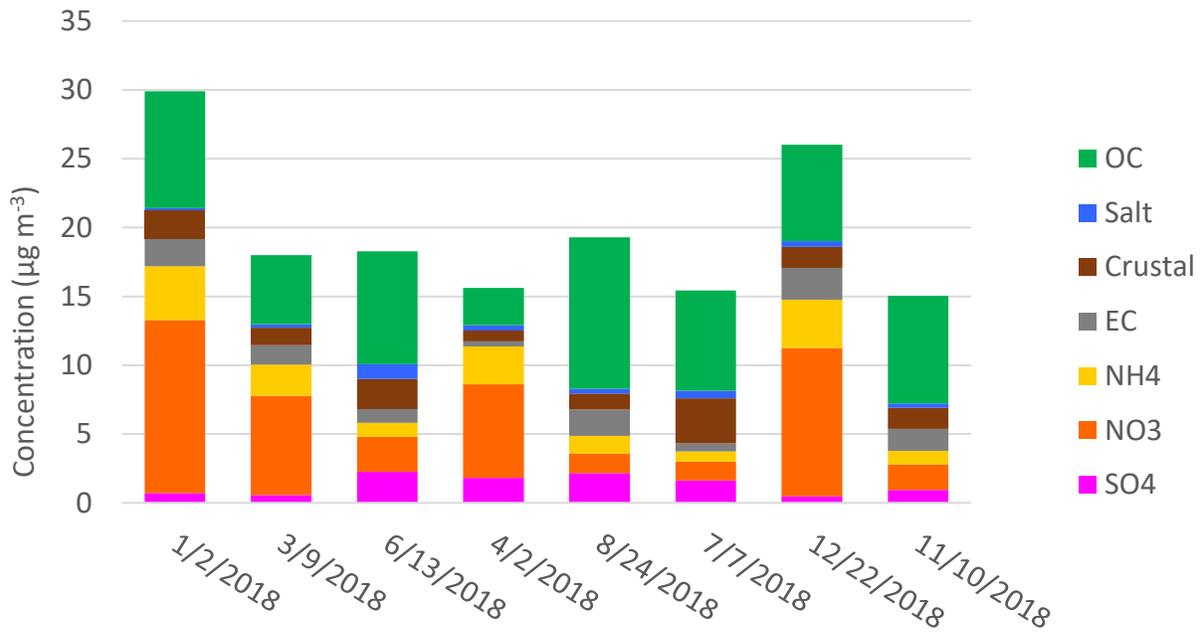


FIGURE IV-3
 Fontana Quarterly Top Two-Day 24-Hour PM2.5 Mass and Chemical Components Concentrations in 2018

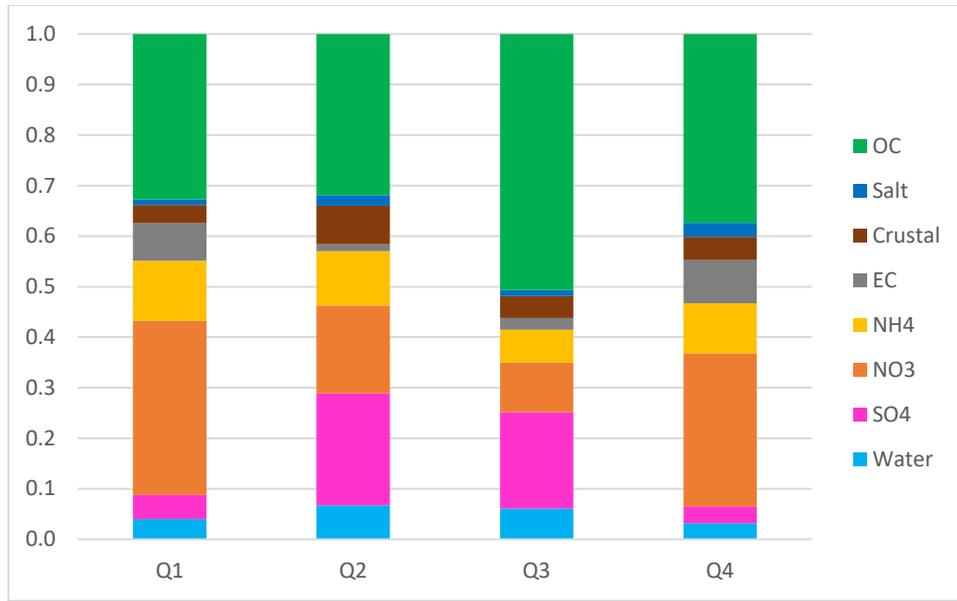


FIGURE IV-4

2018 Anaheim Top Two-Day Averaged PM2.5 Fraction After SANDWICH

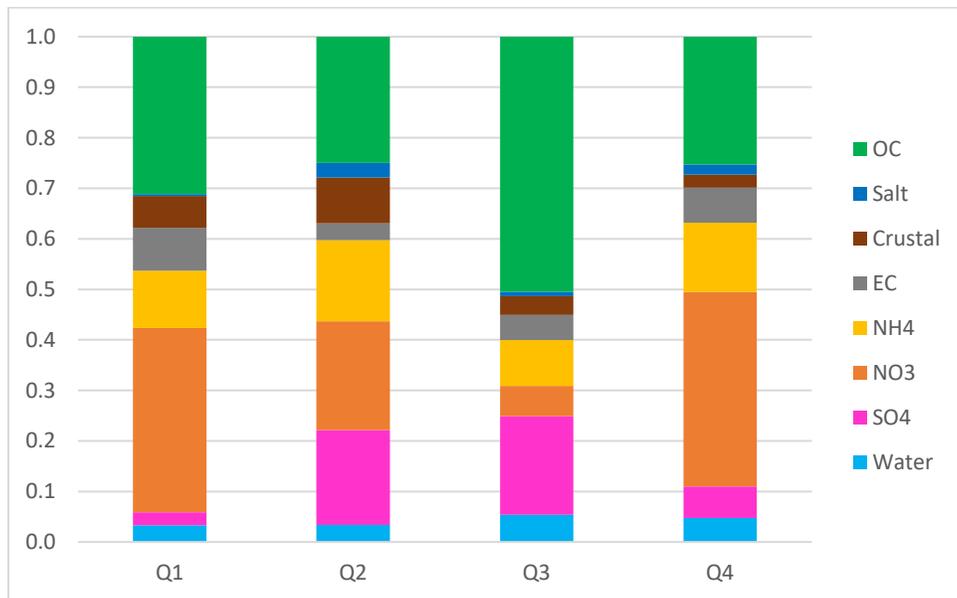


FIGURE IV-5

2018 Los Angeles Top Two-Day Averaged PM2.5 Fraction After SANDWICH

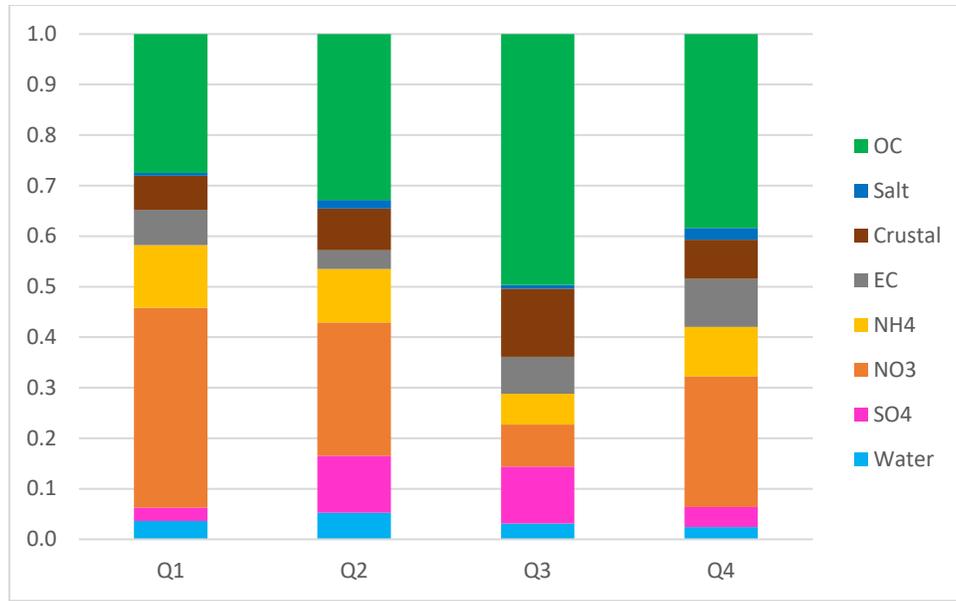


FIGURE IV-6

2018 Fontana Top Two-Day Averaged PM_{2.5} Fraction After SANDWICH

Unmonitored Area Analysis

The U.S. EPA modeling guidance recommends that the attainment demonstration include a formal analysis to confirm that all grid cells in the modeling domain meet the federal standard. Figure IV-7 presents the 24-hour PM_{2.5} base year design values interpolated to the spatial extent of the Basin. Monitoring sites are denoted by black dots. Several areas around Compton, the northwestern portion of Riverside County, and the southwestern portion of San Bernardino County depict grid cells exceeding 35 $\mu\text{g}/\text{m}^3$. Figure IV-8 shows an interpolated spatial representation of future model-predicted 24-hour design values in 2023. By 2023, Mira Loma, the PM_{2.5} 24-hour design station, will attain the federal standard. Attainment of the standard in other areas, however, cannot be ascertained simply by examining these interpolated fields.

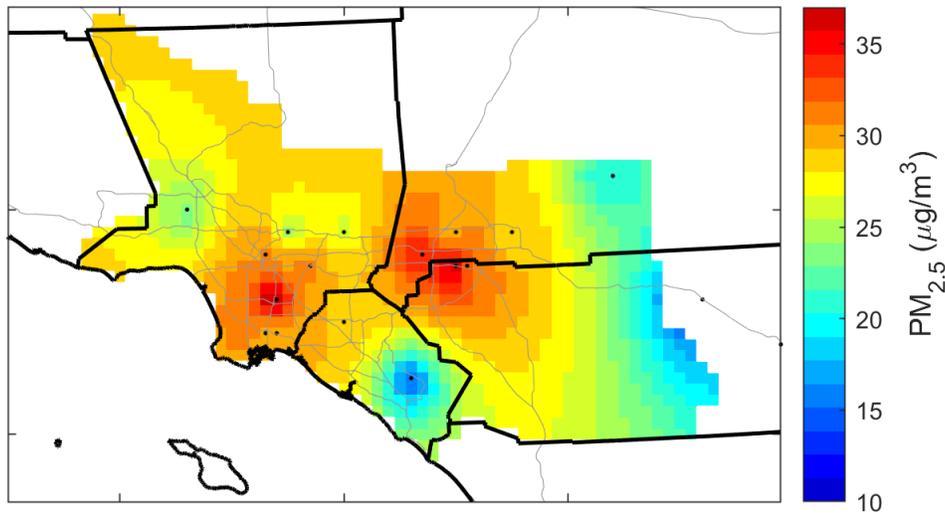


FIGURE IV-7
2018 Baseline 24-Hour PM_{2.5} Design Concentrations (µg/m³)

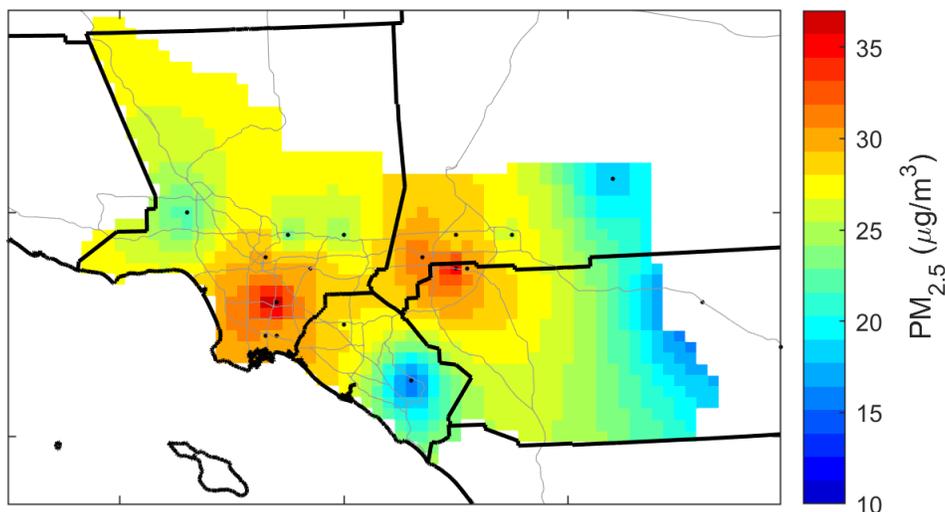


FIGURE IV-8
2023 Baseline 24-Hour PM_{2.5} Design Concentrations (µg/m³)

The unmonitored area attainment test requires assessing the impacts for 32 days per year, for five years, at each unmonitored grid cell, following the RRF method described in the U.S. EPA guidance (U.S. EPA, 2018).⁶⁷ The methodology used to assess the unmonitored grid cell impact is as follows. The speciation fractions throughout the Basin for each relevant species, except particle bound water, were estimated with a natural neighbor interpolation for each quarter based on the

⁶⁷ U.S. EPA, (2018). Modeling Guidance for Demonstrating Air Quality Goals for Ozone, PM_{2.5}, and Regional Haze. https://www3.epa.gov/ttn/scram/guidance/guide/O3-PM-RH-Modeling_Guidance-2018.pdf.

2016-2018 speciation period. Natural neighbor is an interpolation method based on Voronoi tessellation.⁶⁸ While the four CSN sites encompass all areas of high PM concentrations in the Basin, it was necessary to create “pseudo stations” at the corners of the modelling domain to aid in extrapolation. Pseudo stations are fake monitoring stations placed outside the analysis boundary to reduce extrapolation uncertainties in the areas without monitoring stations. The species fractions at these pseudo stations were equivalent to the average fraction for each species. Speciation within the Basin was not appreciably affected by the pseudo stations, due to the CSN sites carrying greater weight in the natural neighbor interpolation. This interpolation method was selected as it has been shown to reproduce ozone concentrations in the Basin more accurately than an inverse distance weighted, inverse distance weight squared, nearest neighbor, or linear interpolation scheme (see Appendix 5, Chapter 5 of the 2016 AQMP, South Coast AQMD, 2017).⁶⁹ Figure IV-9 depicts the interpolated nitrate species fractions in quarters 1-4. The same interpolation method was applied to other PM components as well (not shown).

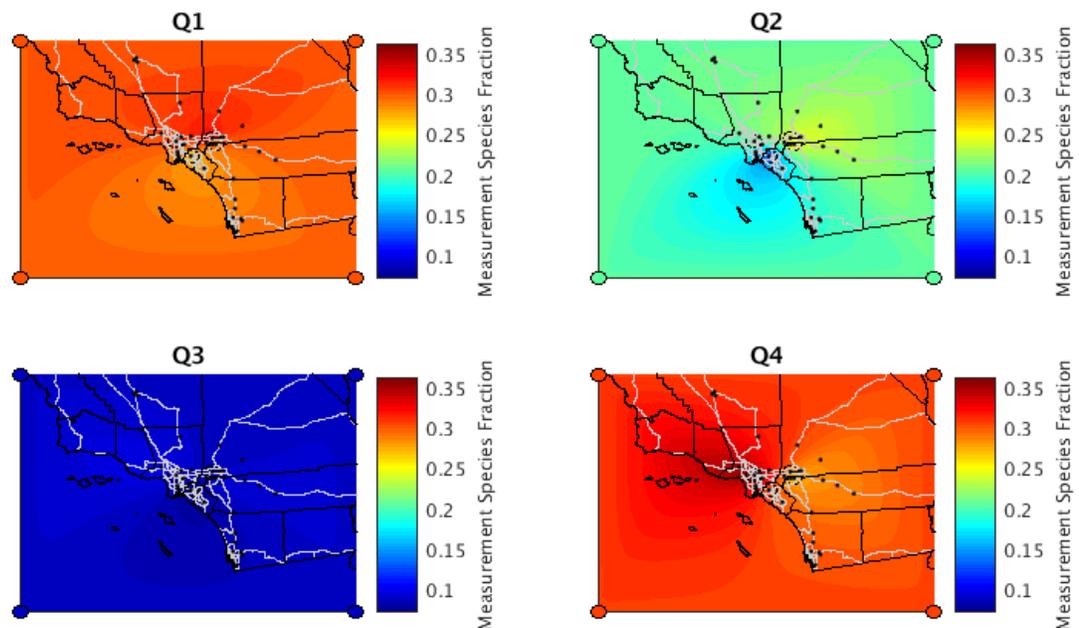


FIGURE IV-9

Interpolated Measurement Species Fractions for Nitrate (FRM Locations are Illustrated with Black Dots. CSN and Pseudo Stations are Illustrated with Circles)

⁶⁸ Sibson, R. (1981). "A brief description of natural neighbor interpolation (Chapter 2)". In V. Barnett (ed.). *Interpreting Multivariate Data*. Chichester: John Wiley. pp. 21–36.

⁶⁹ South Coast AQMD (2017), 2016 Air Quality Management Plan, Appendix V, Modeling and Attainment Demonstration. Available at: <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/appendix-v.pdf?sfvrsn=10>.

FRM data from 33 monitoring sites within the modeling domain were extracted from the U.S. EPA's AQS database for each year of the 5-year period. Data from stations without daily sampling were adjusted to simulate a daily sampling rate by filling in missing days with the nearest measured value. Therefore, the 8th highest value in each year represented the 98th percentile measurement for each station, regardless of the sampling frequency. The highest eight concentrations sampled in each quarter in each of the five years were selected to generate the data set. This resulted in $8 \times 4 \times 5 = 160$ days of data for each of the 33 FRM stations. The quarterly interpolated species fractions were then applied to these days.

RRFs were calculated from the model output at each cell in the Basin using the same strategy employed for the station-specific analysis. However, the absence of measurement data between the stations did not allow for the use of selection criteria to filter out days where model performance was inadequate. Quarterly RRFs for nitrate are presented in Figure IV-10. RRFs for all other species are presented in Attachment 1. Future 24-hr PM_{2.5} species concentrations for each of the five years were derived by multiplying the interpolated species concentrations by the quarterly RRFs.

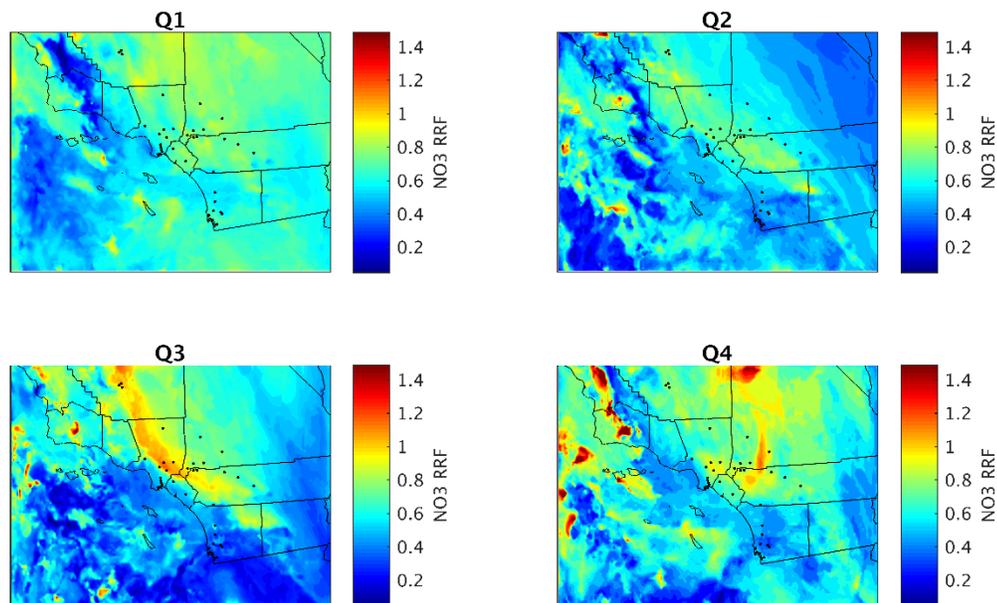


FIGURE IV-10
2023 RRFs for Nitrate

Particle-bound water was calculated and then summed along with all species concentrations and a filter blank to generate total PM_{2.5} mass for each of the 160 days. The eighth-highest value at each

grid cell was then selected for each year and a 5-year weighted-average was applied to generate a projected 24-hour design value at each grid-cell within the Basin. The projected 24-hour design values for 2023 are presented in Figure IV-11. Figure IV-12 presents the 2018 base-year design values for comparison. As expected, the design concentrations in 2023 are much lower across the Basin. Excluding the area surrounding Compton, the highest 24-hour PM_{2.5} design concentration is predicted in the grid cell immediately north of the Mira Loma monitoring station. Thus, the entire Basin is anticipated to achieve attainment in 2023 except for Compton using a regional photochemical modeling and unmonitored area analysis. The attainment of Compton is addressed in Chapter 5 and Appendix V using the supplemental weight of evidence approach. Therefore, the entire Basin including Compton is expected to attain the 2006 24-hour PM_{2.5} standard in 2023.

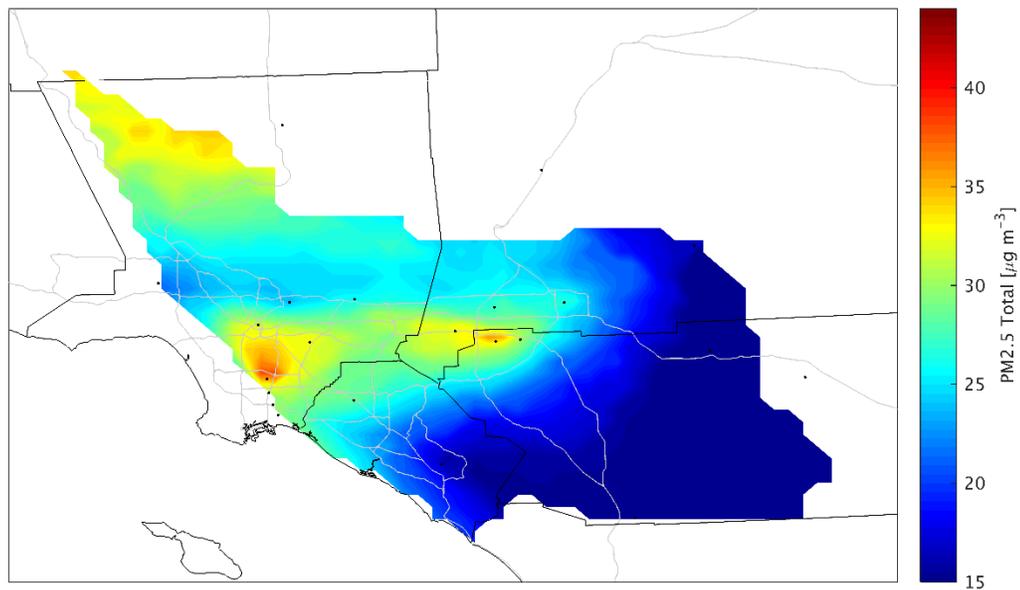


FIGURE IV-11
2023 Projected 24-Hour Design Values

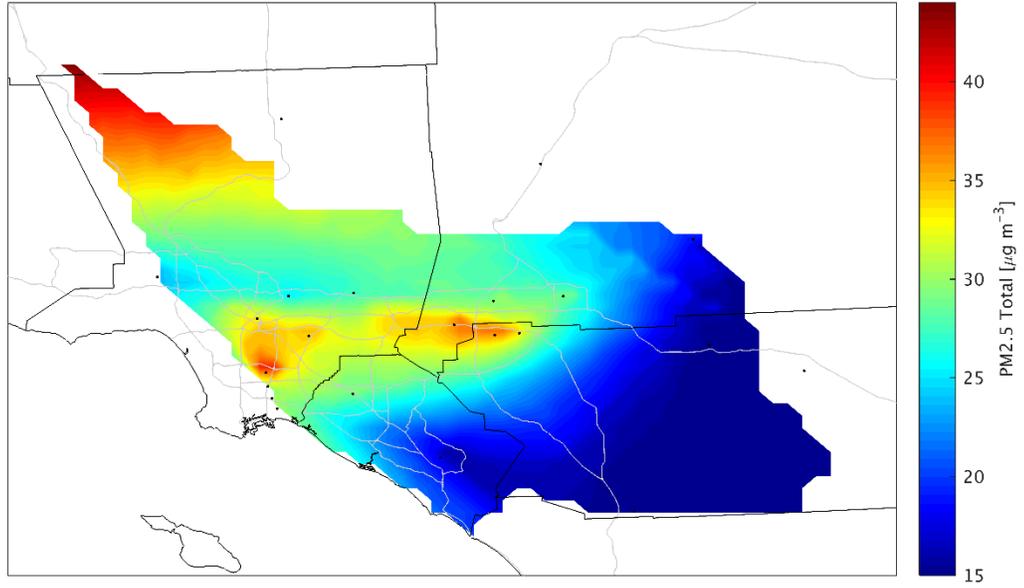


FIGURE IV-12
2018 Baseline 24-Hour Design Values

Appendix V
Compton PM2.5 Attainment Demonstration

Introduction

As detailed in Chapter 5, Compton does not show attainment in 2023 with the chemical transport modeling-based attainment demonstration. However, a suite of technical analyses using ambient measurements strongly suggests that Compton will attain in 2023, if not earlier. In such instances, where the model and prevailing evidence do not align, U.S. EPA guidance allows for a “weight of evidence” assessment in order to project attainment (U.S. EPA, 2018).^[70] Several analyses are presented herein which demonstrate that Compton’s base year design value was anomalous and that attainment by 2023 is highly probable. Consistent with U.S. EPA guidance for attainment dates in the near future, ambient data and emissions trends carry the most weight in the analysis. Additional analyses, focusing on meteorological factors and localized emission sources, are presented. Chapter V provides a high-level summary of the results of these analyses whereas Appendix V provides a more comprehensive description of the established methodologies, results, and supplementary details.

PM2.5 trends measured at Compton

The FRM PM2.5 measurements at Compton began on Dec. 23, 2008. All PM2.5 three-year design values recorded at Compton are shown in Figure V-1. All design values recorded before 2017 were below the PM2.5 24-hour federal standard, while PM2.5 design values in 2017, 2018, and 2019 exceed the PM2.5 24-hour federal standard.

The PM2.5 exceedances during 2017-2019 were caused by the remarkably high annual 98th percentile daily FRM PM2.5 measured in 2017. The annual 98th percentile daily FRM PM2.5 data during 2009-2019 are presented in Figure V-2. For all years except 2017, the value ranges from between 24.0 to 37.7 $\mu\text{g}/\text{m}^3$, either below or very close to the 24-hour federal standard. The annual 98th percentile daily FRM PM2.5 in 2017 was 53.4 $\mu\text{g}/\text{m}^3$, which is 69% higher than the average of the 98th percentile values in all other years.

The high value for the annual 98th percentile daily FRM PM2.5 in 2017 was driven by three unusually high daily FRM PM2.5 concentrations. All daily FRM PM2.5 concentrations measured in Dec. 2008-Jun. 2020 are shown in Figure V-3. The overall 98th percentile of these data is 32.7 $\mu\text{g}/\text{m}^3$, which is below the 24-hour federal PM2.5 standard. In April 2019, the FRM PM2.5 at Compton changed from a one-in-three-days sampling schedule to a daily sampling schedule. Therefore, in 2017, the annual 98th percentile daily FRM PM2.5 relies on the third highest value recorded in that year. The three highest daily PM2.5 concentrations measured in 2017 are highlighted with red circles in the figure. They were recorded on Dec. 24th, Dec. 27th, and Jan. 1st, 2017 with values of 66.7, 57.6, and 53.4 $\mu\text{g}/\text{m}^3$, respectively. With the exception of the FRM PM2.5 measured on Jan 1st, 2009, these three values are the three highest daily FRM PM2.5

⁷⁰ U.S. EPA, (2018). Modeling Guidance for Demonstrating Air Quality Goals for Ozone, PM2.5, and Regional Haze. https://www3.epa.gov/ttn/scram/guidance/guide/O3-PM-RH-Modeling_Guidance-2018.pdf.

concentrations ever recorded at the Compton station—66 to 103% higher than the overall 98th percentile of all PM_{2.5} concentrations measured at the Compton station.

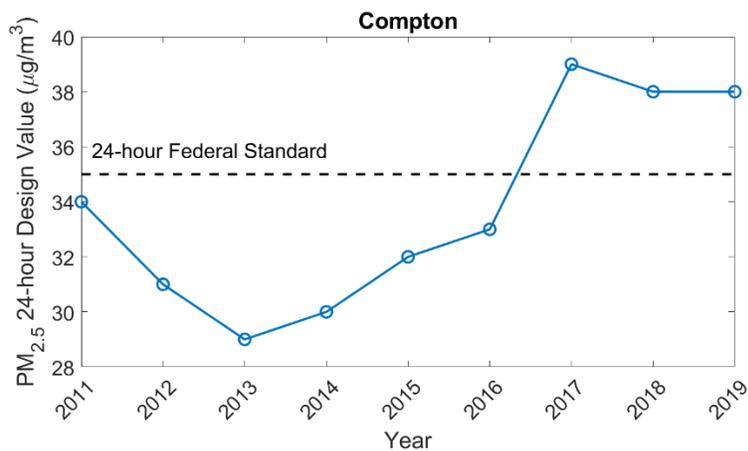


FIGURE V-1
PM_{2.5} Design Values Measured at the Compton Station

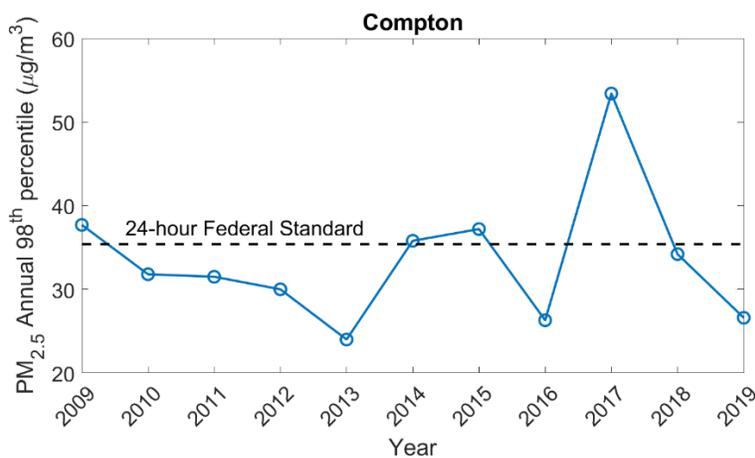


FIGURE V-2
Annual 98th Percentile Daily FRM PM_{2.5} Concentrations Measured at the Compton Station

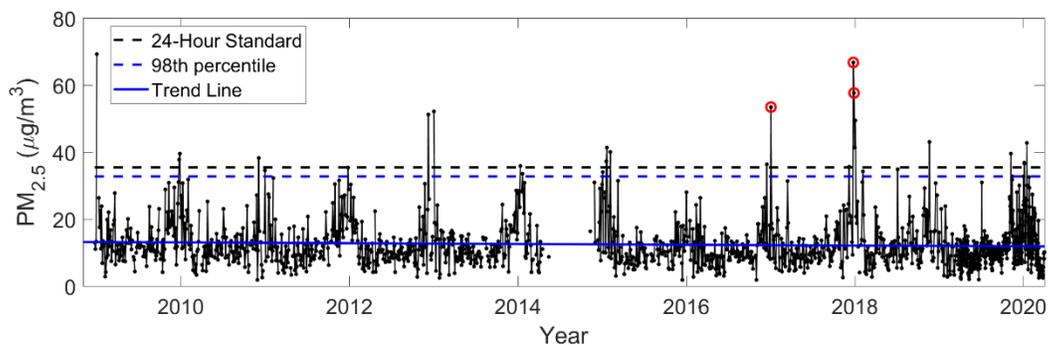
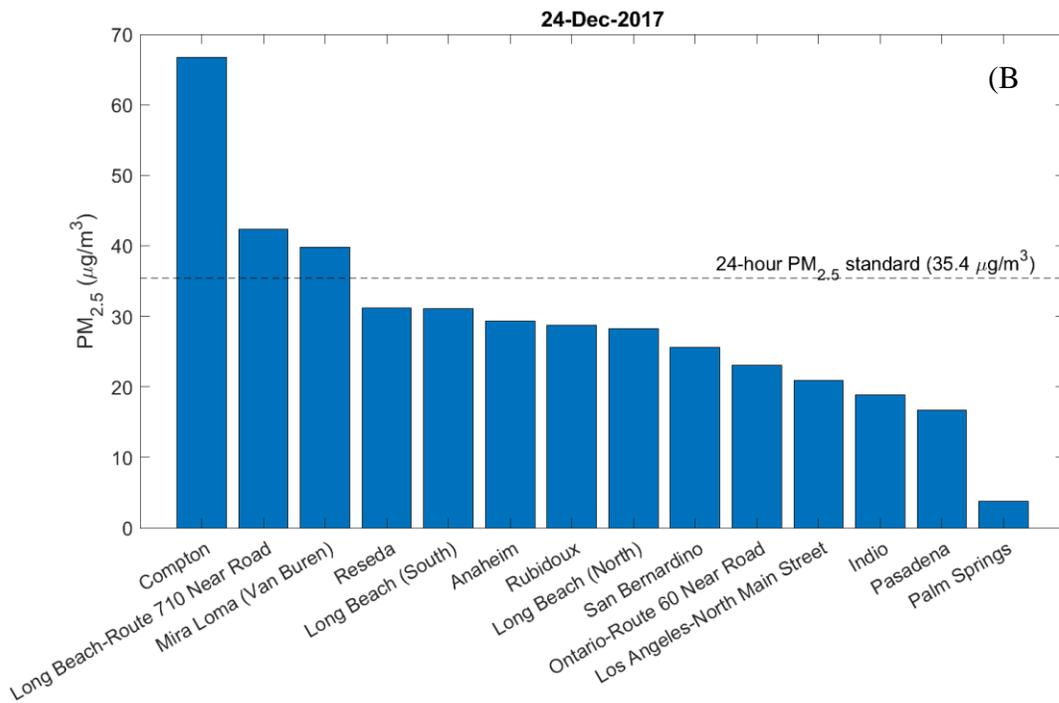
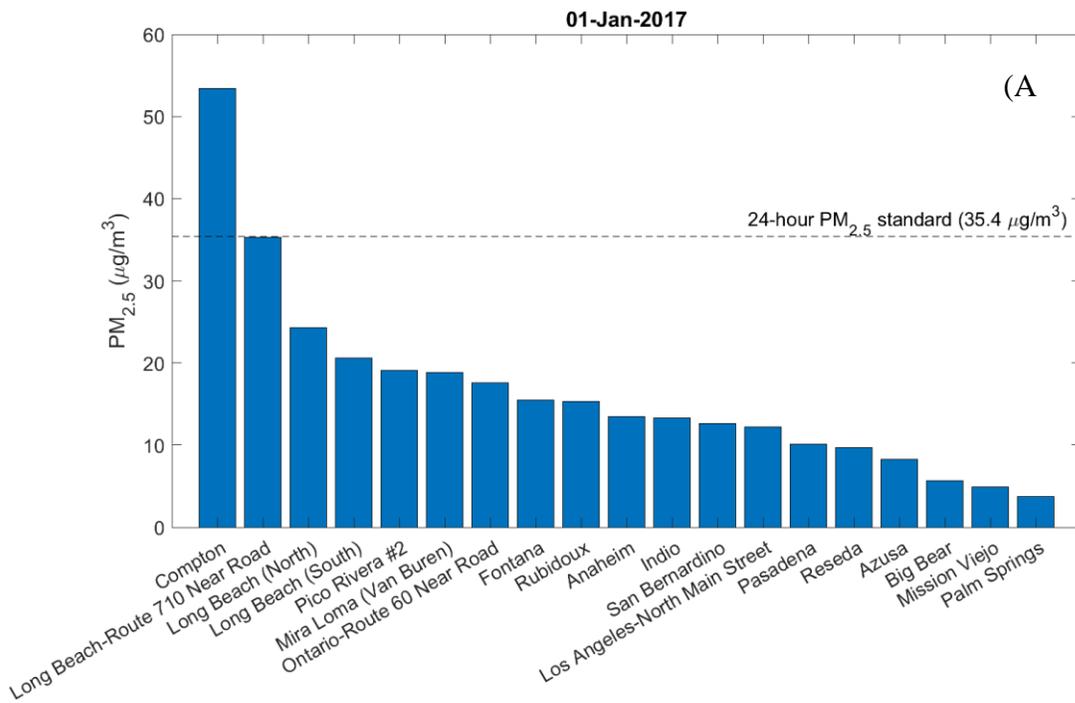


FIGURE V-3

Daily FRM PM_{2.5} Concentrations Measured at the Compton Station. The three highest PM_{2.5} concentrations in 2017 are highlighted with red circles. The 98th percentile of all historical PM_{2.5} measurements at Compton is shown on the plot.

FRM PM_{2.5} concentrations measured at all stations in the South Coast AQMD's jurisdiction on Jan. 1st, Dec. 24th, and Dec. 27th, 2017 are presented in Figure V-4. Since daily sampling is not conducted at every station, the number of stations that have FRM PM_{2.5} measurements available vary by date. On Jan. 1st, 2017, as shown in Figure V-4(a), the highest PM_{2.5} concentration was shown in Compton, which is about 51% higher than the second highest PM_{2.5} concentration measured in the Basin (at the Long Beach – Route 710 Near Road station). Except for these two stations, PM_{2.5} concentrations at all other stations in the South Coast AQMD jurisdiction were below 25 µg/m³. This indicates that the high PM_{2.5} concentration at Compton on Jan 1st, 2017 was likely caused by a local emission source. On Dec 24th, concentrations in Compton were significantly higher than any other stations in the region, indicating the presence of a localized PM_{2.5} event. The high PM_{2.5} concentrations at Compton on Dec. 27th, 2017 was likely caused by regional events, such as unfavorable meteorological conditions or widespread residential wood burning as concentrations in Compton were similar to recorded values in nearby Long Beach stations. Subsequent analyses presented in this document provide additional evidence to support these assertions.



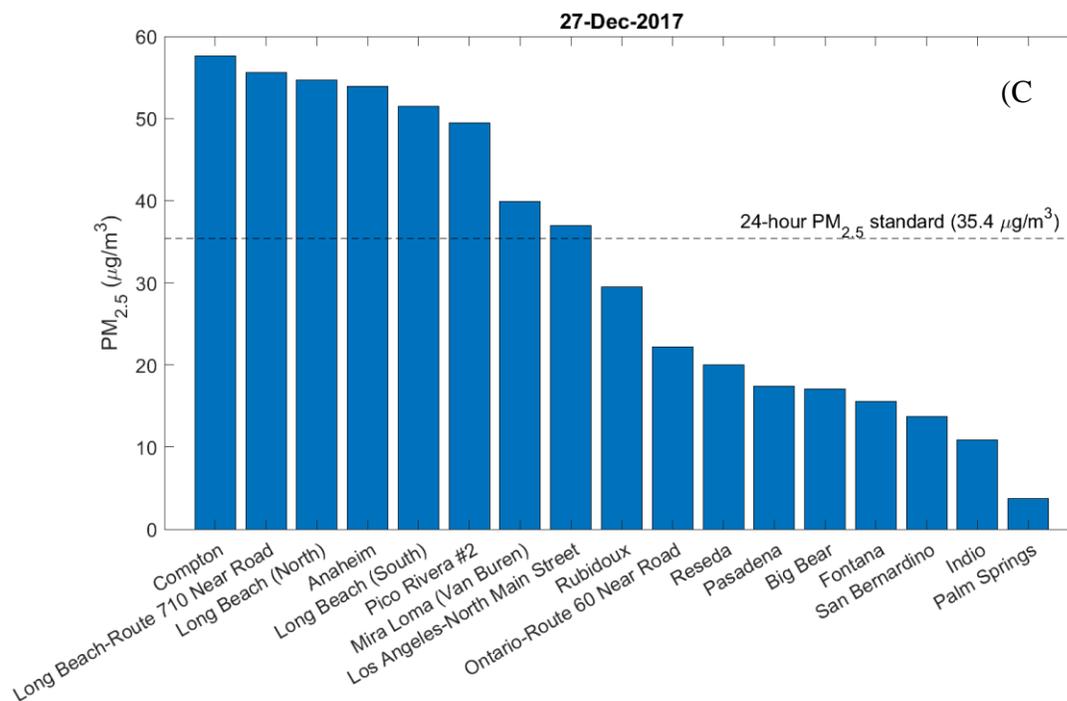


FIGURE V -4

FRM PM_{2.5} Concentrations Measured at All Stations in the South Coast AQMD's Jurisdiction on (A) Jan. 1st, 2017, (B) Dec. 24th, 2017, And (C) Dec. 27th, 2017

Meteorology on Dec. 24th and Dec. 27th, 2017 was unusual and highly favorable for accumulating PM_{2.5}

The meteorological potential to accumulate PM_{2.5} was evaluated using North American Mesoscale (NAM) forecast products. (National Centers for Environmental Information, 2020) 12 Universal Time Coordinate (UTC) forecast cycle with 12 km grid resolution forecasts were coupled with PM_{2.5} measurements at Compton between 2009-2020. Only cold months (October through March) were employed in the analysis. The goal of this effort is to evaluate the typicality of the meteorology associated with the three highest PM days in 2017. In addition to the three 2017 days of interest, December 16, 2018 is included as a benchmark case for wood smoke influence, since the day had an anomalously high wood smoke presence as marked by high levels of levoglucosan, a by-product of wood burning.

Table V-1 shows the meteorological variables that were analyzed. We used correlations between PM_{2.5} measurements at Compton and each meteorological variable and percentile calculations to define a weather influence 'wxInfluence' score. This score indicates the extent to which the set of meteorological conditions is favorable for the accumulation of PM_{2.5}, with higher numbers indicating more favorable conditions. Since the NAM model has a 12 km resolution, this analysis will not capture any micrometeorological effects, but the relationship between the weather

variables and PM_{2.5} is specific to patterns at Compton. Note that ‘SameDay’ in the variable name indicates that the variable represents the day of the observations and ‘PreviousEve’ represents the weather the evening before the observation. Weather data was aggregated this way because weather and PM_{2.5} concentrations from one day can influence the PM_{2.5} concentrations on the following day. Similarly, ‘ThreeDay’ variables are aggregations of weather variables for the day of the observation and the two prior days.

TABLE V-1
Weather variables initially included in analysis

Aggregated Variable	Units	Aggregation	Hours	NAM Variable
PreviousEve10mWindspeed (Windspeed at 10 m height)	m/s	mean	16 to 23	UGRD_10maboveground, VGRD_10maboveground
SameDay10mWindspeed (Windspeed of 10 m height)	m/s	mean	0 to 23	UGRD_10maboveground, VGRD_10maboveground
PreviousEveWindspeed850mb (Windspeed at 850 mb)	m/s	mean	16 to 23	UGRD_850mb,VGRD_850 mb
SameDayWindspeed850mb (Windspeed at 850 mb)	m/s	mean	0 to 23	UGRD_850mb,VGRD_850 mb
PreviousEveMinTemp (Temperature)	K	min	16 to 23	TMP_2maboveground
PreviousEveMaxTemp (Temperature)	K	max	16 to 23	TMP_2maboveground
SameDayMinTemp (Temperature)	K	min	0 to 23	TMP_2maboveground
SameDayMaxTemp (Temperature)	K	max	0 to 23	TMP_2maboveground
PreviousEvePrecip (Precipitation)	kg/m ²	sum	16 to 23	APCP_surface
SameDayPrecip (Precipitation)	kg/m ²	sum	0 to 23	APCP_surface
PreviousEveVent (Ventilation)	m ² /s	mean	16 to 23	VRATE_planetaryboundar y layer
SameDayVent (Ventilation)	m ² /s	mean	0 to 23	VRATE_planetaryboundar y layer

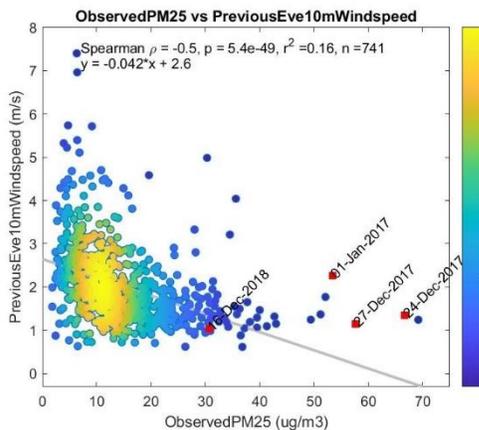
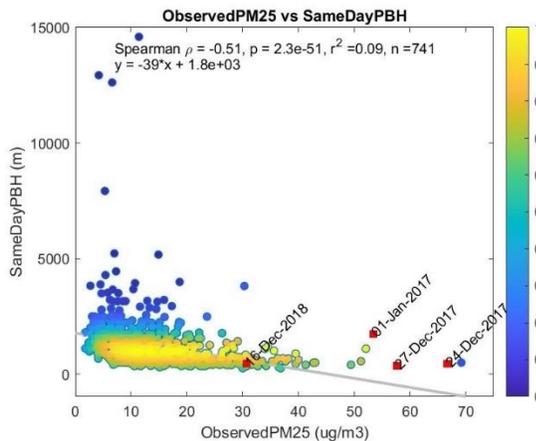
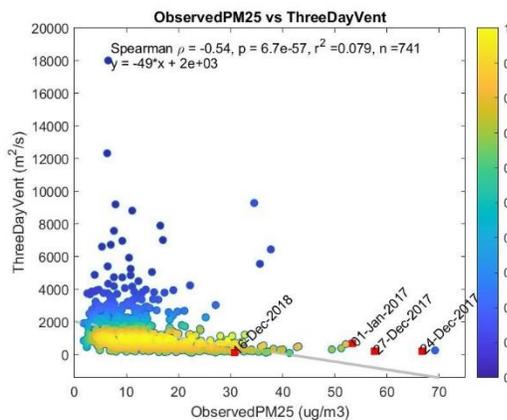
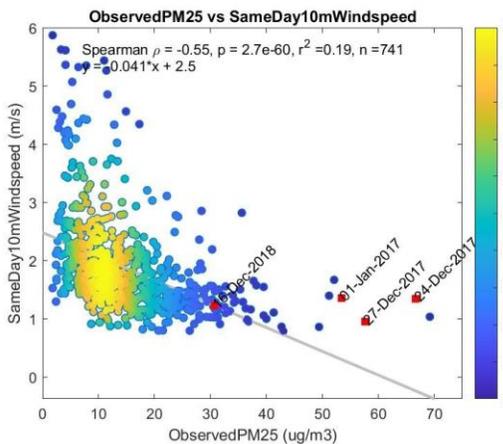
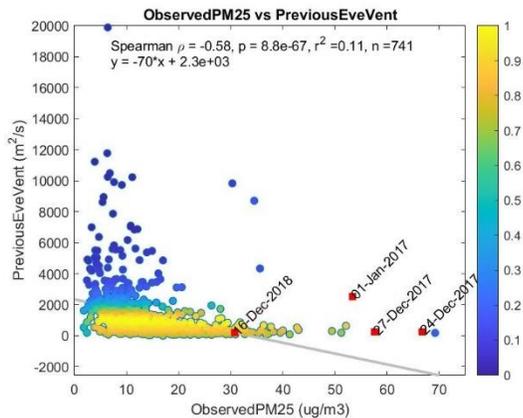
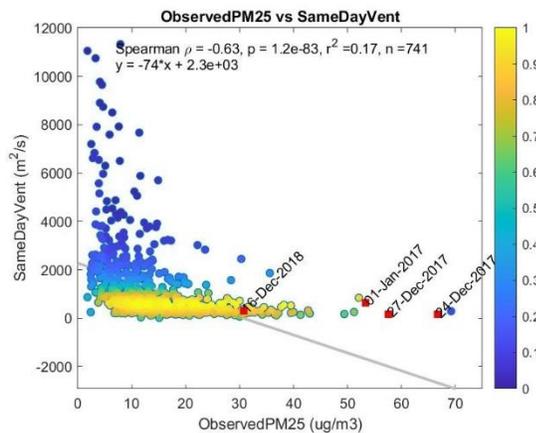
ThreeDayVent (Ventilation)	m ² /s	mean	0 to 23	VRATE_planetaryboundar y layer
PreviousEvePBH (Planetary Boundary Height)	m	max	16 to 23	HPBL_surface
SameDayPBH (Planetary Boundary Height)	m	max	0 to 23	HPBL_surface
PreviousEveUwind (East-west component of wind at 10 m height)	m/s	mean	16 to 23	UGRD_10maboveground
SameDayUwind (East-west component of wind at 10 m height)	m/s	mean	0 to 23	UGRD_10maboveground
PreviousEveVwind (North-south component of wind at 10 m height)	m/s	mean	16 to 23	VGRD_10maboveground
SameDayVwind (North-south component of wind at 10 m height)	m/s	mean	0 to 23	VGRD_10maboveground
PreviousEveRH (Relative humidity)	%	mean	16 to 23	RH_2maboveground
SameDayRH (Relative humidity)	%	mean	0 to 23	RH_2maboveground
PreviousEveDSWRF (Downwelling shortwave radiation flux)	W/m ²	mean	16 to 23	DSWRF_surface
SameDayDSWRF (Downwelling shortwave radiation flux)	W/m ²	mean	0 to 23	DSWRF_surface
PreviousEveVwind850mb (North-south component of wind at 850 mb)	m/s	mean	16 to 23	VGRD_850mb
SameDayVwind850mb (North-south component of wind at 850 mb)	m/s	mean	0 to 23	VGRD_850mb
PreviousEveUwind850mb (East-west component of wind at 850 mb)	m/s	mean	16 to 23	GRD_850mb
SameDayUwind850mb (East-west component of wind at 850 mb)	m/s	mean	0 to 23	GRD_850mb

The Spearman rho (a non-parametric measure of correlation) was calculated between PM2.5 at Compton and each of the variables in Table V-1. The Spearman rho is the Pearson correlation coefficient computed using the ranks of the data instead of the numerical values. The Spearman rho reflects the strength of monotonic relationships, including linear and non-linear relationships (Wilks, 2011). The variables were ranked by the absolute value of the Spearman rho. The ten most-correlated weather variables from Table V-1 are shown in Table V-2. Figure V-7 show scatter density plots of each of these variables with PM2.5.

TABLE V-2

Ten weather variables most strongly correlated with PM2.5 (sample size of 741 observations).
See Table V-1 for more detailed descriptions of the variables.

Weather Variable	Abs(Spearman rho)	Spearman rho	Spearman P value	r ²	slope	intercept
SameDayVent	0.63	-0.63	0.00	0.17	-74.17	2269.62
PreviousEveVent	0.58	-0.58	0.00	0.11	-69.97	2342.84
SameDay10mWindspeed	0.55	-0.55	0.00	0.19	-0.04	2.49
ThreeDayVent	0.54	-0.54	0.00	0.08	-49.13	2024.39
SameDayPBH	0.51	-0.51	0.00	0.09	-39.18	1773.73
PreviousEve10mWindspeed	0.50	-0.50	0.00	0.16	-0.04	2.64
PreviousEvePBH	0.44	-0.44	0.00	0.08	-24.18	1290.06
PreviousEveUwind850mb	0.36	-0.36	0.00	0.08	-0.16	2.74
SameDayWindspeed850mb	0.32	-0.32	0.00	0.07	-0.09	6.92
PreviousEveWindspeed850mb	0.31	-0.31	0.00	0.05	-0.09	6.78



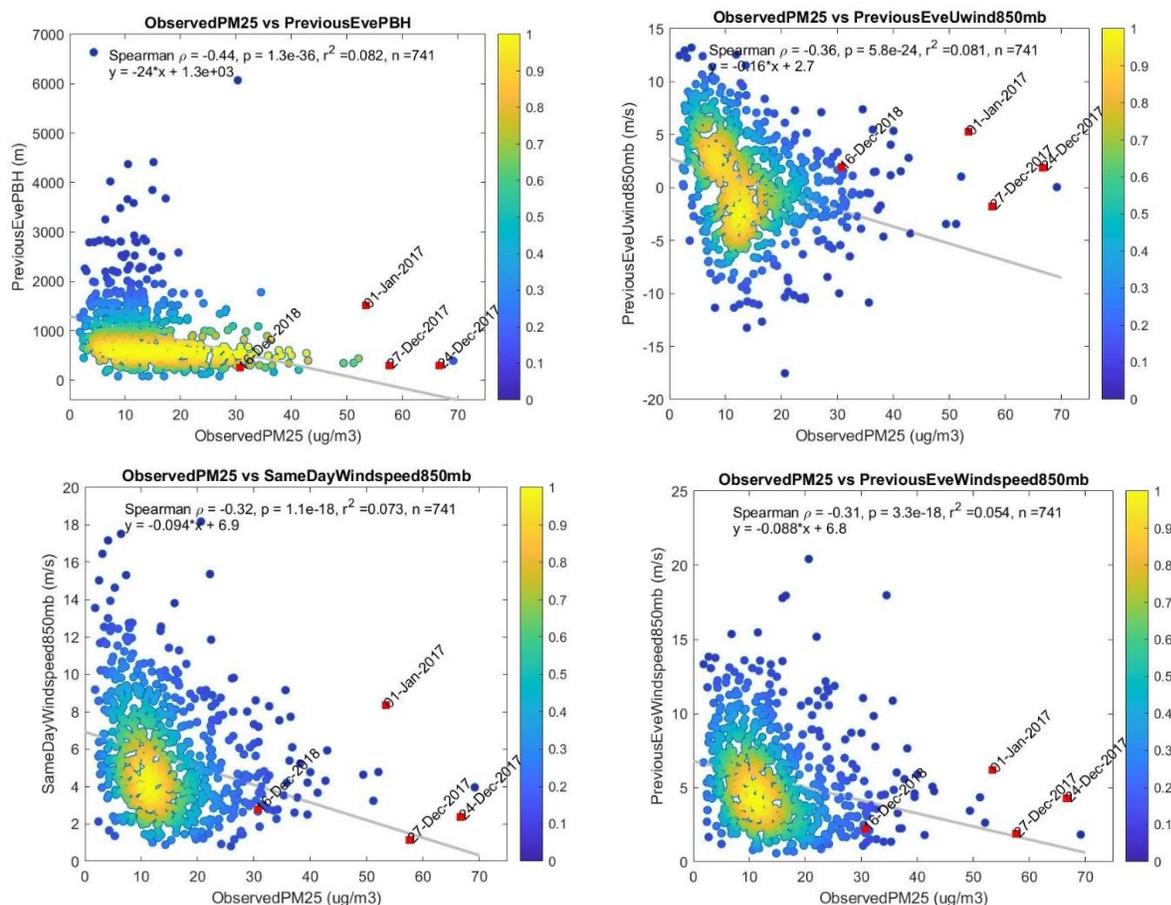


FIGURE V-7

Density Scatter Plots of PM2.5 and the Weather Variables in Table V-2. The color bars indicate the relative density of data points next to each other, as data can be plotted on top of each other in scatter plots.

A weighted score representing the favorability for high PM2.5 ($Favorability_{date\ i, weather\ variable\ j}$) was created for each variable for each day during October-March from 2009 through March of 2020. A total of 741 days were included in this analysis, since scores were not able to be calculated for 42 days that had missing NAM data. For variables with a positive Spearman rho ($\rho_{weather\ variable\ j}$), we multiplied the percentile of the weather variable within its distribution for all days (excluding the three dates of interest and December 16th, 2018) by the Spearman rho. For variables with a negative Spearman rho, the score of favorability for high PM2.5 was created by multiplying 100 minus the percentile by the absolute value of the Spearman rho.

For $\rho_{weather\ variable\ j} \geq 0$:

$$Favorability_{date\ i, weather\ variable\ j} = \rho_{weather\ variable\ j} * percentile_{date\ i, weather\ variable\ j}$$

For $\rho_{weather\ variable\ j} < 0$:

$$Favorability_{date\ i, weather\ variable\ j}$$

$$= abs(\rho_{weather\ variable\ j}) * (100 - percentile_{date\ i, weather\ variable\ j})$$

The variables with negative Spearman rho were calculated with this method so that a larger score of favorability consistently indicates that PM2.5 is more likely to be higher, regardless of the sign of the correlation. An overall favorability score variable 'wxInfluence' for a given day was calculated by adding up the favorability score for each variable in Table V-2 for that day. The hypothetical upper bound of the wxInfluence value on any given day is 1000 and would only happen if all variables in Table V-2 had Spearman rho's with an absolute value of 1 and each weather variable in Table V-2 was at its extreme percentile that favored PM2.5 accumulation.

$wxInfluence_{date\ i} = \sum_{weather\ variable\ j=1}^{10} Favorability_{date\ i, weather\ variable\ j}$ December 27, 2017, December 16, 2018, and December 24, 2017 have percentile values of 99.81, 97.91, and 94.98, respectively, indicating that meteorological conditions on these days were unusually favorable for the accumulation of high concentrations of PM2.5. In other words, the weather influence score was higher on December 27, 2017 than 99.81% of days between 2009 and 2020. Figure V-5 shows the density scatter plot of wxInfluence versus PM2.5 concentration (including only the days that have PM2.5 observations). Note that the weather influence score was calculated for days even without PM2.5 observations. The Spearman rho correlation of wxInfluence and PM2.5 is 0.69 and is statistically significant.

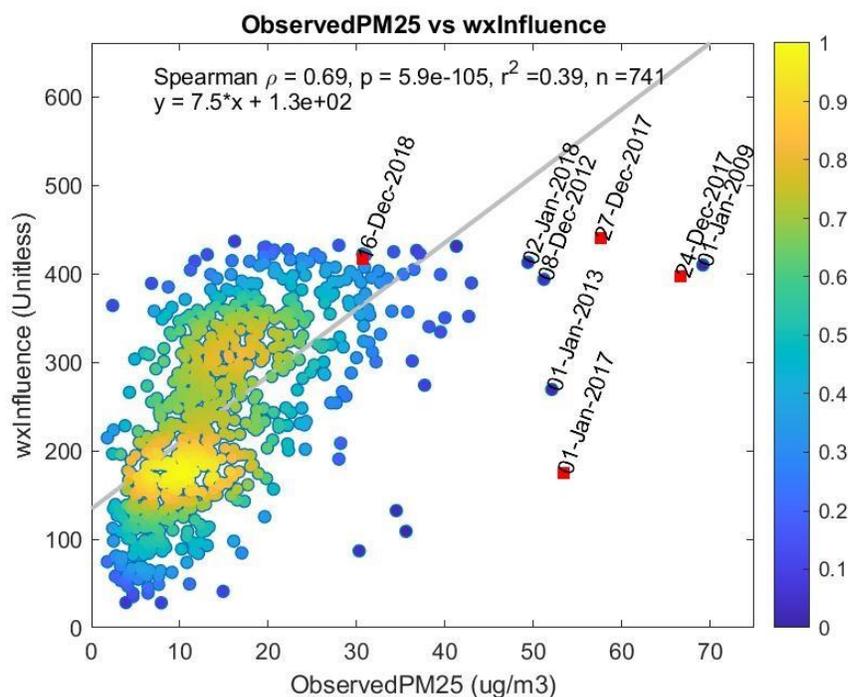


FIGURE V -5

Density Scatter Plot of Observed PM2.5 and Wxinfluence Score. The red squares indicate the values for the dates of interest. The dates of interest and all dates with PM2.5 concentrations above $45\ \mu\text{g}/\text{m}^3$ are individually labeled. The color bar indicates the relative density of data points next to each other, as data can be plotted on top of each other in scatter plots.

Figure V-6 shows the distribution of the wxInfluence variable with the four dates of interest overlaid on the distribution. This figure indicates that the high PM on December 27, 2017 was likely driven by meteorology, but the high PM on Jan. 1 was not likely to be driven by meteorology. High concentrations recorded on December 24th were likely partially driven by meteorology, as indicated by its weather influence score being in the top 5%. However, the contribution from local emissions on December 24th was also significant, as it was the second highest PM2.5 value ever recorded at Compton.

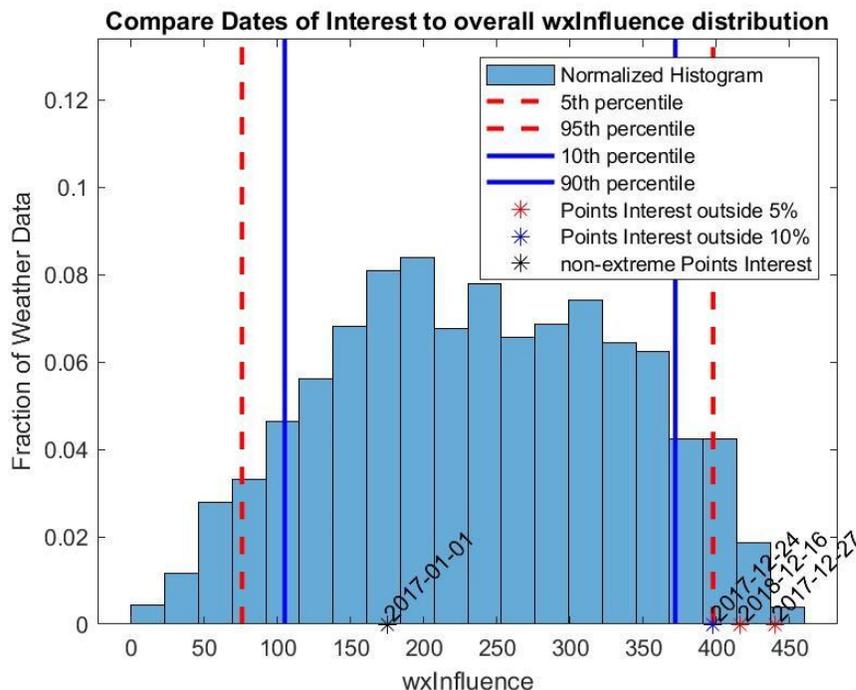


FIGURE V -6

Distribution of Wxinfluence Score with Dates of Interest Overlaid.

A model developed to predict PM2.5 at Compton suggests that remarkably high PM2.5 concentrations in Compton on Jan 1st, Dec. 24th, and Dec 27th, 2017 were caused by unusual or atypical sources

Machine learning techniques were used to create a backcasting model for PM2.5 at Compton using the record of Compton PM2.5 observations during 2009-2020 as training data, with meteorological and calendar parameters along with traffic flow data as predictor variables. The model was restricted to the months of October through March. The influence of meteorology on PM2.5 concentrations is represented in the model by meteorological forecast data from the North American Mesoscale (NAM) model (National Centers for Environmental Information, 2020). The influence of human behavior on PM2.5 concentrations is represented in the model by calendar-based patterns such as day of week and proximity to holidays. We used the Matlab Regression

Learner® software to train the machine learning model. This software allows many predictor variables to be included and removed to allow the user to find combinations of predictor variables that improve the model performance and provides a comprehensive set of machine learning model techniques.

A list of all dates from January 1, 2009 through March 31, 2020 occurring during the months of October through March define the period of interest for this model (2095 dates). The three dates of interest in 2017 and December 16th, 2018 were removed, leaving 2091 dates. Of the remaining dates, 20% (418 dates) were randomly selected as the validation set, i.e., held out. All remaining dates (1673 dates) were designated as potential training dates. Dates with either missing NAM or PM2.5 data or indications of wildfire smoke (via the Hazard Mapping System and South Coast AQMD wildfire smoke advisory records) were removed, leaving a training data set of 584 dates. The Spearman rho correlation was calculated between observed PM2.5 in the training data and each of the variables in Table V-1. Of the 27 weather variables considered for training the machine learning model, 21 had a statistically significant Spearman rho correlation coefficients. For each of these 21 variables, an additional ‘Favorability’ variable was calculated for each day, which was the absolute value of the Spearman rho multiplied by the percentile of the weather variable value within the distribution of the training data. For variables with a negative Spearman rho, 100 minus the percentile was used instead of the percentile so that larger values always indicate conditions that are more favorable for higher PM2.5 concentrations. Several calendar parameters were used as predictor variables, such as year, month name (categorical variable), holidays, etc. CalTrans Performance measurement system (PeMS) traffic data for a monitor on the I-710 freeway near the Compton site for November 15, 2019 through February 14, 2020 were used to calculate day-of-week average truck flow and non-truck vehicle flow values. Vehicle flow values for each day of week during non-holiday periods, on holidays, and near holidays were calculated separately. These vehicle flow averages were then assigned by day of week and near-holiday status for the full time period of the training data.

Several machine learning algorithms were initially tested, and the Exponential Gaussian Process Regression algorithm consistently performed best for both the Compton PM2.5 model and the levoglucosan model (detailed below). An Exponential Gaussian Process Regression model was tested using several combinations of predictor variables. The final model includes the variables listed in Table V-3.

The model was used to predict PM2.5 for the 418 held-out dates as well as the three 2017 dates of interest and December 16, 2018, the day with the extremely high levoglucosan concentration. A scatter plot of observations versus predictions is given in Figure V-8. For the held-out dates (excluding the dates of interest), the RMSE is 4.76 with an r^2 of 0.70. These held-out dates were not used to train the model so they are an independent dataset for validation purposes. Figure V-9 is a plot of the residuals as a function of measured PM2.5 concentration. Figure V-9 indicates that

the residual generally increases with concentration and the residuals for the 2017 dates of interest are larger than any of the held-out data. The model performed well in predicting the PM_{2.5} concentration on December 16, 2018—the day with extremely high levoglucosan concentration; the residual for this date was relatively small, while the residuals are quite large for the three 2017 dates of interest. All of the December dates of interest had similar weather in terms of favorability for high PM_{2.5} accumulation. This suggests that even if we take meteorology and calendar parameters into account, the model still underpredicts these high values, which suggests that unusual or unaccounted emission sources are influencing concentrations on exceedance days.

In conclusion, the machine learning model predicts PM levels that are in reasonable agreement with measurements (Figure V-8), however, it failed to reproduce the three high PM days in question. This indicates that typical meteorology and seasonality represented by day of a year did not drive the exceptionally high concentrations recorded in Compton, and it is likely that local episodic emissions contributed to the high PM levels in Compton on the three highest days in 2017.

TABLE V-3
Final variables included in model

Variable	Description
SameDay10mWindspeed	Average windspeed at a height of 10 m on the date of the observation.
PreviousEveWindspeed850mb	Average windspeed at 850 mb the evening before the date of the observation.
SameDayWindspeed850mb	Average windspeed at 850 mb on the date of the observation.
PreviousEveMinTemp	Minimum temperature the evening before the date of the observation.
PreviousEveVwind	Average north/south component of the wind the evening before the date of the observation.
SameDayVwind	Average north/south component of the wind on the date of the observation.
SameDayRH	Average relative humidity on the date of the observation.
SameDayDSWRF	Average downwelling shortwave radiation flux on the date of the observation.
PreviousEveUwind850mb	Average east/west component of the wind at 850 mb the evening before the date of the observation.
PreviousEve10mWindspeedFavorability	Average ‘favorability’ of windspeed at a height of 10 m the evening before the date of the observation.

	See text for explanation of ‘favorability’ calculation.
SameDayWindspeed850mbFavorability	Average ‘favorability’ of windspeed at 850 mb on the date of the observation.
SameDayPrecipFavorability	Average ‘favorability’ of precipitation on the date of the observation.
SameDayVentFavorability	Average ‘favorability’ of ventilation on the date of the observation.
ThreeDayVentFavorability	Average ‘favorability’ of ventilation on the date of the observation and the two prior days.
PreviousEvePBHFavorability	Average ‘favorability’ of planetary boundary height the evening before the observation.
SameDayPBHFavorability	Average ‘favorability’ of planetary boundary height on the date of the observation.
SameDayVwindFavorability	Average ‘favorability’ of north/south component of wind at a height of 10 m on the date of the observation.
Year	Year
Weekend	1 on Saturday and Sundays; 0 otherwise.
HolidayTypeCode	0 on non-holidays, 2 on Thanksgiving, December 25, and January first. 1 on all other holidays.
ProximityToMajorHoliday	0 on holidays, -4 if 4 or more days before or after major holidays. -1 if the day before or after a major holiday, and so on.
Eve	Binary variable = 1 for December 24 and December 31, 0 otherwise.
TruckFlow	Truck Flow from PEMS data for a monitor near Compton Site. Averages calculated by day-of-week and near-holiday status.
NonTruckFlow	Non-Truck Vehicle Flow from PEMS data for a monitor near Compton Site. Averages calculated by day-of-week and near-holiday status.

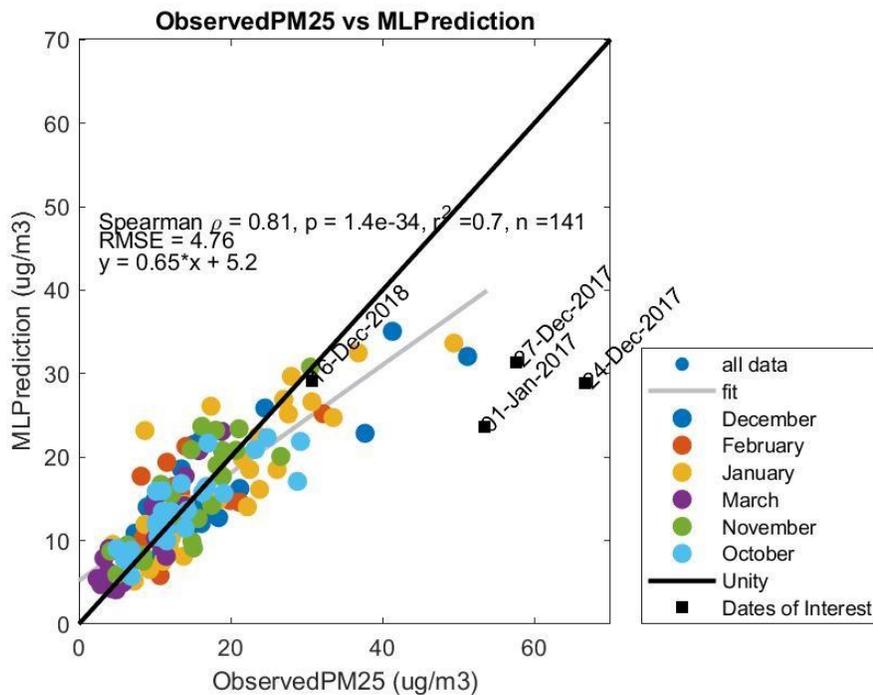


FIGURE V -7

Comparison of Observations and Model Predictions for PM_{2.5} at Compton. The dates of interest were not used to determine the fit and statistical values in the figure.

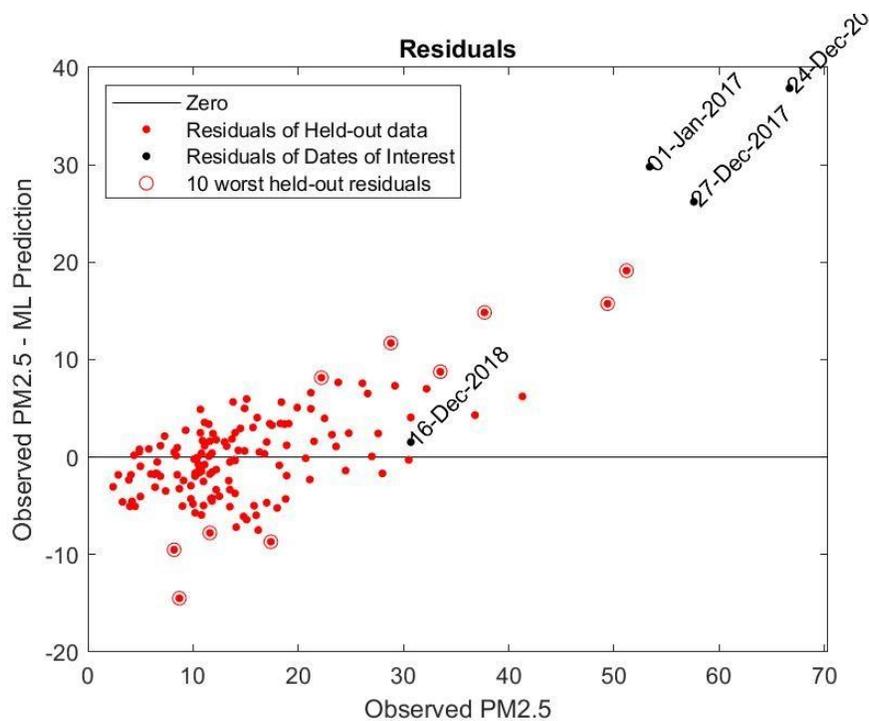


FIGURE V -8

Residuals of Model Predictions as A Function of Observations of PM_{2.5} at Compton.

Fireworks contributed to the high PM2.5 concentration on Jan 1st, 2017

To show the potential impact of fireworks on high PM2.5 in Compton on Jan 1st, 2017, we analyzed PM2.5 FRM filter samples using X-Ray Fluorescence (XRF) for concentrations of 50 inorganic and metal species. All species analyzed by the XRF are listed in Table V-5. We analyzed PM2.5 FRM filters collected during July 4th and 5th, 2017 and 2018, and the PM2.5 FRM filter collected at Compton on Jan 1st, 2017. A complete list of sampling dates and stations of all FRM filters analyzed with XRF can be found in Table V-4.

TABLE V-4

List of sampling dates and stations of all FRM filters analyzed with XRF.

Sample Date	Sample Date	Events
7/4/2017	Anaheim	Independence Day
7/4/2017	Ontario-Route 60 Near Road	Independence Day
7/4/2017	Los Angeles-North Main Street	Independence Day
7/5/2017	Ontario-Route 60 Near Road	Independence Day
7/5/2017	Mira Loma	Independence Day
7/5/2017	Rubidoux	Independence Day
7/4/2018	Anaheim	Independence Day
7/4/2018	Azusa	Independence Day
7/4/2018	Compton	Independence Day
7/4/2018	Pico Rivera #2	Independence Day
7/5/2018	Ontario-Route 60 Near Road	Independence Day
7/5/2018	Anaheim	Independence Day
7/5/2018	Mira Loma	Independence Day
1/1/2017	Compton	New Year

TABLE V-5

List of inorganic and metal species analyzed by XRF.

Species	CAS Number	Species	CAS Number
Na	7440-23-5	Y	7440-65-5
Mg	7439-95-4	Zr	7440-67-7
Al	7429-90-5	Nb	7440-03-1
Si	7440-21-3	Mo	7439-98-7
P	7723-14-0	Rh	7440-18-8
S	7704-34-9	Pd	7440-05-3
Cl	7782-50-5	Ag	7440-22-4
K	7440-09-7	Cd	7440-43-9
Ca	7440-70-2	In	7440-74-6
Ti	7440-32-6	Sn	7440-31-5
V	7440-62-2	Sb	7440-36-0
Cr	7440-47-3	Te	13494-80-9
Mn	7439-96-5	Cs	7440-46-2
Fe	7439-89-6	Ba	7440-39-3
Co	7440-48-4	La	7439-91-0
Ni	7440-02-0	Ce	7440-45-1
Cu	7440-50-8	Nd	7440-00-8
Zn	7440-66-6	Sm	7440-19-9
Ga	7440-55-3	Gd	7440-54-2
Ge	7440-56-4	Pt	7440-06-4
As	7440-38-2	Au	7440-57-5
Se	7782-49-2	Tl	7440-28-0
Br	7726-95-6	Pb	7439-92-1
Rb	7440-17-7	Bi	7440-69-9
Sr	7440-24-6	U	7440-61-1

Metals are a major chemical component of firework smoke. For example, potassium nitrate, a major component in fireworks, is mixed with sulfur and charcoal to create an explosion. Also, metals such as copper, barium, strontium, titanium, and aluminum are often added to fireworks to produce distinct colors upon detonation. In the South Coast Air Basin, the highest PM_{2.5} concentrations in the summer months have always been recorded on July 4th and 5th because of Independence Day fireworks celebrations. There are also some fireworks events on New Year's Eve and widespread use of consumer-grade fireworks. However, fireworks activities on New Year's Eve are usually less intensive than the fireworks activities on Independence Day.

To quantify the contribution of fireworks on PM2.5 in Compton on Jan. 1st, 2017, We define the following ratio “R” as:

$$R = \frac{\Delta XRF}{\Delta PM25}$$

Where ΔXRF is the increased metallic PM2.5 concentrations on fireworks days measured by the XRF. $\Delta PM25$ is the PM2.5 caused specifically by fireworks emissions. This value is not unity because fireworks also emit non-metallic PM2.5 species. We rely on the following assumptions for the analysis:

- 1) R was the same on July 4th-5th and New Year’s Day meaning that the enhancement in total PM2.5 mass relative to the enhancement in metallic PM2.5 is consistent.
- 2) The increased PM2.5 mass ($\Delta PM25$) on July 4th-5th was solely caused by fireworks emissions. Summertime PM2.5 concentrations are typically consistent day to day as the meteorology is persistent in the South Coast Air Basin in the summer months. It is reasonable to assign any significant increases in PM2.5 during these months to changes in emission and not meteorology as the increased mass from fireworks is typically much larger than the mass on previous days.
- 3) The increased XRF mass (ΔXRF) on both July 4th-5th and New Year’s Day were solely caused by fireworks emissions. As in (2), summertime XRF mass is typically consistent day to day as the meteorology is persistent in the South Coast Air Basin in the summer months. It is reasonable to assign any significant increases in XRF mass during these months to changes in emission and not meteorology.

To calculate $\Delta PM25$ on July 4th-5th, we subtracted the averaged FRM PM2.5 concentration measured in June and July from PM2.5 mass measured on July 4th and 5th. PM2.5 mass measured on July 4th and 5th were removed when calculating the June and July average.

To calculate ΔXRF on both July 4th-5th and New Year’s Day, we estimated the XRF mass from fireworks emissions using either total PM2.5 speciation mass measured by XRF (metals + S, Cl, Si, and P), total metal concentration measured by XRF, or total concentrations of metals that are related to fireworks emissions (Na, Mg, Al, K, Ti, Cu, Sr, and Ba) measured by XRF. The long-term PM2.5 speciation data measured at the Los Angeles-North Main Street station were used to estimate the ambient background of the inorganic and metal species measured by the XRF.

Therefore, since R can be calculated using XRF and PM2.5 data on July 4th-5th, and the ΔXRF in Compton on Jan 1st, 2017 can be calculated with the methods shown above, the $\Delta PM25$ in Compton on Jan 1st, 2017 can then be estimated using $\Delta XRF/R$. Results are shown in Table V-6. Using different assumptions for calculating ΔXRF , the PM2.5 caused by fireworks in Compton on Jan 1st, 2017 was estimated to be between 7.84 to 12.47 $\mu\text{g}/\text{m}^3$, which is 14.7 – 23.4% of the total PM2.5 mass measured in Compton on Jan 1st, 2017.

TABLE V-6

Estimation of the concentration of the PM_{2.5} caused by fireworks in Compton on Jan 1st, 2017.

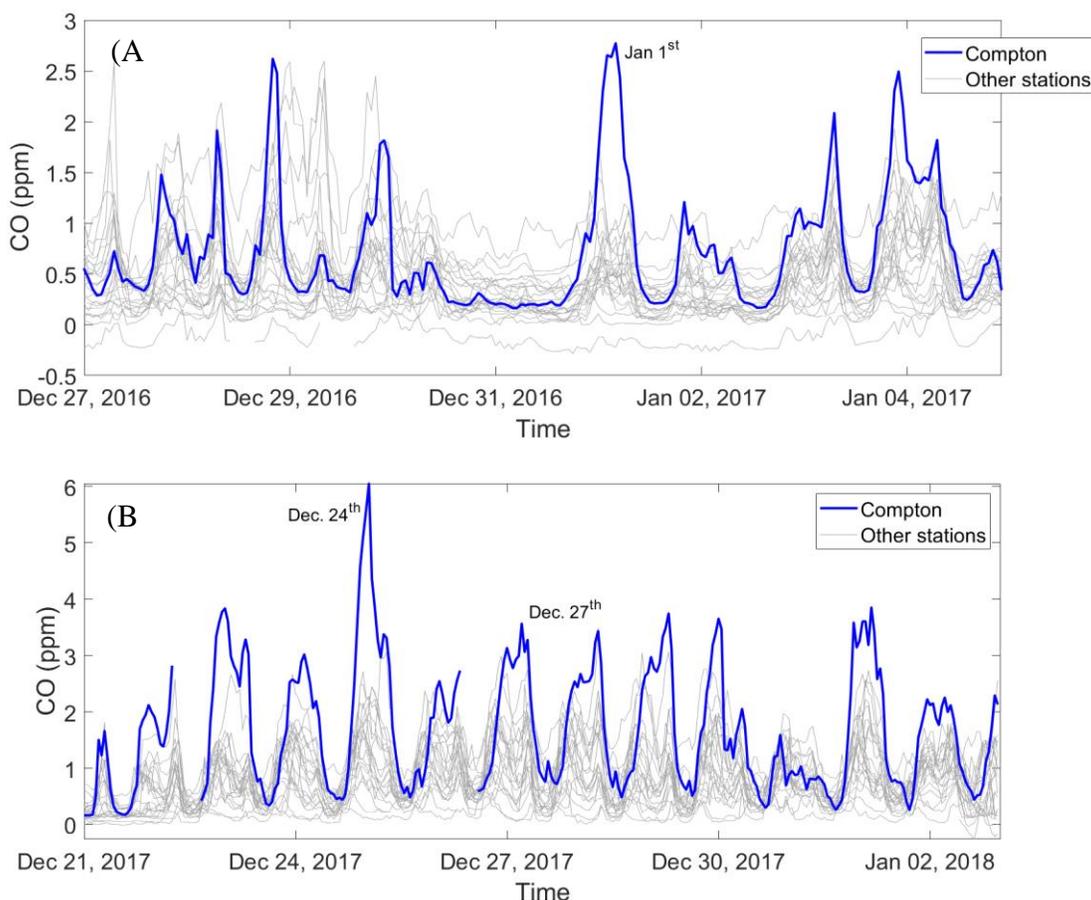
	higher estimate of PM _{2.5} caused by fireworks, µg/m ³	lower estimate of PM _{2.5} caused by fireworks, µg/m ³
Using increased total XRF mass	12.47	8.38
Using increased total metal mass	10.3	7.84
Using increased fireworks metal mass	11.14	8.42

While this increased mass from fireworks on Jan 1st, 2017 was not large enough to give an exceptional event demonstration regulatory significance, this analysis shows that fireworks did play an important role in driving the atypically high concentrations on that day.

Residential wood burning likely contributed to high PM_{2.5} concentrations on Jan 1st, Dec 24th, and Dec 27th, 2017

Carbon Monoxide (CO) concentrations measured at Compton and other air quality monitoring stations in the South Coast AQMD's jurisdiction indicate that residential wood burning contributed to high PM_{2.5} concentrations on Jan 1st, Dec 24th, and Dec 27th, 2017. CO is a criteria pollutant that is measured continuously across the region and is a commonly used tracer for incomplete combustions. Gasoline vehicles are a major contributor to CO in urban environments, but residential wood burning activities also emit a large amount of CO, especially in the fall and winter months.

CO concentrations measured at Compton on Jan 1st and Dec 24th, 2017 are significantly higher than other stations in the South Coast Air Basin. CO concentrations measured at all stations in the South Coast Air Basin from Dec 27th, 2016 – Jan 4th, 2017 and Dec 21st, 2017 – Jan 2nd, 2018 are shown in Figure V-10. CO concentrations measured at Compton are shown in blue, while CO concentrations measured at other stations are shown in gray. As shown in the figure, CO concentrations usually show two peaks around morning and afternoon rush-hour, which are driven by vehicle traffic. However, on Jan 1st and Dec 24th, 2017, the highest CO concentration appeared at midnight on the following day. Since traffic are typically low during the overnight hours, these profiles suggest that residential wood burning was the dominant source of CO. Additionally, the peak CO concentration at Compton was roughly twice as high as the peak CO concentration measured at the second highest station on Jan 1st and Dec 24th, 2017, which suggests that there was more residential wood burning activity in or upwind of Compton than other regions of the South Coast Air Basin. On Dec 27th, 2017, the CO concentrations measured at Compton were also the highest in the region, but were not significantly higher than the other stations.

**FIGURE V-9**

CO Concentrations Measured at All Stations in the South Coast AQMD's Jurisdiction in (A) Dec 27th, 2016 – Jan 4th, 2017, and (B) Dec 21st, 2017 – Jan 2nd, 2018.

To further demonstrate that the CO concentrations measured on Jan 1st, Dec 24th, and Dec 27th, 2017 in Compton are abnormally high, we compared the CO diurnal profile measured on Jan 1st, Dec 24th, and Dec 27th, 2017 in Compton with the CO diurnal profile measured on all days between 2016 and 2019 (See Figure V-11). CO concentrations measured in each hour of all days in 2016-2019 are presented using a box-whisker plot. On Dec 24th and 27th, 2017, CO concentrations measured at almost all hours are in the range of the outliers, which are higher than the 99.65th percentile of all CO concentrations measured in each hour. On Jan 1st, 2017, with the exception of 9:00 am – 6:00 pm and 11:00 pm measurements, CO concentrations measured at all nighttime hours are either in the outlier range or higher than the 75th percentile of all CO concentrations measured in each hour.

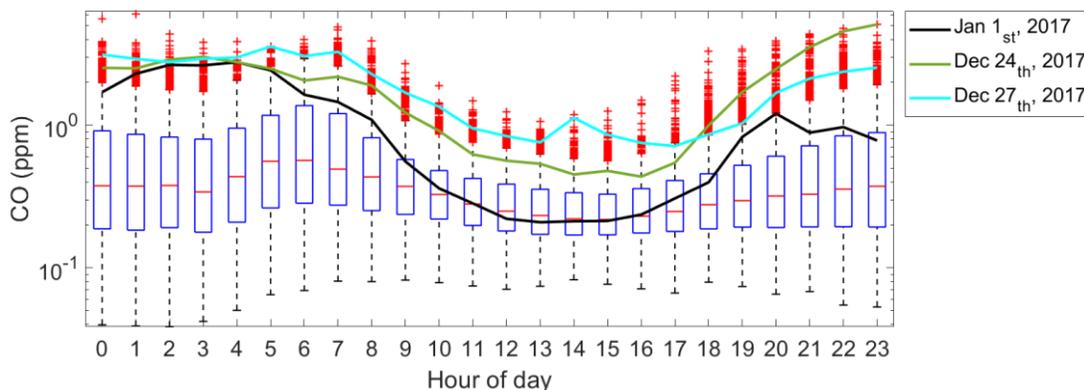
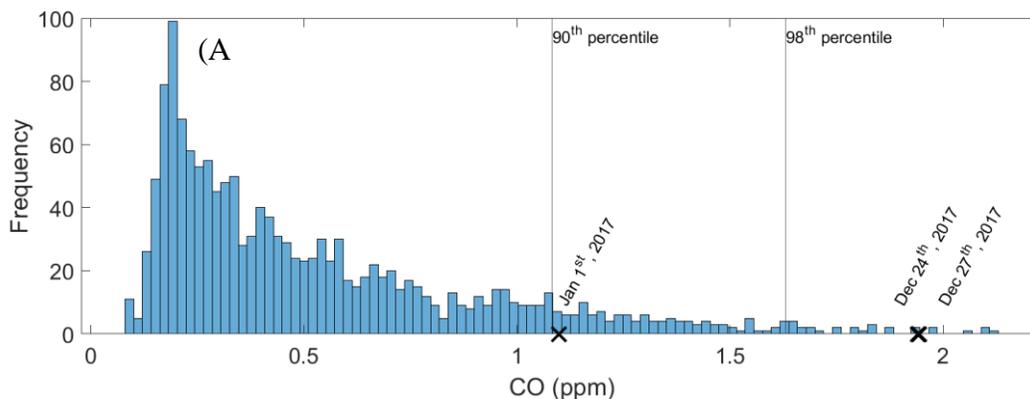


FIGURE V -10

Diurnal Profile of CO Concentrations Measured at Compton in 2016-2019. CO concentrations measured are presented using the box-whisker plot. The red line in the middle of the box represents the median value. The ends of the box represent the first and third quartiles. The length of the whiskers covers 99.3% assuming the data are normally distributed. Outliers are presented with red crosses. Note that the ordinate uses a logarithmic scale.

In Figure V-12, we presented the distribution of the daily average CO and the nighttime (midnight to 6:00 am and 6:00 pm to midnight) average CO measured in Compton in 2016-2019. Daily average measurements on Dec 24th and Dec 27th, 2017 are higher than the 98th percentile of all daily average CO measured in the 2016-2019 period while daily average CO measured on Jan 1st, 2017 is higher than the 90th percentile. For the nighttime average CO, measurements on Dec 24th and Dec 27th, 2017 are higher than the 98th percentile of all nighttime average CO measured in 2016-2019. The nighttime average CO measured on Jan 1st, 2017 was below but very close to the 98th percentile. The fact that CO concentrations were abnormally high on Jan 1st, Dec 24th, and Dec 27th, 2017 in Compton suggests that elevated residential wood burning activity contributed to the high PM_{2.5} concentrations measured on these days.



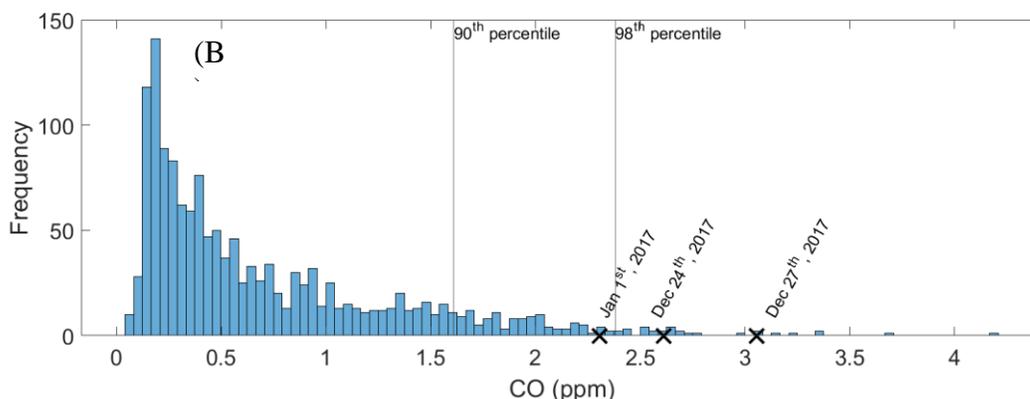


FIGURE V -11

The Distribution of (A) the Daily Average CO and (B) the Nighttime (from Midnight to 6 AM) Average CO Measured at Compton in 2016-2019

PM_{2.5} precursors, NO_x and VOCs, have decreased over the past decade in Compton

Concentrations of PM_{2.5} precursors, NO_x and VOCs, have both decreased over the past decade. Daily average NO_x concentrations measured at the Compton station from Feb. 2009 to Aug. 2020 are presented in Figure V-10. The blue line is the linear trendline of all data, which illustrates a long-term declining trend. The annual NO_x concentration in Compton decreased at an average rate of 1.39 ppb/year between 2009 and 2019. This trend in NO_x concentrations suggests that NO_x emission in Compton and its nearby areas have declined at a similar rate.

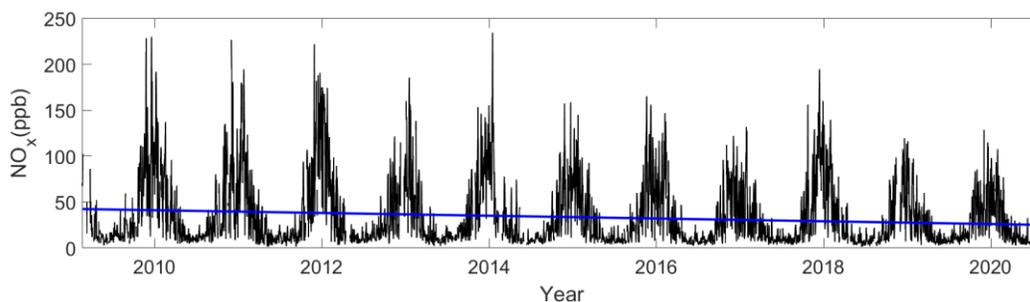


Figure V -12

Daily Average NO_x Concentrations Measured in Compton

To show the long-term trend of the VOC concentration in Compton, we present the total speciated VOC concentrations measured in Compton during several periodic Multiple Air Toxics Exposure Studies (MATES) conducted by South Coast AQMD (Figure V-11). MATES are a series of year-long monitoring, modeling, and evaluation studies conducted in the South Coast Air Basin. The

main purpose of MATES is to characterize the risk from exposure to air toxics across the South Coast Air Basin. Air toxics monitoring conducted for the three most recent MATES iterations, MATES III, MATES IV, and MATES V, occurred between Apr. 2004 – Mar. 2006, Jul. 2012 – Jun. 2013, May 2018 – Apr. 2019, respectively. Note that MATES V data is still preliminary. VOC samples were collected every 3 days during MATES III, and every 6 days during MATES IV and MATES V. Only VOC species that are measured in all three recent MATES are included to calculate the trends in total speciated VOC in Figure V-11. These VOC species are listed in Table V-7. The mean concentration of each VOC species was calculated using the Kaplan Meier Mean (KM mean) with Efron's bias correction to account for data below the method detection limit (MDL) (Helsel, 2012; Singh, Maichle, & Lee, 2006; Klein & Moeschberger, 2003). KM means of all speciated VOC concentrations are added together to calculate the total speciated VOC concentrations in Figure V-11. As shown in the figure, VOC concentrations measured in Compton have decreased from 2004 to 2019, indicating that the VOC emission in Compton have likely decreased over the same time period.

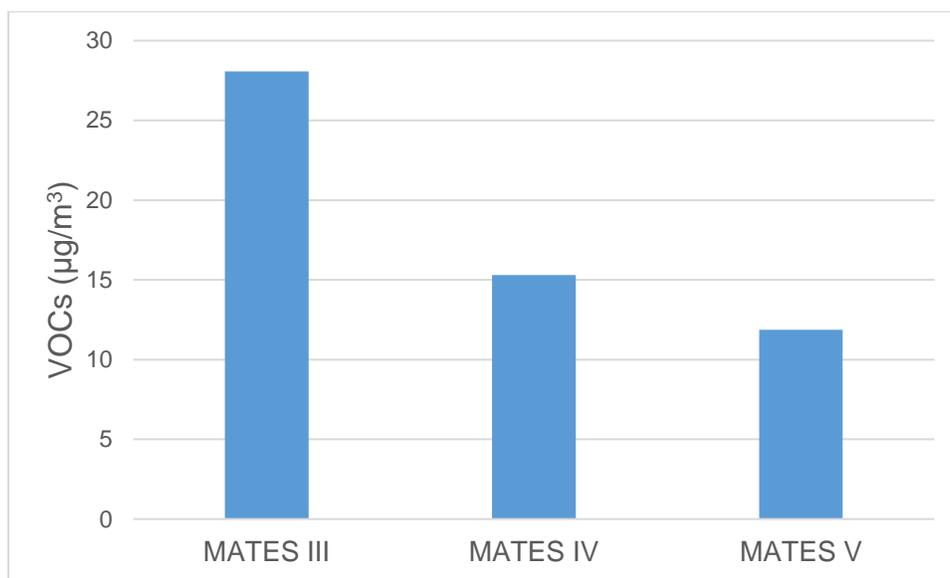


FIGURE V -13

Total Speciated Volatile Organic Compounds (VOCs) Concentrations Measured in Compton During the Multiple Air Toxics Exposure Studies (Mates). Mates V Data is Preliminary.

TABLE V-7
Key VOC species measured in MATES III, MATES IV, and MATES V.

VOC Species	CAS Number	MATES III number of valid samples	MATES IV number of valid samples	MATES V number of valid samples
1,3 Butadiene	106-99-0	69	48	51
Methylene Chloride	75-09-2	225	57	60
Methyl Ethyl Ketone	78-93-3	157	57	43
Benzene	71-43-2	237	57	61
Carbon Tetrachloride	56-23-5	235	51	61
Toluene	108-88-3	237	57	61
Ethyl Benzene	100-41-4	221	48	58
Xylene (m-, p-)	1330-20-7	237	56	57
Styrene	100-42-5	110	16	36
Xylene (o-)	95-47-6	129	36	58

PM_{2.5} design value is unlikely to exceed the PM_{2.5} 24-hour federal standards in 2020-2023

To determine the likelihood of future PM_{2.5} design value exceedances in Compton during 2020 – 2023, we developed a statistical Monte Carlo technique to estimate future concentrations based on past measurements. We first start with the conservative assumption that PM_{2.5} precursor emissions and meteorology in future years will remain at 2009-2019 levels. We estimated the PM_{2.5} concentration on a given future day during 2020-2023 by randomly sampling one daily averaged PM_{2.5} concentration from PM_{2.5} concentrations measured on days near the same day of the year in the 2009-2019 period. This analysis assumes that emissions of PM_{2.5}, including primary emissions and the emission of secondary PM precursors along with the resulting chemistry, are constant from 2009 to future years. This is a conservative assumption given that concentrations of PM_{2.5} precursors, NO_x and VOCs, have decreased over the past decade (Figure V-10 and Figure V-11). Therefore, the actual PM_{2.5} design values in the future years are likely to be lower than the estimated design values with the assumption of constant emissions. This analysis also assumes that the meteorological conditions near the same day of the year in different years are similar.

Specifically, to estimate the PM_{2.5} concentrations measured in each future day during July 2020 – Dec. 2023, we set the sampling time window, N_{days}, as 7 days. The PM_{2.5} concentration in each

future day is estimated as a random sample of all PM_{2.5} concentrations measured before and after $N_{\text{days}} = 7$ days of the same day of the year in 2009-2019. The PM_{2.5} concentration range for the random sampling of days during 2020 – 2023 is shown in Figure V-12. Since FRM PM_{2.5} data are available from Jan – Jun. 2020, the FRM PM_{2.5} measurements were directly used to estimate the design value. For July 2020 – Dec. 2023, the sampling range of PM_{2.5} in summer months is much smaller than in winter months, and the higher ends of the PM_{2.5} range in winter months are about 30-50 $\mu\text{g}/\text{m}^3$ higher than the higher ends of the PM_{2.5} range in summer months. After the estimation of the PM_{2.5} concentration in each future day, the annual 98th percentile daily PM_{2.5} concentrations in 2020-2023 were calculated as the 8th highest value of each year. The annual 98th percentile daily PM_{2.5} concentrations in 2018 and 2019 were calculated using the available FRM PM_{2.5} data. Then the PM_{2.5} design values for 2020, 2021, 2022, and 2023 were estimated using the three-year average of the annual 98th percentile daily PM_{2.5} concentrations. The whole process was iterated 10,000 times to get a distribution of estimated design values for each year between 2020 and 2023. For each year, the final design value was estimated as the average of the design value estimations from all iterations, and the uncertainty was estimated as the standard deviation of design value estimations from all iterations. The probability that the design value will exceed the 24-hour PM_{2.5} federal standard (P_{ex}) was estimated as:

$$P_{\text{ex}} = \frac{N_{\text{DV}>\text{S}}}{N_{\text{iteration}}}$$

Where $N_{\text{DV}>\text{S}}$ is the number of iterations that yield a design value estimation exceeding the PM_{2.5} 24-hour federal standard, and $N_{\text{iteration}}$ is the total number of iterations.

Distributions of estimated design values for each year between 2020 and 2023 are shown in Figure V-13. The estimated design values for the year 2020, 2021, 2022, and 2023 are $31.4 \pm 0.8 \mu\text{g}/\text{m}^3$, $30.8 \pm 1.2 \mu\text{g}/\text{m}^3$, $32.8 \pm 1.5 \mu\text{g}/\text{m}^3$, and 32.6 ± 1.6 respectively. All of these design values are below the PM_{2.5} 24-hour federal standards. The probabilities that the PM_{2.5} design value for the year 2020, 2021, and 2022 will exceed the 24-hour federal standard are 0, 0.07%, 4.6%, and 4.5%, respectively. This suggests that it is very unlikely that the design value for the year 2020, 2021, 2022, and 2023 will exceed the 24-hour standard even with the conservative assumption that PM_{2.5} emissions and emission precursors will remain constant.

The selection of the sampling time window, N_{days} , and the iteration times, $N_{\text{iteration}}$, may potentially impact the distribution of the estimated design values. To test the sensitivity of the estimated design value on the selection of N_{days} and $N_{\text{iteration}}$, we varied the N_{days} from 3 to 15 days and varied $N_{\text{iteration}}$ from 1000 times to 20000 times to calculate the P_{ex} and design values. Results are shown in Table V-8 through Table V-11. As shown in tables, P_{ex} and design values remain almost the same as N_{days} and $N_{\text{iteration}}$ vary. Therefore, the estimated design value in 2020-2023 are not sensitive to the selection of N_{days} and $N_{\text{iteration}}$.

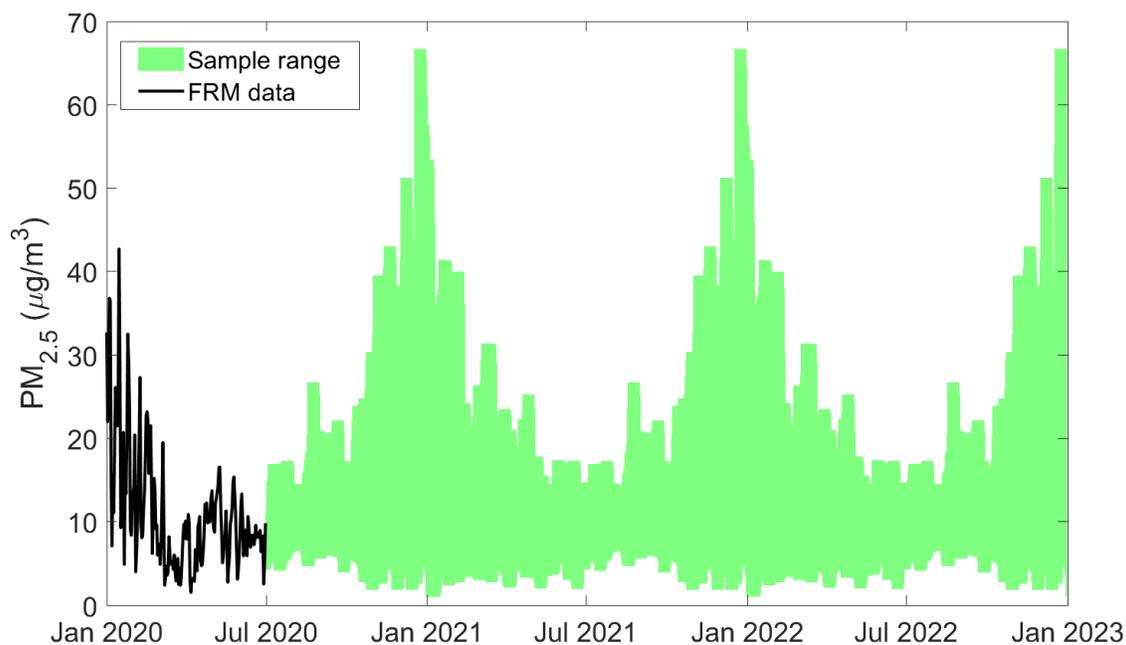
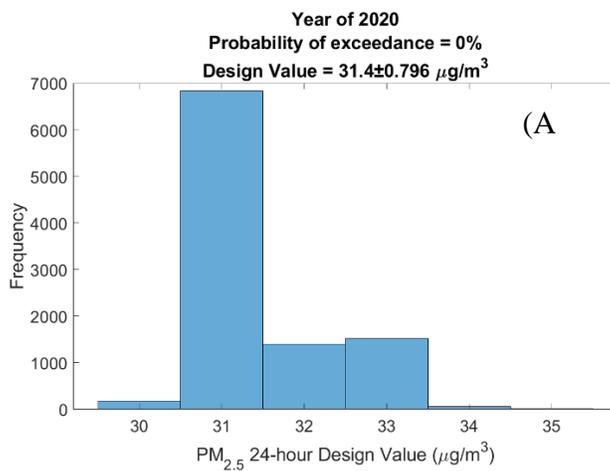
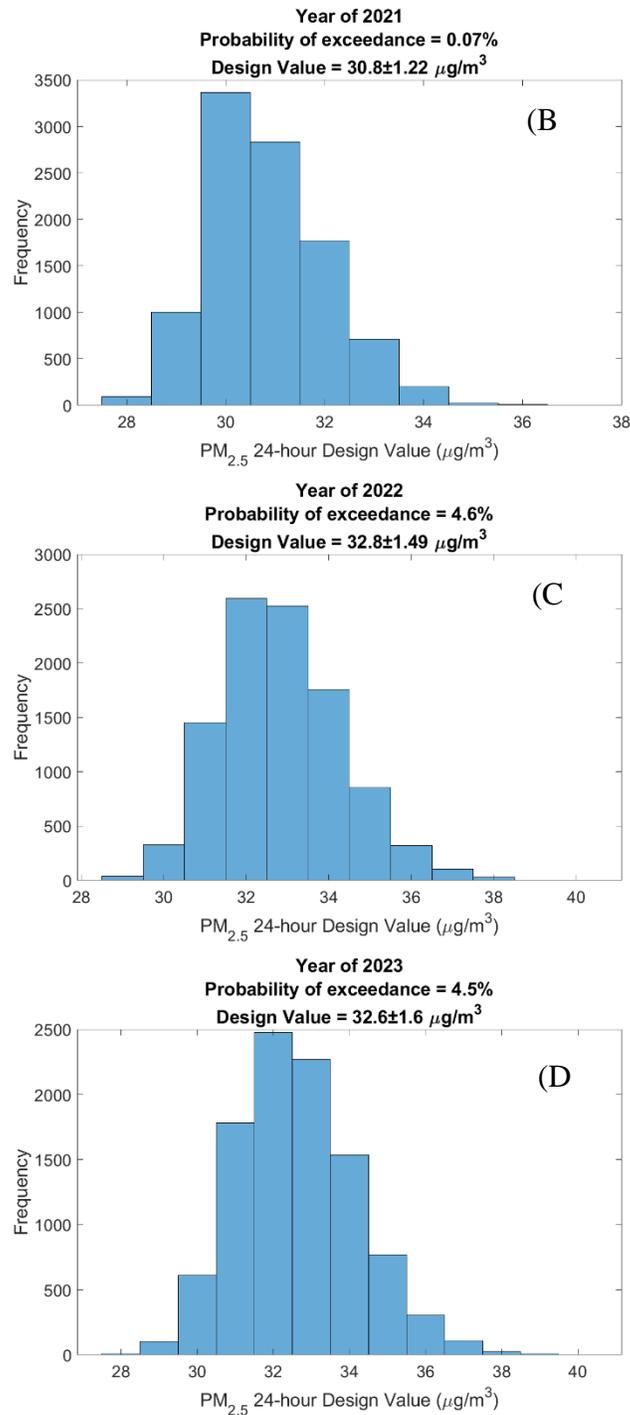


FIGURE V -14
 PM_{2.5} Concentration Range for Random Sampling for Days During 2020-2022.



**FIGURE V -15**

Distribution of The Estimated Design Values in the Year of (A) 2020, (B) 2021, (C) 2022, and (D) 2023.

TABLE V-8

The probability of PM_{2.5} design values exceeding the PM_{2.5} federal 24-hour standard estimated using several iteration numbers, $N_{\text{iteration}}$. Sample time window, N_{day} , was held at 7 days.

Probability (%) that the design value will exceed the 24-hour standard:					
Year	1000 iterations	2000 iterations	6000 iterations	10000 iterations	20000 iterations
2020	0.00	0.00	0.00	0.00	0.00
2021	0.00	0.00	0.07	0.07	0.07
2022	5.10	4.50	4.50	4.60	4.50
2023	4.70	4.70	4.50	4.50	4.60

TABLE V-9

The probability of PM_{2.5} design values exceeding the PM_{2.5} federal 24-hour standard estimated using different sample time windows, N_{day} . Number of iterations, $N_{\text{iteration}}$, was held at 10000 iterations.

Probability (%) that the design value will exceed the 24-hour standard:				
Year	3 days	7 days	10 days	15 days
2020	0.00	0.00	0.00	0.00
2021	0.03	0.07	0.08	0.05
2022	4.20	4.60	3.90	4.30
2023	4.40	4.50	4.30	4.60

TABLE V-10

PM2.5 design values estimated using several iteration numbers, $N_{\text{iteration}}$. Sample time window, N_{day} , was held at 7 days.

Design value ($\mu\text{g}/\text{m}^3$) mean \pm standard deviation:					
Year	1000 iterations	2000 iterations	6000 iterations	10000 iterations	20000 iterations
2020	31.5 ± 0.8	31.5 ± 0.8	31.5 ± 0.8	31.4 ± 0.8	31.5 ± 0.8
2021	30.8 ± 1.2	30.8 ± 1.2	30.8 ± 1.2	30.8 ± 1.2	30.8 ± 1.2
2022	32.9 ± 1.5	32.9 ± 1.5	32.9 ± 1.5	32.8 ± 1.5	32.8 ± 1.5
2023	32.6 ± 1.6	32.6 ± 1.6	32.6 ± 1.6	32.6 ± 1.6	32.6 ± 1.6

TABLE V-11

PM2.5 design values estimated using different sample time window, N_{day} . Number of iterations, $N_{\text{iteration}}$, was held at 10000 iterations.

Design value ($\mu\text{g}/\text{m}^3$) mean \pm standard deviation:				
Year	3 days	7 days	10 days	15 days
2020	31.5 ± 0.8	31.4 ± 0.8	31.4 ± 0.8	31.4 ± 0.8
2021	30.8 ± 1.2	30.8 ± 1.2	30.8 ± 1.2	30.8 ± 1.2
2022	32.8 ± 1.5	32.8 ± 1.5	32.8 ± 1.5	32.8 ± 1.5
2023	32.6 ± 1.6	32.6 ± 1.6	32.6 ± 1.6	32.6 ± 1.6

High PM_{2.5} concentrations measured during wintertime in Compton are heavily influenced by residential wood burning

The weekly pattern of the PM_{2.5} measured in Compton during the winter months (Nov. – Feb.) in 2009-2019 is shown in Figure V-14. Average PM_{2.5} concentrations measured on weekends are about 8-18% higher than the PM_{2.5} concentrations measured on weekdays. This is despite the fact that traffic and industrial emissions are typically higher during the week. Since residential wood burning activities are more intensive on weekends and holidays, the higher PM_{2.5} concentrations on weekends in winter months are likely caused by residential wood burning.

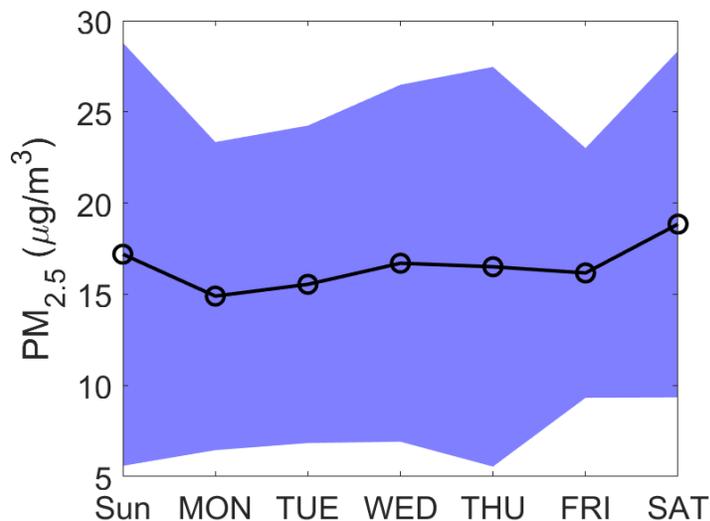


FIGURE V -16

Weekly Pattern of PM_{2.5} Measured in Compton in Winter Months (Nov. – Feb.). Black dots and line are average daily values. The blue shaded area represents the range of average values plus/minus standard deviations.

To better quantify the impact of residential wood burning on PM_{2.5} in Compton, we created a forecasting tool specifically tailored to residential woodburning patterns in the South Coast Air Basin. Machine learning techniques were used to create a forecasting model for residential wood smoke based on levoglucosan observations during MATES V. The levoglucosan observations are referred to as the ‘training data’ for the model. The model relies on the fact that residential wood smoke concentrations are influenced by the selected predictor variables. The influence of meteorology on wood smoke concentrations is represented in the model by meteorological forecast data from the North American Mesoscale (NAM) model (National Centers for Environmental Information, 2020). The influence of human behavior on wood smoke concentrations is represented in the model by calendar-based patterns such as day of week and holidays and meteorological variables such as evening temperature. Levoglucosan concentrations are modeled and then conversion factors are used to estimate the PM_{2.5} concentrations due to wood smoke. This forecast tool can be used to estimate wood smoke concentrations on days without

levoglucosan measurements based on a training data set of 854 measurements during 2018-2019 at 10 stations. Note that this model assumes that the measurements in 2018 capture the behavior in adjacent years. It estimates wood smoke concentrations based on “typical” behavior as a function of meteorology and calendar parameters and therefore, cannot accurately simulate wood smoke concentrations on days outside of the measurement period where wood burning behavior was atypical for the conditions.

We calculated the fraction of PM_{2.5} from wood smoke using the wood smoke PM_{2.5} concentrations estimated by the levoglucosan model divided by the total PM_{2.5} concentration measured on corresponding days (See Figure V-15). A comprehensive literature review was performed to determine a range of how much wood smoke PM_{2.5} should be expected for a given levoglucosan concentration. The mid-range estimate of this factor is used for the analysis. Wood smoke simulations and FRM PM_{2.5} data from 2009 to 2019 were used to create the figure. As shown in the figure, the fraction of PM_{2.5} from wood smoke has a clear seasonal cycle, which peaks in winter months and is lowest in summer months. In winter months, from Nov. to Feb., wood smoke fractions are in general higher than 10%, while in summer months, from Apr. to Sept., wood smoke fractions are in general lower than 10%.

The correlation between simulated PM_{2.5} concentrations from wood smoke and FRM PM_{2.5} concentrations in Compton is shown in Figure V-16. They are weakly correlated, with a correlation coefficient $R^2 = 0.19$. The data presented in Figure V-16 only include winter months, Nov. – Feb., during 2009-2019.

In Figure V-17, we compared the average fraction of PM_{2.5} from wood smoke in monitoring stations across the South Coast Air Basin in winter months (Nov.- Feb.) during 2016-2019. As shown in the figure, the average fraction of PM_{2.5} from wood smoke in Compton in the winter months is 7%, which is the highest among all the stations presented in Figure V-17. As discussed above, the CO concentrations measured in Compton on Jan 1st, Dec 24th, and Dec 27th, 2017 were significantly higher than CO concentrations measured in other regions and in other time periods, which also suggests that there were excessive wood burning activities in Compton on these three days. As shown in Figure V -10, the CO concentrations measured at Compton are almost always the highest among all stations in the South Coast Air Basin, further supporting the hypothesis that there are more wood burning activities in and upwind of Compton than in other areas. Therefore, it is likely that atypically high concentrations recorded on Dec. 24th, Dec. 27th, and Jan. 1st, 2017 were influenced by excess wood smoke concentrations.

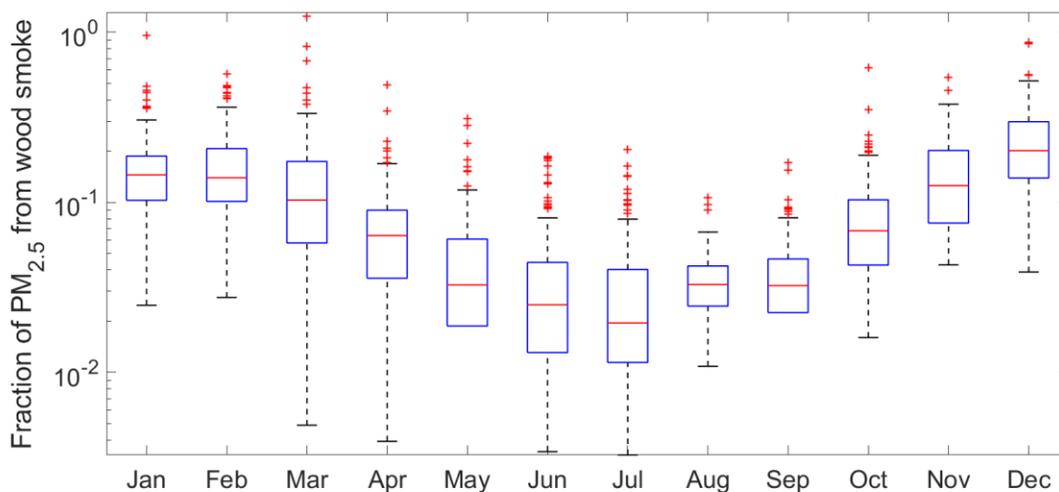


FIGURE V -17

Fraction of PM_{2.5} from Wood Smoke in Compton in 2009-2019. Data in each month are presented using box-whisker plot. The red line in the middle of the box represents the median value. the ends of the box represent the first and third quartiles. The length of the whiskers covers 99.3% assuming the data are normally distributed. Outliers are presented with red crosses. Note that the ordinate uses a logarithmic scale.

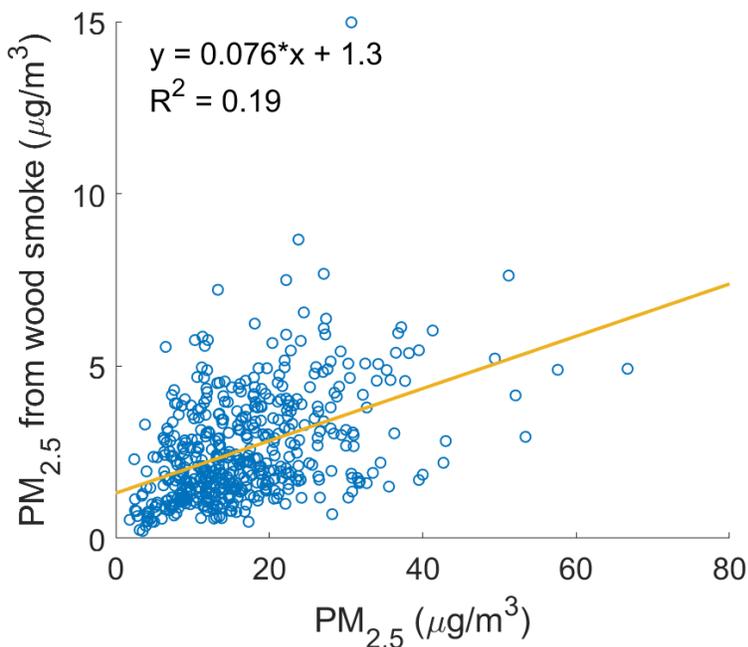


FIGURE V -18

Correlation Between Simulated PM_{2.5} Concentrations from Wood Smoke and PM_{2.5} Concentrations in Compton in Winter Months (Nov. – Feb.) in 2009-2019.

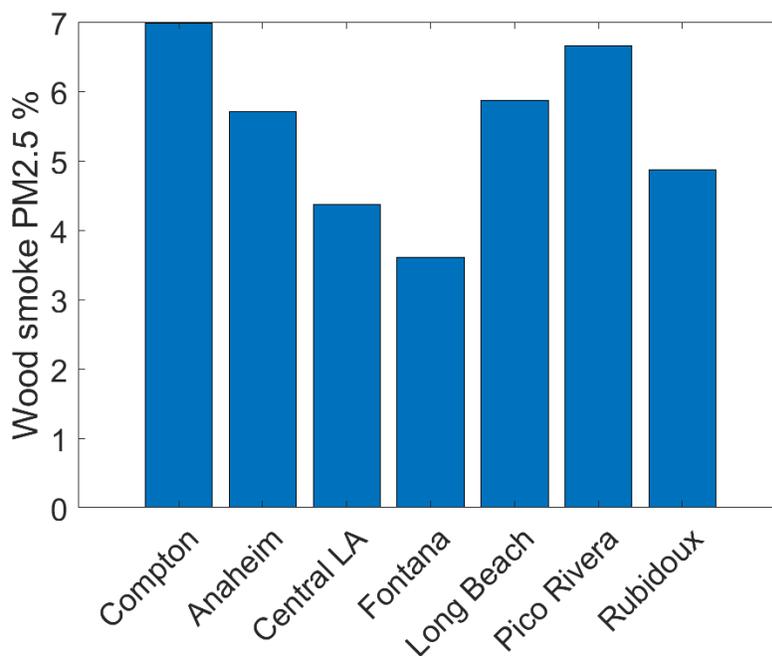


FIGURE V -19

Average Fraction of PM_{2.5} from Wood Smoke in Monitoring Stations Across the South Coast Air Basin in Winter Months (Nov.- Feb.) During 2016-2019. Only stations with FRM PM_{2.5} measurements are included in this figure.

Conclusions

A weight-of-evidence approach using supplemental analyses was employed to demonstrate future attainment of the 2006 24-hr PM_{2.5} NAAQS in Compton. Together, the supplemental analyses demonstrate attainment of the 2006 24-hour PM_{2.5} standard in Compton by 2023. Key findings are summarized below:

- Since PM_{2.5} FRM measurements began in 2008, all DVs were below 35 ug/m³, the 2006 24-hour PM_{2.5} standard, until 2017. The unusually high PM_{2.5} levels that caused the exceedance in 2017 did not recur. Ambient monitoring data from 2018 to the 1st half of 2020 indicates that it is highly likely that Compton will attain the standard by December 31, 2020.
- Three dates in 2017 (Jan. 1, Dec. 24 and 27) had remarkably high PM_{2.5} concentrations at Compton. These dates represent 3 out of the 4 highest 24-hour PM_{2.5} concentrations ever recorded at Compton since measurements began in Dec. 2008. Prior to 2017, the PM_{2.5} 24-hour Design Value had consistently been below the 24-hour federal PM_{2.5} standard, and these three measurements caused the design value to be above the 24-hour federal PM_{2.5} standard for 2017, 2018, and 2019.

- While the high PM_{2.5} days in 2017 were influenced by a combination of woodsmoke, fireworks and adverse meteorology, custom-built tools using statistical algorithms indicated that the observed high PM levels cannot be explained by solely by business-as-usual emissions or meteorology. Therefore, the 2017 high PM days in question were likely driven by episodic and localized emissions, which have not recurred.
- An analysis comparing the metal composition on the sample filters collected on Jan. 1, 2017 with those collected at multiple stations on Jul. 4 and 5 of 2017 and 2018 found that 14.7-23.4% of the PM_{2.5} on Jan. 1, 2017 was likely due to fireworks.
- An analysis of meteorological conditions found that Dec. 24 and 27 had conditions that were rare and highly favorable to the accumulation of high PM_{2.5} concentrations, while results of a PM_{2.5} model using machine learning techniques shows that meteorological conditions and calendar parameters were not sufficient to explain the exceptionally high concentrations on those days meaning that atypical episodic emissions likely also contributed to the high PM_{2.5} concentrations.
- A statistical Monte Carlo model of the PM_{2.5} 24-hour design value shows that the design value is unlikely to exceed the PM_{2.5} 24-hour federal standard during 2020-2023, assuming that NO_x and VOC concentrations are constant at 2009-2019 levels. NO_x and VOC concentrations are decreasing over time, making it even less likely that the design values during 2020-2023 will exceed the federal standard.

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ATTACHMENT C

Transcript of Proceedings

October 07, 2020

Regional Public Hearing
for the Proposed Attainment Plan for the 2006 24-Hour
PM2.5 Standard for the South Coast Air Basin



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REGIONAL PUBLIC HEARING
FOR THE PROPOSED ATTAINMENT PLAN
FOR THE 2006 24-HR PM2.5
STANDARD FOR THE SOUTH COAST AIR BASIN

TRANSCRIPT OF PROCEEDINGS
Wednesday, October 7, 2020
1:04 PM

Reported by:
Mary Anne Young
RPR, CSR No. 12799
Job No. 10072688

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1 WEDNESDAY, OCTOBER 7, 2020

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3
4 MS. REES: All right. So good afternoon,
5 everybody. Thank you so much for joining us this
6 afternoon. Again, as you can see, we're having some
7 technology issues. We think it is a Zoom problem, but
8 we're going to try to see if we can go ahead with this.
9 If you get dropped out of the meeting, you should get
10 reconnected by Zoom, and if this becomes too
11 problematic, we'll figure out a Plan B, but for now we
12 want to proceed.

13 So first, maybe I'll start with some
14 introductions. My name is Sarah Rees. I'm an Assistant
15 Deputy Executive Officer at the District in Planning.
16 I'm also joined by Zorik Pirveysian, who is our Planning
17 and Rules Manager, Dr. Kalam Cheung, who is a Program
18 Supervisor, Dr. Sang-Mi Lee, who is also a Program
19 Supervisor. We have Dr. Scott Epstein also Program
20 Supervisor, and we have our legal counsel Catherine
21 Roberts and also legal counsel Barbara Baird.

22 So with that, maybe I will read off some
23 housekeeping remarks prior to us getting into our
24 presentation.

25 Our agenda today is we're going to present to

1 you information on our Plan Attainment Plan for the 2006
2 24-hour PM2.5 Standard, so we'll proceed with that and
3 then we'll have a period for public comments and
4 questions at the end.

5 So pursuant to Governor Newsom's Executive
6 Orders N-2520 and N-2920, this regional public hearing
7 will only be conducted by videoconferencing and by
8 telephone. We will do our best to facilitate a smooth
9 meeting with public participation, Zoom problems
10 notwithstanding. We ask that everybody be patient as we
11 navigate this together. We have two formats for
12 preservation, the Zoom web application as well as
13 teleconference.

14 Before we begin, I want to review some
15 guidelines and general instructions for the meeting.
16 These are very important so I ask that you pay close
17 attention. Please silence your phone and other
18 communication devices. This will ensure that we are not
19 having any feedback or causing interruption during the
20 meeting.

21 During the meeting all participants on Zoom,
22 except for the South Coast AQMD Staff, will be placed on
23 mute by the host. That means you will not be able to
24 mute or unmute your lines manually.

25 After the Staff presentation, we will ask for

1 public comments. Right now, we're going to be limiting
2 public comment to three minutes per person, but if we
3 have some additional time and there are other comments,
4 we might allow that.

5 For those on Zoom, if you would like to make a
6 public comment on the Zoom screen, please click on the
7 "Raise Hand" button. This will signal to the host that
8 you would like to provide public comments and you will
9 be added to the list. If you're using Zoom on your
10 smart phone, please tap the "Raise Hand" button at the
11 bottom of the screen. For those calling in using the
12 phone line only, you can dial star nine on your key pad
13 to signal that you would like to comment. Your name
14 will be called when it is turn to comment and the host
15 will unmute your line automatically. Please note you
16 can hang up and/or leave the Zoom meeting at any time.

17 I will now review some meeting conduct
18 guidelines. Please treat others with courtesy and
19 civility, and respect the public meeting process. Rules
20 prohibiting the use of signs or posters remain in effect
21 for video participation. Profanity, discriminatory
22 comments or obscene gestures are prohibited.
23 Disorderly, unruly or aggressive behavior that infringes
24 upon the rights of others or disrupts the goodwill order
25 of the meeting are also prohibited. Any violation of

1 the above rules can result in your mic being muted, your
2 video feed being shut off or your being dropped from the
3 phone or Zoom meeting lines.

4 So with that, let's get underway with our
5 presentation. I'll turn it over to Zorik Pirveysian.

6 MR. PIRVEYSIAN: Good afternoon, everyone. My
7 name is Zorik Pirveysian. I'm Planning and Rules
8 Manager with the South Coast Area Quality Management
9 District. If we can have the presentation, please?

10 There is a possibility that we may get
11 disconnected, and if we do, please be patient, we will
12 come right back, hopefully.

13 So I'll provide a presentation on the South
14 Coast Air Basin Draft Attainment Plan for the 2006
15 24-hour PM2.5 Standard.

16 As a way of background, PM2.5 refers to fine
17 particles that are less than 2.5 microns. For
18 comparison, fine beach sand is about 90 microns in
19 diameter. Human hair is about 50 to 70 microns in
20 diameter. PM10, which is particles that are less than
21 10 microns, are things like dust, pollen and mold.
22 Those are less than 10 microns. And PM2.5 particles are
23 even smaller, less than 2.5 microns, come from sources
24 such combustion particles, organic compounds, metals and
25 other sources.

1 There are significant health impacts with
2 PM2.5 emissions including cardiovascular and respiratory
3 asthma, lung cancer and even premature death.

4 Next slide, please.

5 There are several factors that influence the
6 PM2.5 levels in the atmosphere. PM2.5 emissions come
7 from a variety of NOX and VOC sources, and other PM2.5
8 sources that we'll discuss in the next slide.

9 Wildfires and fireworks also contribute to
10 PM2.5 formation, and meteorology plays a significant
11 role in PM2.5 levels.

12 And mixing and ventilation are critical,
13 especially in certain days when the warm inversion
14 layers trap the cool air near the surface causing PM2.5
15 to rise because of lack of atmospheric mixing.

16 Sunlight is also important because the
17 majority of PM2.5 is formed in the atmosphere through
18 photochemical reactions in the presence of sunlight.

19 Fog and humidity are also important because of
20 the presence of water, for example, or droplets, which
21 also contribute to the formation of PM2.5.

22 Storms and rainfalls are generally good for
23 PM2.5 because of atmospheric mixing, and water droplets
24 are extremely effective in clearing the air from fine
25 particles.

1 I lost the presentation. Maybe Kalam or
2 Sang-Mi, you can bring it up again.

3 Okay. It's coming up. Our apologies for
4 that. The presentation should be coming back on.

5 DR. CHEUNG: I'm currently sharing my screen.
6 I'm on slide 3. Are you able to see that?

7 MR. PIRVEYSIAN: No, I don't see the
8 presentation. Does anybody else see it?

9 MS. REES: No, I don't see it.

10 MR. HENNINGER: Not yet. Kalam, maybe e-mail
11 me the presentation, and I can try to --

12 DR. CHEUNG: Sure.

13 MR. HENNINGER: Now, we have Paul back. Paul,
14 can you hear me? Do you have the presentation? You're
15 muted, by the way.

16 MR. WRIGHT: I don't.

17 MR. HENNINGER: Okay.

18 MR. WRIGHT: I just heard that one sentence
19 and I don't, but if somebody e-mails it to me --

20 MR. HENNINGER: I can send it to you.

21 MR. PIRVEYSIAN: Yeah, I just sent it to Mark
22 and Paul.

23 MS. REES: Again, for those tuning in, we
24 appreciate your patience as we go through --

25 MR. WRIGHT: Sarah, if you want to e-mail it

1 to me, I can do it.

2 Is this the correct slide?

3 MS. REES: I think we were on slide 3.

4 MR. HENNINGER: Am I on slide 3? I think I
5 am. I think we may have lost Zorik.

6 It looks like we did.

7 MS. REES: Oh, boy.

8 MR. PIRVEYSIAN: I'm back.

9 MS. REES: Okay.

10 MR. PIRVEYSIAN: I think we covered this
11 slide. Let's go to the next slide, please.

12 MR. HENNINGER: You may want to turn off your
13 video if you don't need it to be on. That might help.

14 MR. PIRVEYSIAN: Okay. Let's continue. Our
15 apologies.

16 So in terms of PM2.5, PM2.5 is either directly
17 emitted, which we call primary PM2.5 sources. Examples
18 of primary PM2.5 are exhaust from trucks, cars, buses,
19 aircraft, ships, locomotives, as well as stationary
20 sources such as power plants, refineries, wood smoke and
21 meat cooking.

22 PM2.5 can also form in the atmosphere, which
23 we call secondary PM2.5. Pollutants such as VOCs, which
24 stands for volatile organic compounds, NOX, which stands
25 for nitrogen oxides, ammonia that can come from

1 industrial sources and mobile sources: These all react
2 in the atmosphere to form secondary PM2.5 which accounts
3 for the majority of the PM2.5 in the atmosphere.

4 Next slide, please.

5 MR. HENNINGER: It looks like Zorik might be
6 frozen.

7 MR. PIRVEYSIAN: Can you hear me?

8 MS. REES: Yes.

9 MR. HENNINGER: Yes.

10 MR. PIRVEYSIAN: Okay. So in order to protect
11 the public health and the environment from the harmful
12 effects of air pollutants, the U.S. EPA has established
13 National Ambient Air Quality Standards for six criteria
14 air pollutants, namely ozone, lead, nitrogen dioxide
15 sulfur dioxide, carbon monoxide and two forms of PM,
16 PM2.5 and PM10. These standards are periodically
17 reviewed and revised based on the latest scientific
18 information.

19 Next slide, please.

20 But there are four PM2.5 National Ambient Air
21 Quality Standards: The 1997 annual (inaudible) PM2.5
22 standards were actually achieved in 2013, two years
23 ahead of the 2015 attainment deadline, which is
24 obviously good news.

25 For the 2006 24-hour PM2.5 standards, which is

1 the subject of this presentation that we prepared a
2 draft plan which we are presenting today, the attainment
3 date for the standard is 2019 and South Coast Air Basin
4 has a classification of serious non-attainment. And
5 then the 2012 annual PM2.5 standard has an attainment
6 date of 2025.

7 Next slide, please.

8 In order to determine whether an area meets
9 the standard, there is a metric called design value
10 based on EPA's guidelines that is used to be calculated
11 and compared with the standard, so design value is a
12 three-year average of 98 percentile of daily
13 concentrations of PM2.5 at each monitoring site, and the
14 98 percentile depends on the sampling frequency. So if
15 there are everyday samplings and 98 percentile becomes
16 the eighth highest reading, if the frequency of sampling
17 is every third day, the 98 percentile becomes the third
18 highest readings. So the 98 percentile of 24-hour
19 concentrations are calculated for every year averaged
20 over three years, and then that represents a design
21 value which is compared with the standard to see whether
22 we meet the standard or not.

23 Next slide, please. Are we --

24 MS. REES: There you go.

25 MR. HENNINGER: Slide 8.

1 MR. PIRVEYSIAN: Slide 8. So here are the
2 2017 to 2019 three-year design values for all stations
3 in the South Coast Air Basin, so these are values that
4 are the standard to see whether we are meeting the
5 standards in all stations, which is a requirement.

6 (Zoom disruption)

7 I'm not sure how much of our video you heard,
8 but I'll just go over the slide one more time. So this
9 is the three-year design values for all stations based
10 on the 2017 to 2019 values. As you can see, all
11 stations are below the standard except for Compton in LA
12 County and Mira Loma in Riverside County. And because
13 these standards are exceeding the design values for the
14 three-year 2017 to 2019 period, the Basin did not meet
15 the standard by the required 2019 deadline.

16 Next slide, please.

17 However, if you look at the two-year average
18 values over the last two years in 2018 and 2019, we can
19 see that all stations are actually going to be below the
20 standard. Again, if you use the 98 percentile for those
21 two years, an average value for two years, this
22 basically indicates that we had good overall PM2.5 air
23 quality over the last two years, and it was only those
24 high readings -- high measurements that we had in 2017
25 which caused the Basin not to meet the standard by the

1 required deadline.

2 Next slide, please.

3 Looking at the all-over trend in PM2.5
4 concentrations, as you can see, we made significant
5 process in using the PM2.5 concentrations in the last 20
6 years and, in fact, we were close to meeting the
7 standard in the 2012, 2013 time frame, but then we had
8 the draught conditions and low rainfalls which caused
9 the PM2.5 concentrations to increase, but then after
10 that in 2017 onward, we saw a downward trend again
11 continuing approaching the attainment. And, in fact, if
12 you look at the 2020 design value to date, we will meet
13 the standard in 2020.

14 Next slide, please.

15 So in terms of our attainment status, as I
16 mentioned since 2001, the Basin's 98 percentile
17 concentrations of PM2.5 have decreased by 51 percent,
18 which is great progress. This is again because of the
19 impact of existing regulations; however, because of the
20 design value for 2017 and '19, showing two standards,
21 two stations exceeding the standard, the Basin failed to
22 meet the standard by the required December 31st, 2019
23 deadline.

24 Mira Loma actually had the highest PM2.5
25 concentration since 2008, but in the time period of 2017

1 to 2019 Compton became the highest site because of three
2 abnormally high PM2.5 episodes that were measured on
3 January 1st and late December of 2017. The likely
4 causes of these high episodes are anomalous human
5 activities, such as wood-burning or fireworks, adverse
6 meteorology and other potential local sources. And it's
7 important to note that these high levels were not
8 observed before or after 2017, again highly indicating
9 that there were some unusual and abnormal anomalous
10 human activities that occurred in those three days.

11 Next slide, please.

12 Looking at the progress in Mira Loma -- as you
13 can see, PM2.5 concentrations in Mira Loma have also
14 decreased significantly, and we were close to attainment
15 in the 2011, 2012 time frame and then there were the
16 drought conditions, but after that we show the
17 concentrations approaching the attainment levels.

18 And, in fact, we are very close to at
19 attending the standard and based on the preliminary 2020
20 design values to date, Mira Loma will attain by the end
21 of 2020 if there are no more than four days above the
22 standard for the rest of the year.

23 Next slide, please.

24 In terms of progress we've seen in Compton,
25 for the most part when you look at the graph here, based

1 on the monitoring data in Compton PM2.5 levels have
2 either been below the standard or slightly above the
3 standard since 2009 and then we saw that spike in 2017
4 because of those three unusually high days that we
5 measured in 2017. And then after that, we've seen a
6 drop in PM2.5 concentrations, below the standard in
7 2018, and even lower in 2019. And the preliminary 2020
8 design to date shows that we are well below the standard
9 and will attain the standard by the end of 2020. And
10 Compton could have up to seven days above the 45
11 microgram per cubic meter for the rest of the year and
12 still meet the standard.

13 Next slide, please.

14 So what are the implications of
15 non-attainment? EPA last month issued their final
16 determination on the Basin's failure to attain the
17 standard in the Federal Register, which means that we
18 are required to develop an air quality plan by the end
19 of this year to show attainment of the standard.

20 Also because we failed to meet the standard,
21 contingency provisions will be triggered in Rule 445,
22 our wood-burning devices rule, which will lower the
23 curtailment threshold from 30 to 29 micrograms per cubic
24 meter essentially requiring additional no burn days in
25 the South Coast Air Basin.

1 Next slide, please.

2 So we have prepared the Draft Attainment Plan
3 for the standard to show attainment of these standards,
4 and the plan also addresses several key requirements
5 that are incorporated into the plan.

6 We need to show a five percent reduction of
7 PM2.5 or one of its precursors, namely NOX or VOC. We
8 met this requirement based on the NOX reductions that
9 are expected to be achieved from existing regulations.
10 When we say existing regulations, we're referring to the
11 regulations that have already been adopted and are not
12 fully implemented. And an example of these regulations
13 would be CARB's truck and bus regulations that will
14 achieve significant NOX and PM reductions by
15 January 1st, 2023. Another example is CARB's in use
16 off-road diesel equipment that will also result in
17 additional NOX and PM reductions over the next few
18 years.

19 The plan also includes updated emissions
20 inventory and modeling analysis and shows expeditious
21 attainment by 2023 based on emission reductions from
22 existing regulations.

23 The plan also includes an analysis of
24 controlled strategies, which is essentially based on
25 implementation of the strategies that were included in

1 the 2016 ATMP as well as (inaudible) in the plan.

2 The plan also addresses the requirement for
3 reasonable further progress which is a requirement to
4 show linear progress in reducing emissions as well as
5 quantitative milestone, and these are addressed again
6 based on reductions that we are getting from existing
7 regulations and also recently adopted PM regulations,
8 namely Rule 445 and CARB's heavy duty smoke inspection
9 regulation.

10 There's also a requirement for contingency
11 measures to make sure that measures are in place in the
12 event that we fail to meet the standard or we don't make
13 enough progress as far as reducing emissions. And this
14 requirement is addressed in the contingency provisions
15 that were recently adopted in Rule 445, wood-burning
16 devices. That was adopted last June.

17 Next slide, please.

18 So in terms of attainment demonstration, we
19 have a hybrid approach. For Compton, we're relying on
20 supplemental weight of evidence and air quality trend
21 analysis based on monitoring data because the
22 traditional approach modeling and attainment
23 demonstration is not appropriate for Compton. The
24 reason for that is because the high episodes that were
25 observed in 2017 were likely driven by anomalous human

1 activities which were not reflected in the emissions
2 inventory. And if they're not reflected in the
3 inventory, it's very difficult to develop an effective
4 strategy.

5 And if you were to use the traditional control
6 strategy for Compton, that would require unrealistic
7 levels of emission reductions in the entire Basin and
8 may not each be effective in Compton. But as I
9 mentioned, Compton is very close to attaining the
10 standard and will be likely in attainment before EPA
11 even considers this plan.

12 Next slide, please.

13 So for Mira Loma and all other locations, we
14 are relying on the traditional, of course, which is
15 based on updated emissions inventory and regional air
16 quality modeling. So based on our modeling analysis,
17 the Basin will be in attainment of the standard by '23,
18 2023, based on emission reductions from existing
19 regulations.

20 And in addition to that, there's been a number
21 of regulations that have been adopted since the last
22 AQMD people by CARB and AQMD. These regulations will
23 provide additional emissions reductions that will
24 provide further assurance that we will meet the standard
25 by 2023 or even earlier. And because of that, we do not

1 need any additional regulations or measures to meet the
2 standard.

3 Next slide, please.

4 So in terms of our paths forward, we have
5 developed a required plan which addresses all the
6 requirements that need to be included in this plan. It
7 includes an attainment strategy based on Mira Loma,
8 which relies on emission reductions from existing
9 regulations, and an alternative approach for Compton,
10 which is based on weight of evidence and air quality
11 trend analysis, and it addressed all the other
12 requirements that are mentioned. However, the plan will
13 be moot if all the sites meet the standard by the end of
14 2020.

15 We are closely monitoring the PM2.5 the rest
16 of the year. We will be working closely with CARB and
17 EPA to exclude exception events, such as wildfires and
18 fireworks, which can be excluded from design value
19 calculations, and it's very possible that EPA can make a
20 clean determination if the 2020 design values are below
21 the standard, and because of that, the attainment plan
22 may not be needed any more.

23 Next slide, please.

24 So in terms of our public process, we
25 presented a proposed approach for attaining the standard

1 to the (inaudible) system in August. We also discussed
2 this plan and the proposed approach and all the analysis
3 that we conducted in this plan to our advisory groups,
4 the scientific technical modeling and peer review, and
5 the air quality management plan advisory groups in
6 August and September. We released a draft plan on
7 September 18. We are holding a regional public hearing
8 today, October 7. Public comments are due October 19.
9 We are asking comments to be provided by then so that we
10 can properly address them and include them in our final
11 panel. Set hearing is November 6, and we will be
12 presenting this draft plan for our board's consideration
13 on December 4. And CARB will also consider the plan
14 following our board approval on December 10 or 11. And
15 following CARB board's approval, it will be submitted to
16 EPA for inclusion into the SEP.

17 Next slide, please.

18 So the supporting documents are available
19 including the notice of regional public hearing, the
20 draft plan that we released last month, a fact sheet
21 which is a two-pager which provides a summary of the
22 background as well as a brief summary of the plan and
23 its conclusions, and it's available on our AQMD website.

24 Final slide.

25 Obviously today we are asking if you have any

1 comments or questions that you can present to us today,
2 but if you have additional questions or comments or have
3 documents, please provide the relevant information to
4 Kalam Cheung by e-mail or by phone. We are asking all
5 the written comments to be submitted no later than
6 Monday, October 19.

7 That concludes my presentation. I'll turn it
8 back over to Sarah.

9 MS. REES: Thanks, Zorik.

10 Before we get into public comments, I just
11 wanted to check with our attendees to make sure that
12 they were able to hear the presentation. I got some
13 comments from Staff who are panelists here that the
14 audio wasn't that great, so maybe if you had problems
15 hearing us, could you put your hand up?

16 It looks like we had some audio issues. I'm
17 going to -- great.

18 MR. PIRVEYSIAN: We can go over the
19 presentation quickly.

20 MS. REES: If you didn't hear or had
21 difficulties hearing us, could you put your hand up
22 again? We'll unmute you just because we want to
23 understand how extensive the problem was.

24 Okay. Could you unmute Shannon?

25 Okay. Shannon, go ahead.

1 Go ahead, Shannon.

2 Shannon, are you able to hear us?

3 MR. WRIGHT: You may need to unmute yourself,
4 Shannon.

5 MR. HENNINGER: Shannon is unmuted. Would you
6 want to try someone else?

7 MS. REES: Would another volunteer help us to
8 understand the audio problems?

9 MR. HENNINGER: Alec.

10 MS. REES: Okay. Alec, go ahead.

11 ALEC: Can you hear me?

12 MS. REES: Yes.

13 MR. WRIGHT: Is this general questions, Sarah,
14 or public comments?

15 MS. REES: I'm asking -- this is not public
16 comment. I'm just asking about the audio.

17 MR. WRIGHT: Okay.

18 ALEC: Yeah, I was just going to say the audio
19 was pretty clear other than the times when we all knew
20 that Zorik cut out, I understood everything.

21 MS. REES: Okay. Great. I appreciate that.
22 Thank you, Alec.

23 ALEC: Uh-huh.

24 MS. REES: Okay. At this point let's turn to
25 public comments. Again, for those who are on Zoom, if

1 you want to make a public comment, please raise your
2 hands on the "Raise Hand" button, and I will put you on
3 the list for public comment. If you're on your smart
4 phone, there is a "Raise Hand" button at the bottom of
5 the screen, and then if you're calling in, you can dial
6 star nine and that will add you to the list.

7 We are going to be limiting public comment to
8 three minutes, although if there isn't much public
9 comments and there is time at the end, we will consider
10 adding some additional time if there are more comments
11 to be made.

12 So with that, if there are any public
13 comments, please raise your hand or dial star nine and
14 we can begin.

15 I'm not seeing any hands raised so far, but,
16 you know, we'll give it a couple minutes.

17 MR. PIRVEYSIAN: So if there was anything that
18 wasn't clear and, you know, you'd like additional
19 clarification, please feel free to ask. We can clarify
20 it for you. Of course the presentation was so
21 beautifully done that there are no questions, of course,
22 but there could always be questions.

23 MS. REES: Okay. I'm still not seeing any
24 raised hands. We'll maybe give it another minute or
25 two, but, you know, again we encourage you that if there

1 are points of clarification or other things, you know,
2 this is your time with us.

3 MR. WRIGHT: So Sarah, this is Mark.

4 MS. REES: Yes.

5 MR. WRIGHT: It's highly likely that the
6 issues we were seeing with the meeting were related to
7 AQMD Staff primarily, because there's also -- or there
8 is an issue with the Office 365 that is going on right
9 now. It's kind of healing itself as we speak, but there
10 was a problem with Office 365, and I don't know if
11 you're aware, but we use Office 365 log-ins to log into
12 Zoom.

13 MS. REES: Got it.

14 MR. HENNINGER: So that very likely could have
15 been the issue and that's kind of why the strange
16 behavior.

17 MS. REES: Okay.

18 MR. HENNINGER: So participants may not have
19 been affected at all other than not being able to hear
20 because of Staff going in and out.

21 MS. REES: Okay. Got it.

22 Well, last call for questions or comments.

23 MR. PIRVEYSIAN: Yeah, the only thing I would
24 add, Sarah, is if you have any questions or comments as
25 mentioned, please contact us right away by phone or by

1 e-mail. And if you have written comments, please submit
2 them to us by October 19th and thanks again for everyone
3 participating.

4 MS. REES: At this point I think this
5 concludes our public hearing. Again, thank you for
6 bearing with us during our challenges. You know, we are
7 living in interest times and we're all adapting to new
8 things, so appreciate your patience and, again, if you
9 have any comments on this, feel free to contact us.
10 Have a good afternoon, everybody.

11 MR. PIRVEYSIAN: Thanks, everyone.

12 (At 1:39 p.m., the meeting ended)

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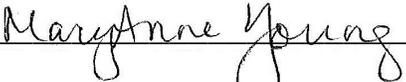
I, Mary Anne Young, a Certified Shorthand Reporter for the State of California, do hereby certify:

That the foregoing proceedings were taken before me at the time and place herein set forth; that a record of the proceedings was made by me using machine shorthand, which was thereafter transcribed under my direction; that the foregoing transcript is a true record of the statements given.

I further certify I am neither financially interested in the action nor a relative or employee of an attorney or party to this action.

IN WITNESS WHEREOF, I have this date subscribed my name.

Dated: October 8, 2020



Mary Anne Young, CSR 12799

<p>-</p> <hr/> <p>--o0o-- 25:13</p> <hr/> <p>1</p> <hr/> <p>10 6:21,22 20:14</p> <p>11 20:14</p> <p>18 20:7</p> <p>19 13:20 20:8 21:6</p> <p>1997 10:21</p> <p>19th 25:2</p> <p>1:39 25:12</p> <p>1st 14:3 16:15</p> <hr/> <p>2</p> <hr/> <p>2.5 6:17,23</p> <p>20 13:5</p> <p>2001 13:16</p> <p>2006 4:1 6:14 10:25</p> <p>2008 13:25</p> <p>2009 15:3</p> <p>2011 14:15</p> <p>2012 11:5 13:7 14:15</p> <p>2013 10:22 13:7</p> <p>2015 10:23</p> <p>2016 17:1</p> <p>2017 12:2,10,14,24 13:10,20,25 14:3,8 15:3,5 17:25</p> <p>2018 12:18 15:7</p> <p>2019 11:3 12:2,10,14, 15,18 13:22 14:1 15:7</p>	<p>2020 3:1 13:12,13 14:19,21 15:7,9 19:14,20</p> <p>2023 16:15,21 18:18, 25</p> <p>2025 11:6</p> <p>23 18:17</p> <p>24-hour 4:2 6:15 10:25 11:18</p> <p>29 15:23</p> <hr/> <p>3</p> <hr/> <p>3 8:6 9:3,4</p> <p>30 15:23</p> <p>31st 13:22</p> <p>365 24:8,10,11</p> <hr/> <p>4</p> <hr/> <p>4 20:13</p> <p>445 15:21 17:8,15</p> <p>45 15:10</p> <hr/> <p>5</p> <hr/> <p>50 6:19</p> <p>51 13:17</p> <hr/> <p>6</p> <hr/> <p>6 20:11</p> <hr/> <p>7</p> <hr/> <p>7 3:1 20:8</p> <p>70 6:19</p>	<p>8</p> <hr/> <p>8 11:25 12:1</p> <hr/> <p>9</p> <hr/> <p>90 6:18</p> <p>98 11:12,14,15,17,18 12:20 13:16</p> <hr/> <p>A</p> <hr/> <p>able 4:23 8:6 21:12 22:2 24:19</p> <p>abnormal 14:9</p> <p>abnormally 14:2</p> <p>accounts 10:2</p> <p>achieve 16:14</p> <p>achieved 10:22 16:9</p> <p>activities 14:5,10 18:1</p> <p>adapting 25:7</p> <p>add 23:6 24:24</p> <p>added 5:9</p> <p>adding 23:10</p> <p>addition 18:20</p> <p>additional 5:3 15:24 16:17 18:23 19:1 21:2 23:10,18</p> <p>address 20:10</p> <p>addressed 17:5,14 19:11</p> <p>addresses 16:4 17:2 19:5</p> <p>adopted 16:11 17:7, 15,16 18:21</p>	<p>adverse 14:5</p> <p>advisory 20:3,5</p> <p>afternoon 3:4,6 6:6 25:10</p> <p>agenda 3:25</p> <p>aggressive 5:23</p> <p>ahead 3:8 10:23 21:25 22:1,10</p> <p>air 6:14 7:14,24 10:12,13,14,20 11:3 12:3,22 15:18,25 17:20 18:15 19:10 20:5</p> <p>aircraft 9:19</p> <p>Alec 22:9,10,11,18, 22,23</p> <p>allover 13:3</p> <p>allow 5:4</p> <p>alternative 19:9</p> <p>Ambient 10:13,20</p> <p>ammonia 9:25</p> <p>analysis 16:20,23 17:21 18:16 19:11 20:2</p> <p>and/or 5:16</p> <p>annual 10:21 11:5</p> <p>anomalous 14:4,9 17:25</p> <p>anybody 8:8</p> <p>apologies 8:3 9:15</p> <p>application 4:12</p> <p>appreciate 8:24 22:21 25:8</p> <p>approach 17:19,22 19:9,25 20:2</p> <p>approaching 13:11</p>
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ATTACHMENT D



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SUBJECT: NOTICE OF EXEMPTION FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

PROJECT TITLE: ATTAINMENT PLAN FOR 2006 24-HOUR PM_{2.5} STANDARD FOR THE SOUTH COAST AIR BASIN

Pursuant to the California Environmental Quality Act (CEQA) Guidelines, the South Coast Air Quality Management District (South Coast AQMD), as Lead Agency, has prepared a Notice of Exemption pursuant to CEQA Guidelines Section 15062 – Notice of Exemption for the project identified above.

If the proposed project is approved, the Notice of Exemption will be electronically filed with the State Clearinghouse of the Governor's Office of Planning and Research to be posted on their CEQAnet Web Portal which, upon posting, may be accessed via the following weblink: <https://ceqanet.opr.ca.gov/search/recent>. In addition, the Notice of Exemption will be electronically posted on the South Coast AQMD's webpage which can be accessed via the following weblink: <http://www.aqmd.gov/nav/about/public-notice/ceqa-notice/notices-of-exemption/noe---year-2020>. The electronic filing and posting of the Notice of Exemption is being implemented in accordance with Governor Newsom's Executive Orders N-54-20 and N-80-20 issued on April 22, 2020 and September 23, 2020, respectively, for the State of Emergency in California as a result of the threat of COVID-19.

**NOTICE OF EXEMPTION FROM THE
CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)**

To: Governor's Office of Planning and Research - State Clearinghouse 1400 Tenth St, Suite 222 Sacramento, CA 95814-5502	From: South Coast Air Quality Management District 21865 Copley Drive Diamond Bar, CA 91765
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Project Title: Attainment Plan for 2006 24-hour PM2.5 Standard for the South Coast Air Basin

Project Location: The project is located in the four-county South Coast Air Basin portion of the South Coast Air Quality Management District (South Coast AQMD) jurisdiction. The South Coast Air Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside and San Bernardino counties.

Description of Nature, Purpose, and Beneficiaries of Project: The South Coast Air Basin (Basin) is designated as a Serious nonattainment area for the 2006 24-hour PM2.5 National Ambient Air Quality Standard (standard). The United States Environmental Protection Agency issued a final determination that the Basin failed to achieve the standard (35 micrograms per cubic meter) by the December 31, 2019 attainment deadline triggering the requirement for the South Coast AQMD to revise its State Implementation Plan by December 31, 2020. To demonstrate how attainment of the standard will be achieved, South Coast AQMD has developed an attainment plan for the Basin which addresses directly-emitted PM2.5 and PM2.5 precursors (e.g., nitrogen oxides (NOx), sulfur oxides (SOx), volatile organic compounds (VOC), and ammonia) by: 1) updating the 2018 base year and 2023 future year emission inventories; 2) demonstrating a five percent annual reduction of NOx emissions based on continued implementation of existing regulations; 3) updating the air quality modeling analysis and providing supplemental weight of evidence analysis for demonstrating attainment; 4) evaluating control strategies and emission reductions needed for attainment including potential feasible measures and the impact of existing and recently adopted rules and regulations by South Coast AQMD and California Air Resources Board (CARB); 5) including contingency measures; and 6) addressing other federal Clean Air Act requirements such as a Reasonable Further Progress demonstration. The Basin is expected to attain the 2006 24-hour PM2.5 standard in 2023 based on the continued implementation of existing regulations and programs by the South Coast AQMD and CARB.

Public Agency Approving Project:
South Coast Air Quality Management District

Agency Carrying Out Project:
South Coast Air Quality Management District

Exempt Status:

CEQA Guidelines Section 15061(b)(3) – Common Sense Exemption

CEQA Guidelines Section 15308 – Actions by Regulatory Agencies for Protection of the Environment

Reasons why project is exempt: South Coast AQMD, as Lead Agency, has reviewed the proposed project pursuant to: 1) CEQA Guidelines Section 15002(k) – General Concepts, the three-step process for deciding which document to prepare for a project subject to CEQA; and 2) CEQA Guidelines Section 15061 – Review for Exemption, procedures for determining if a project is exempt from CEQA. Since the proposed project relies on the continued implementation of existing regulations and programs by the South Coast AQMD and CARB to reduce emissions without proposing new requirements that would involve physical changes, it can be seen with certainty that there is no possibility that the proposed project may have a significant adverse effect on the environment. Therefore, the proposed project is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) – Common Sense Exemption. The proposed project is also categorically exempt from CEQA pursuant to CEQA Guidelines Section 15308 – Actions by Regulatory Agencies for Protection of the Environment, because the proposed project is designed to further protect or enhance the environment by demonstrating how attainment with the 2006 24-hour PM2.5 standard in the Basin will be achieved. Further, there is no substantial evidence indicating that any of the exceptions to the categorical exemption pursuant to CEQA Guidelines Section 15300.2 apply to the proposed project.

Date When Project Will Be Considered for Approval (subject to change):

South Coast AQMD Governing Board Hearing: December 4, 2020

CEQA Contact Person: Kendra Reif	Phone Number: (909) 396-2492	Email: kreif@aqmd.gov	Fax: (909) 396-3982
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Regulation Contact Person: Kayla Jordan	Phone Number: (909) 396-2539	Email: kjordan@aqmd.gov	Fax: (909) 396-3324
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Date Received for Filing: _____

Signature: _____

(Signed Upon Board Approval)

Barbara Radlein
Program Supervisor, CEQA
Planning, Rule Development, and Area Sources



South Coast Air Basin Attainment Plan for 2006 24-hour PM_{2.5} Standard

Board Meeting

December 4, 2020

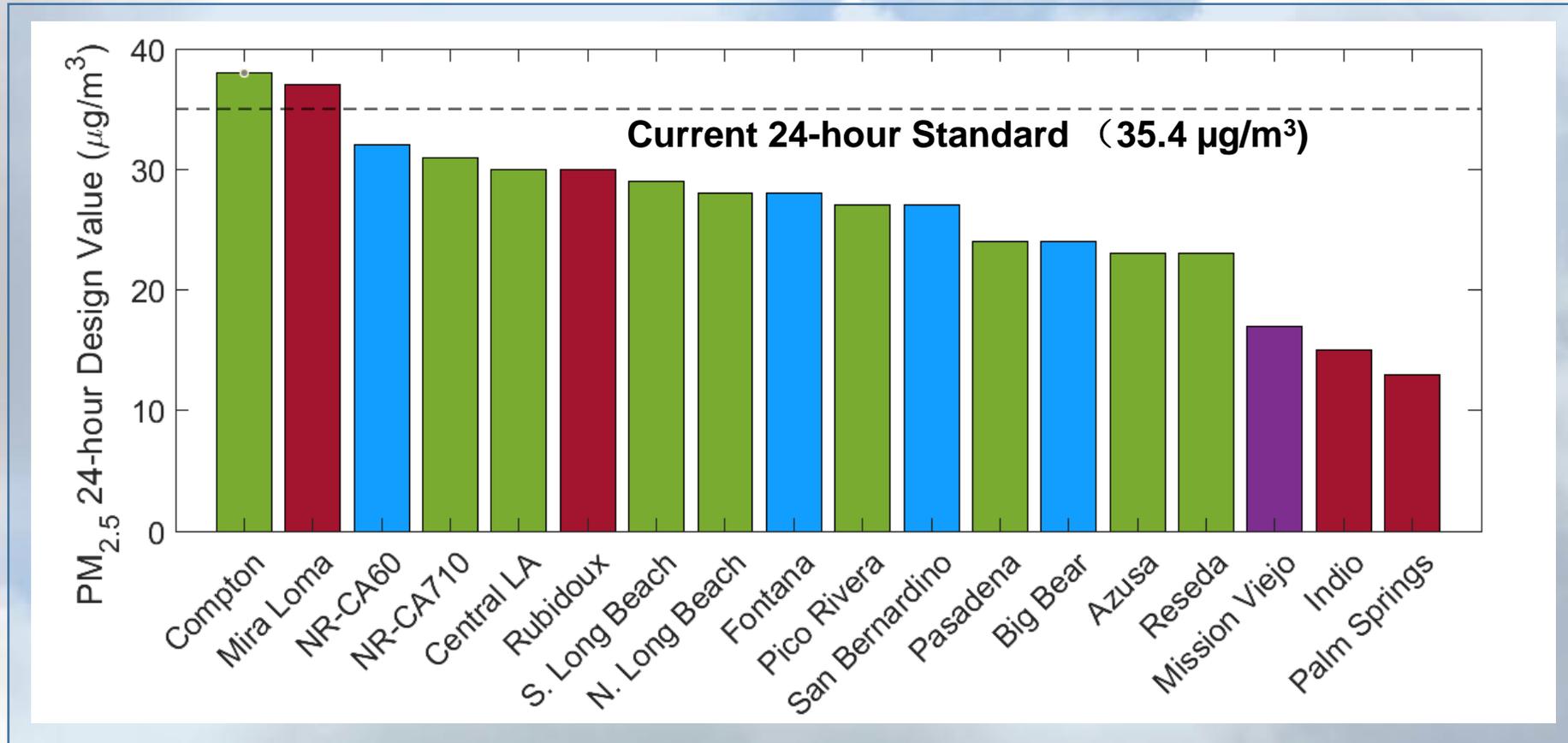


PM_{2.5} National Ambient Air Quality Standards

National Ambient Air Quality Standards

Standard	Level	Attainment Deadline	South Coast Attainment Status
1997 Annual PM _{2.5}	15 µg/m ³	2015	Attained in 2013
1997 24-hour PM _{2.5}	65 µg/m ³	2015	Attained in 2013
2006 24-hour PM_{2.5}	35 µg/m³	2019	Serious Nonattainment
2012 Annual PM _{2.5}	12 µg/m ³	2025	Serious Nonattainment

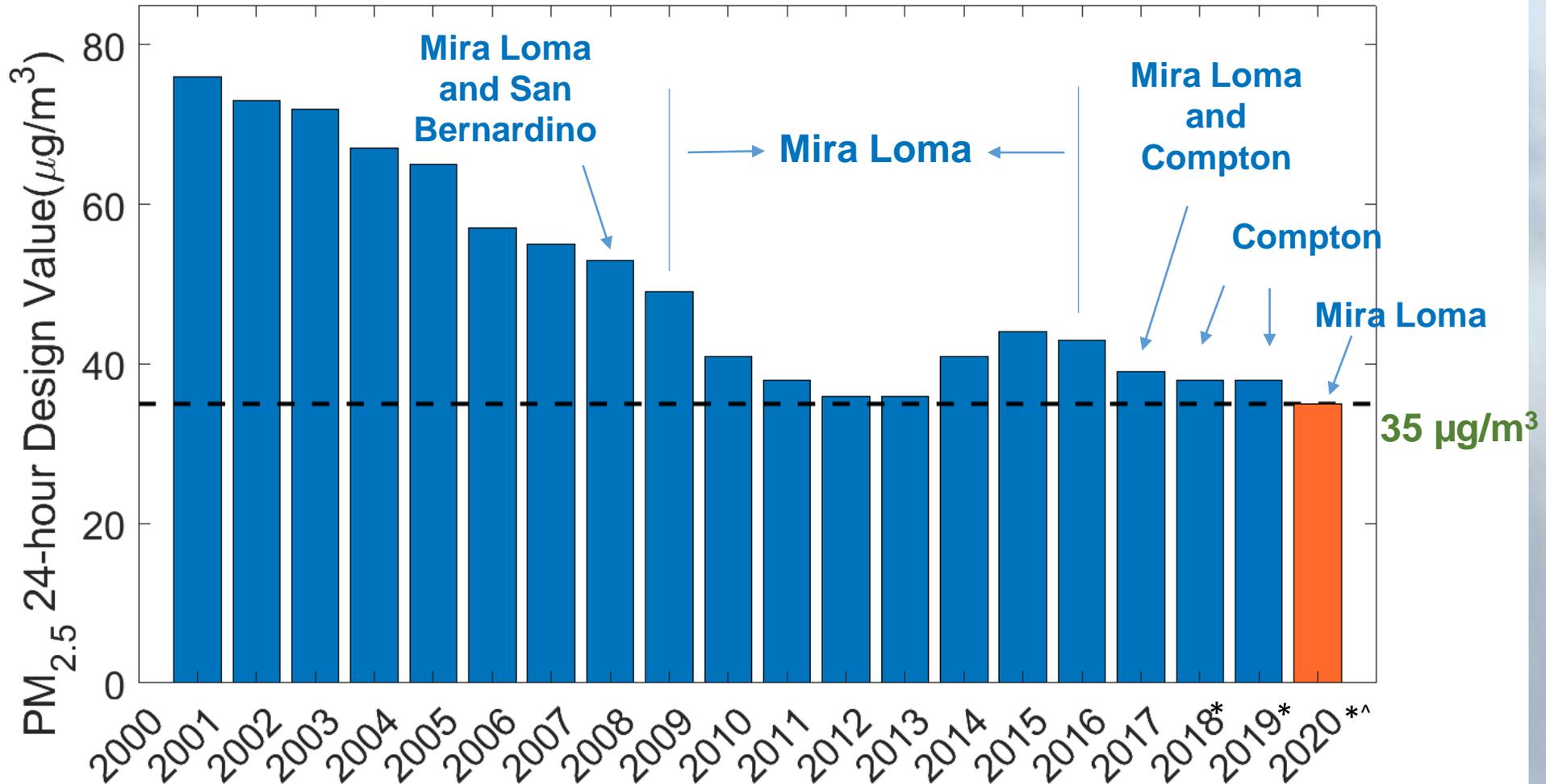
2017-2019 3-year Design Values*



■ Los Angeles County
 ■ Orange County
 ■ Riverside County
 ■ San Bernardino County

* Data likely to be approved as exceptional events by U.S. EPA removed from analysis

Overall Progress towards Attainment



* Likely exceptional events are removed ^ Preliminary 2020 Jan-Jun Data

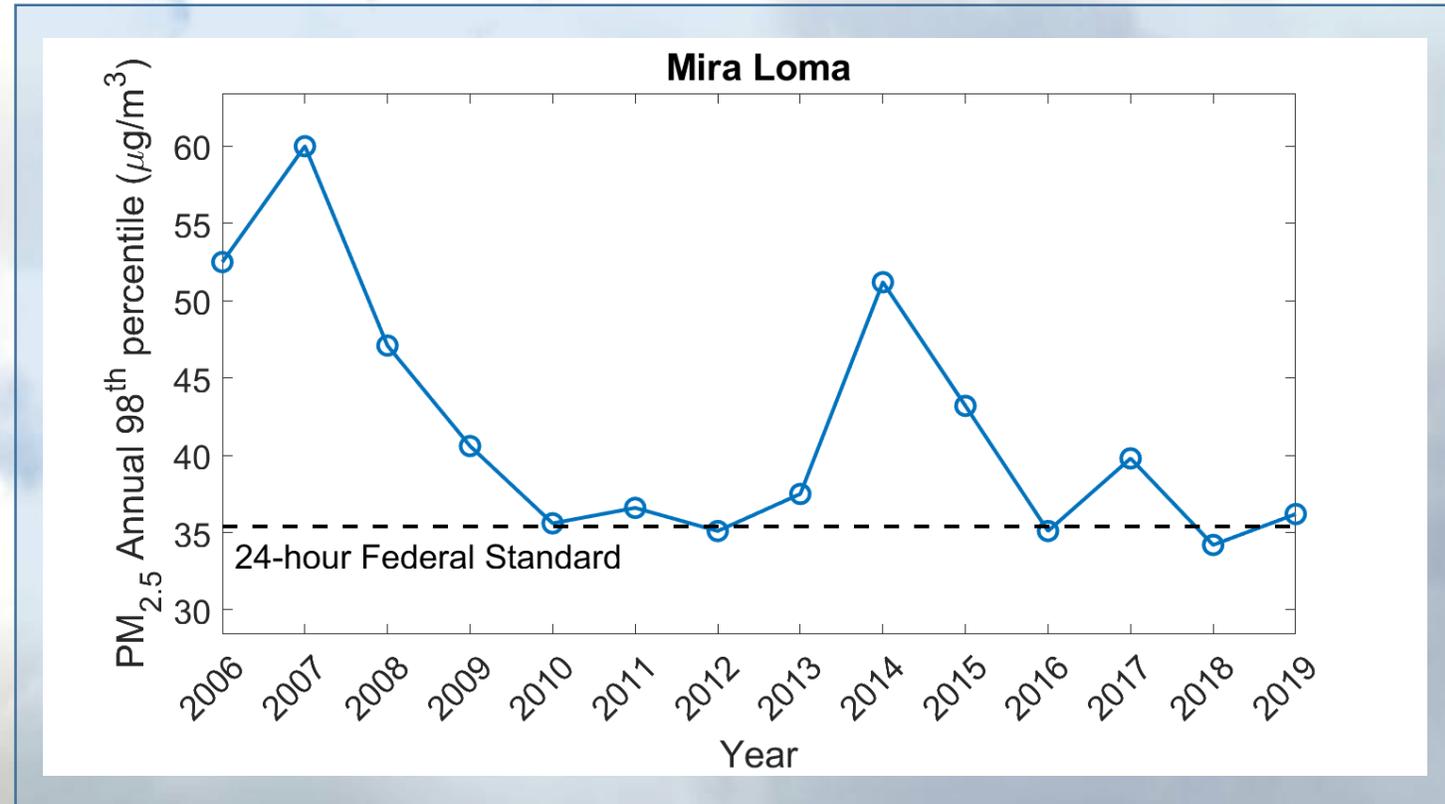


Attainment Status

- **Based on the design value for 2017-2019, South Coast Air Basin failed to attain the 2006 24-hour PM_{2.5} standard by December 31, 2019**
 - Both the Mira Loma and Compton sites exceeded the standard
- **For 2017-2019, Compton became the highest site, due to three abnormally high PM_{2.5} episodes measured on January 1st and late December 2017**
 - Likely causes are anomalous human activities such as wood burning and fireworks, adverse meteorology and other local sources
 - High levels at Compton were not observed before and after 2017

Progress at Mira Loma

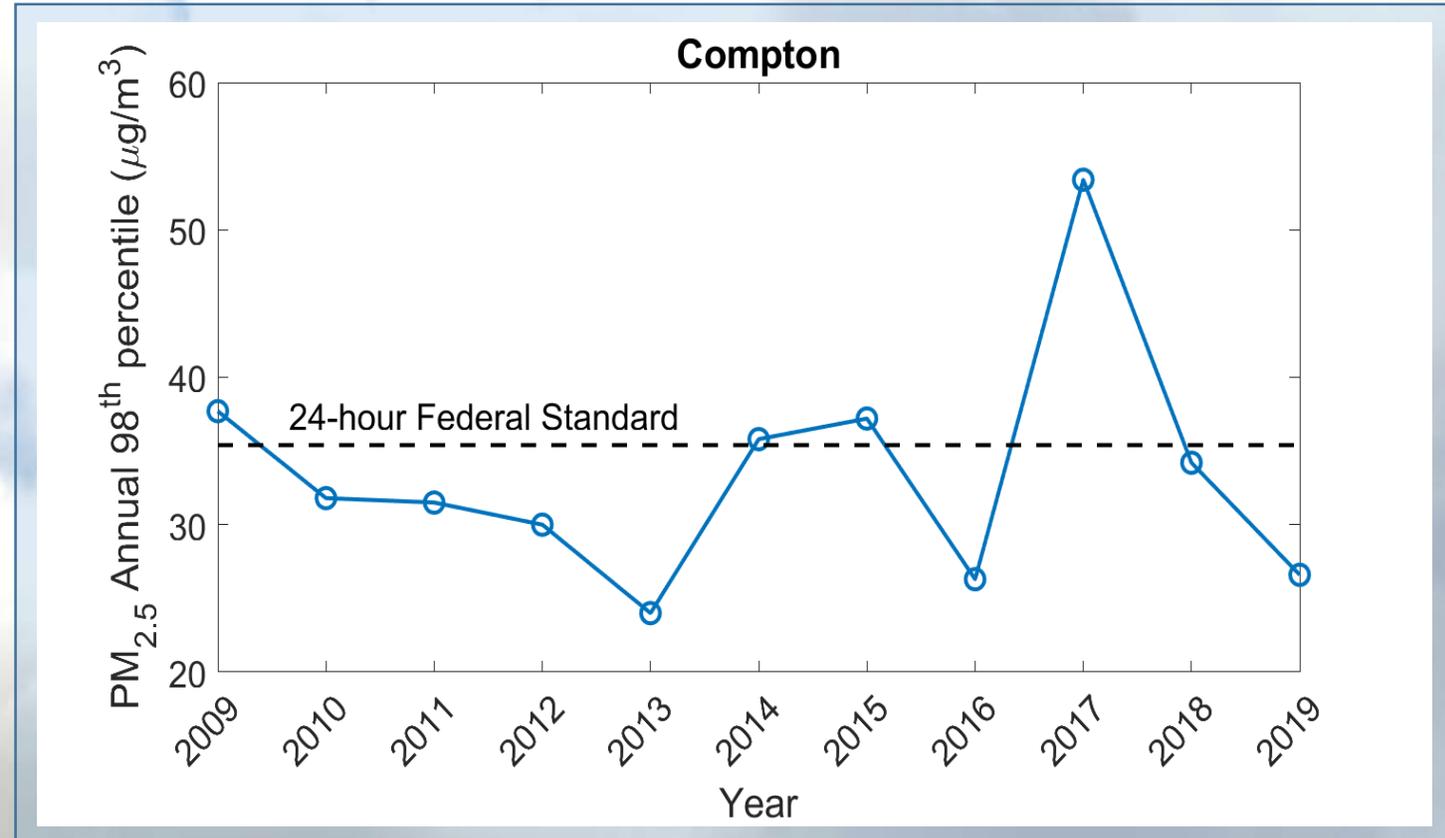
- Mira Loma, the highest site since 2008, is impacted by secondary PM formation as well as local sources
- Mira Loma is very close to attainment
- Preliminary 2020 design value (years 2018-2020) to date shows that Mira Loma will attain by the end of 2020, if there are no more than 4 days above the standard for rest of year*





Progress at Compton

- Monitoring data in Compton shows lower PM_{2.5} levels prior to 2017 and a sharp increase in 2017 only
- Preliminary 2020 design value (years 2018-2020) to date is well below the standard, indicating Compton will attain the standard by the end of 2020
- Compton could have up to 7 days above 45 ug/m³ for rest of year and still meet the standard*





Implications of Nonattainment

EPA Notice of Failure to Attain

- Final rule published in Federal Register on September 16, 2020

Contingency Measures

- Contingency provisions triggered in Rule 445-Wood Burning Devices
 - Curtailment threshold lowered from 30 to 29 $\mu\text{g}/\text{m}^3$

State Implementation Plan (SIP) Revision

- Due to EPA on December 31, 2020



PM_{2.5} Plan Revision – Key Requirements

5% Reduction of PM_{2.5} or One of Its Precursors (NO_x, NH₃, SO_x, and VOC)

- ⑩ NO_x emissions reduced by more than 5% per year from existing regulations

Emission Inventory and Attainment Demonstration

- ⑩ Updated emissions inventory; expeditious attainment expected in 2023 based on emission reductions from existing regulations

Control Strategy Analysis

- ⑩ Continued implementation of Serious area plan control strategy included in 2016 AQMP
- ⑩ Analysis of other feasible measures

Reasonable Further Progress and Quantitative Milestone

- ⑩ Demonstrated based on reductions from existing regulations and recently adopted PM regulations

Contingency Measures

- ⑩ Contingency provisions already included in Rule 445 – Wood-Burning Devices



Attainment Demonstration

- **Compton** – Supplemental weight of evidence and air quality trend analysis based on monitoring data
 - Traditional attainment demonstration using chemical transport modeling is not appropriate for Compton
 - High PM episodes observed in 2017 were likely driven by anomalous human activities which are not reflected in the emissions inventory
 - If local emissions causing non-attainment are unknown, difficult to develop an effective control strategy
 - Traditional control strategy for Compton would require unrealistic levels of emissions reductions in the entire Basin and may not be effective
 - Compton will very likely be in attainment before U.S. EPA considers plan
- **Mira Loma and Other Stations**– Traditional Approach - Updated emissions inventory and regional air quality modeling
 - Attainment expected with baseline emissions (existing regulations) by 2023 with recently adopted regulations providing further assurances

Path Forward



Submit Required Plan

- Attainment strategy based on Mira Loma, with alternate approach for Compton
- Ongoing emission reductions from adopted rules and regulations
- Demonstrate annual reduction of 5% until attainment
- Plan may be moot if all sites attain by end of 2020 (probability of ~50%)



Clean Data Determination

- Closely monitor PM_{2.5} levels in 2020 (Dec)
- Possible exceptional events such as wildfire and fireworks to be addressed promptly working with CARB and EPA; these exceedances are excluded in design value calculations
- Potential Clean Data Determination by U.S. EPA if 2020 design values are below standard, attainment plan not needed

Public Process

Summer 2020



- Mobile Source Committee (August 21)
- Advisory Groups
 - STMPR (August 20)
 - AQMP (September 3)

Fall 2020



- Draft Plan Released (September 18)
- Regional Public Hearing (October 7)
- Draft Final Plan Released (November 3)
- Set Hearing (November 6)

Winter 2020



- South Coast AQMD Board Consideration (December 4)
- CARB Board Consideration (December 10-11) – Submittal to EPA following CARB Approval

Key Public Comments



Comments	Staff Responses
<p>1</p> <p>Evaluation of all potential control measures for PM2.5 and PM2.5 precursors</p>	<ul style="list-style-type: none"> • Control strategy analysis includes an evaluation of emissions controls for directly emitted PM2.5 and all PM2.5 precursors (NOx, SOx, VOC, and ammonia) <ul style="list-style-type: none"> • Implementation of Best Available Control Measures (BACM) as approved in the 2016 AQMP and 2016 State SIP Strategy as well as an evaluation of additional feasible measures • Covers point, area, mobile sources as well as transportation control measures • No additional feasible measures were identified
<p>2</p> <p>Local control strategies to reduce emissions from wood burning</p>	<ul style="list-style-type: none"> • Anomalous wood burning may be the primary cause of high PM levels at Compton in 2017 but since these episodes have not occurred before or after 2017, a localized wood burning control program may not provide any benefits • Additional control options for residential wood burning will be further evaluated under amendments to Rule 445 (Wood-Burning Devices)

Key Public Comments (cont'd)



Comments	Staff Responses
<p>3 Only EPA SIP-Approved measures may be credited toward attainment or Reasonable Further Progress (RFP)</p>	<ul style="list-style-type: none">• Attainment demonstration and 5% annual reductions are based on emission reductions from adopted regulations that have been SIP-approved• For RFP demonstration, in addition to the SIP-approved regulations and programs reflected in future baseline emissions, emission reductions from Rule 445 and CARB's Heavy-Duty Vehicle Inspection Program and Periodic Smoke Inspection Program are relied upon; Both have been submitted to the SIP pending EPA's reviews and actions



Recommended Actions

- **Adopt the Resolution**
 - **Determining that the Attainment Plan for 2006 24-hour PM_{2.5} Standard for the South Coast Air Basin is exempt from the requirements of the California Environmental Quality Act**
 - **Approving the Attainment Plan for 2006 24-hour PM_{2.5} Standard for the South Coast Air Basin and directing staff to forward the Attainment Plan to CARB for approval and submission to U.S. EPA for inclusion in the SIP**

 [Back to Agenda](#)

BOARD MEETING DATE: December 4, 2020

AGENDA NO. 31

PROPOSAL: Determine That Coachella Valley Extreme Area Plan for 1997 8-Hour Ozone Standard Is Exempt from CEQA and Approve Coachella Valley Extreme Area Plan for 1997 8-Hour Ozone Standard

SYNOPSIS: On July 10, 2019, the Coachella Valley was reclassified from Severe-15 to Extreme nonattainment for the 1997 8-hour ozone National Ambient Air Quality Standard (standard) with an attainment date of June 15, 2024. A revision to the SIP is required to be submitted to U.S. EPA by February 14, 2021. The Coachella Valley Extreme Area Plan has been developed to demonstrate attainment of the 1997 8-hour ozone standard and to address the applicable federal Clean Air Act requirements for Extreme nonattainment areas. The Coachella Valley is expected to attain the 1997 ozone standard in 2023 based on the continued implementation of existing regulations and programs.

COMMITTEE: Mobile Source, September 18, 2020; Reviewed

RECOMMENDED ACTIONS:

Adopt the attached Resolution:

1. Determining that the Coachella Valley Extreme Area Plan for the 1997 8-Hour Ozone Standard is exempt from the requirements of the California Environmental Quality Act; and
2. Approving the Coachella Valley Extreme Area Plan for the 1997 8-Hour Ozone Standard and directing staff to forward the Coachella Valley Extreme Area Plan to CARB for approval and submission to U.S. EPA for inclusion in the SIP.

Wayne Natri
Executive Officer

Background

The Coachella Valley was classified as a Severe-15 nonattainment area for the 1997 8-hour ozone National Ambient Air Quality Standard (standard) in 2010 with an attainment deadline of June 15, 2019. Over the last two decades, ozone levels in the Coachella Valley have steadily improved because of the implementation of regulations and programs by South Coast AQMD and CARB. The Coachella Valley is downwind of the South Coast Air Basin (Basin) and the ozone levels in the Coachella Valley are primarily impacted by direct transport of ozone and ozone precursors from the Basin. As a result, the majority of the ozone in the Coachella Valley is due to emissions from the Basin, and local sources have limited impact on these levels. In 2017 and 2018, unusually high ozone levels were experienced in the Coachella Valley which were also observed in the Basin, the State of California, and the Western United States primarily due to higher temperatures and stagnant weather conditions. As a result of the high ozone levels in 2017 and 2018, the Coachella Valley failed to meet the standard by the 2019 attainment deadline.

In June 2019, the South Coast AQMD submitted a formal request to the U.S. EPA through CARB to reclassify Coachella Valley from a Severe-15 to an Extreme nonattainment area. In July 2019, the reclassification request was granted, and the Coachella Valley was reclassified to an Extreme nonattainment area for the 1997 8-hour ozone standard with an attainment date of June 15, 2024. Under the new Extreme nonattainment classification, a revision to the State Implementation Plan (SIP) is required to be submitted to the U.S. EPA by February 14, 2021 for inclusion into the SIP.

Proposal

The attached Coachella Valley Extreme Area Plan (Plan) has been developed to demonstrate attainment of the 1997 8-hour ozone standard before the required deadline of June 15, 2024 and to address the new federal Clean Air Act (CAA) requirements for Extreme nonattainment areas. The Plan includes new information on key elements such as current air quality, updated emission inventories and air quality modeling, attainment demonstration, reasonable further progress (RFP) demonstration, supplemental reasonably available control technology and reasonably available control measures (RACT/RACM) demonstration, an overall control strategy, and contingency measures for meeting RFP and attainment targets.

Based on the updated emissions inventory and regional air quality modeling presented in the Plan, the Coachella Valley is expected to attain the 1997 8-hour ozone standard by the end of 2023. The 2023 projected attainment date is based on the continued implementation of existing regulations and programs by South Coast AQMD and CARB which are incorporated in the future baseline emissions. These regulations and programs are expected to provide significant NO_x reductions over the next few years. With Coachella Valley being close to attainment, the emission reductions associated

with these measures are expected to provide the needed reductions in advance of the June 15, 2024 attainment deadline. Recently adopted rules and regulations not reflected in the future baseline emissions (i.e., rules and regulations adopted since 2016 AQMP adoption) will also provide further reductions to ensure that Coachella Valley will attain the standard in or before 2023.

The CAA also establishes emission thresholds for the definition of major stationary sources. Under the Coachella Valley's Extreme nonattainment area classification, the major stationary source thresholds for VOC and NO_x will both be reduced from 25 to 10 tons per year. These requirements are currently being addressed in proposed amendments to Regulation XIII – New Source Review, Regulation XX – RECLAIM, and Regulation XXX – Title V. In addition, the threshold for a major modification under New Source Review will be reduced from 25 tons per year to 1 pound per day. Two facilities have been identified as having a permit limit for VOC or NO_x between 10 to 25 tons per year. Both facilities have approached staff to reduce their permitted levels to below the new thresholds since their actual emissions are much lower than their current permit limits. The contingency measure requirements for RFP and attainment goals will be addressed in the amendments to Rule 445 – Wood-Burning Devices. These requirements are consequences of the Coachella Valley's Extreme nonattainment area classification and are not consequences of the proposed Plan.

Public Process

The draft Plan was presented to the AB 617 East Coachella Valley Community Steering Committee on August 26, 2020, the AQMP Advisory Group on September 3, 2020, the South Coast AQMD Mobile Source Committee on September 18, 2020, and the Local Government and Small Business Assistance Advisory Group on October 9, 2020. The updated emissions inventory and modeling was also discussed and presented at the Scientific, Technical, and Modeling Peer Review Group on August 20, 2020.

The draft Plan was released on September 11, 2020 for public review and a Public Consultation Meeting was held on September 25, 2020 to solicit information, comments, and suggestions from the public, affected businesses and stakeholders. Key comments made at the Public Consultation Meeting included the applicability and impacts on tribal lands, pollution around the Salton Sea area, and the impacts of lowering the major source threshold on local businesses. Two written public comments were received as of October 13, 2020. The comments covered projected locomotive emissions impact on attainment demonstration, impact of climate change on local ozone levels, control strategies to reduce local emissions, need for additional air monitoring stations and additional incentive funding for the Coachella Valley. Responses to these comments are included in the draft final Plan, which was released on November 3, 2020. A 30-day public hearing notice was published for the Coachella Valley Extreme Area Plan.

Resource Impacts

The Coachella Valley Extreme Area Plan will have minimal impact on South Coast AQMD resources.

California Environmental Quality Act

Pursuant to the California Environmental Quality Act (CEQA) Guidelines Sections 15002(k) and 15061, the proposed project is exempt from CEQA pursuant to CEQA Guidelines Sections 15061(b)(3) and 15308. Further, there is no substantial evidence indicating that any of the exceptions in CEQA Guidelines Section 15300.2 apply to the proposed project. A Notice of Exemption has been prepared pursuant to CEQA Guidelines Section 15062 and is included as Attachment C to this Board letter. If the proposed project is approved, the Notice of Exemption will be electronically filed with the State Clearinghouse of the Governor's Office of Planning and Research to be posted on their CEQAnet Web Portal, which may be accessed via the following weblink: <https://ceqanet.opr.ca.gov/search/recent>. In addition, the Notice of Exemption will be electronically posted on the South Coast AQMD's webpage which can be accessed via the following weblink: <http://www.aqmd.gov/nav/about/public-notices/ceqa-notices/notices-of-exemption/noe---year-2020>. The electronic filing and posting of the Notice of Exemption is being implemented in accordance with Governor Newsom's Executive Orders N-54-20 and N-80-20 issued on April 22, 2020 and September 23, 2020, respectively, for the State of Emergency in California as a result of the threat of COVID-19.

AQMP and Legal Mandates

The Coachella Valley Extreme Area Plan for 1997 8-Hour Ozone Standard is consistent with the federal CAA and the U.S. EPA's guidelines and is required as part of the SIP revision to address the federal CAA requirements for Extreme nonattainment areas.

Attachments

- A. Resolution
- B. Draft Final Coachella Valley Extreme Area Plan for 1997 8-Hour Ozone Standard
- C. Notice of Exemption from CEQA
- D. Board Meeting Presentation

ATTACHMENT A

RESOLUTION NO. 20-_____

A Resolution of the Governing Board of the South Coast Air Quality Management District (South Coast AQMD) determining that the Coachella Valley Extreme Area Plan for 1997 8-Hour Ozone Standard is exempt from the requirements of the California Environmental Quality Act (CEQA).

A Resolution of the South Coast AQMD Governing Board approving the Coachella Valley Extreme Area Plan for 1997 8-Hour Ozone Standard and directing staff to forward to California Air Resources Board (CARB) for approval and submission to United State Environmental Protection Agency (U.S. EPA) for inclusion in the State Implementation Plan (SIP).

WHEREAS, the South Coast AQMD Governing Board finds and determines that the Coachella Valley Extreme Area Plan for 1997 8-Hour Ozone Standard is considered a “project” as defined by CEQA; and

WHEREAS, the South Coast AQMD Governing Board finds and determines after conducting a review of the proposed project in accordance with CEQA Guidelines Section 15002(k) – General Concepts, the three-step process for deciding which document to prepare for a project subject to CEQA, and CEQA Guidelines Section 15061 – Review for Exemption, procedures for determining if a project is exempt from CEQA, that the Coachella Valley Extreme Area Plan for 1997 8-Hour Ozone Standard is exempt from CEQA; and

WHEREAS, the South Coast AQMD Governing Board finds and determines that, because the proposed project relies on the continued implementation of existing regulations and programs by the South Coast AQMD and CARB to reduce emissions without proposing new requirements that would involve physical changes, it can be seen with certainty that there is no possibility that the Coachella Valley Extreme Area Plan for 1997 8-Hour Ozone Standard may have any significant adverse effects on the environment, and is therefore exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) – Common Sense Exemption; and

WHEREAS, the South Coast AQMD Governing Board finds and determines that the proposed project is also categorically exempt from CEQA pursuant to CEQA Guidelines Section 15308 – Actions by Regulatory Agencies for the Protection of the Environment, because the proposed project is designed to further protect or enhance the environment; and

WHEREAS, the South Coast AQMD Governing Board has determined that there is no substantial evidence indicating that any of the exceptions to the categorical exemption apply to the proposed project pursuant to CEQA Guidelines Section 15300.2 – Exceptions; and

WHEREAS, South Coast AQMD staff has prepared a Notice of Exemption for the Coachella Valley Extreme Area Plan for 1997 8-Hour Ozone Standard that is completed in compliance with CEQA Guidelines Section 15062 – Notice of Exemption; and

WHEREAS, the Coachella Valley Extreme Area Plan for 1997 8-Hour Ozone Standard and other supporting documentation, including, but not limited to the Notice of Exemption, were presented to the South Coast AQMD Governing Board and the South Coast AQMD Governing Board has reviewed and considered this information, and has taken and considered staff testimony and public comment prior to approving the project; and

WHEREAS, the ozone air quality in the Coachella Valley is primarily impacted by transport of ozone and ozone precursors from the South Coast Air Basin (Basin); and

WHEREAS, the Coachella Valley was classified as a Severe-15 nonattainment area for the 1997 8-hour ozone National Ambient Air Quality Standard (standard) in 2010 with an attainment deadline of June 15, 2019; and

WHEREAS, despite significant improvements in ozone air quality in the Coachella Valley over the last two decades, in 2017 and 2018, unusually high ozone levels were experienced in the Coachella Valley which were also observed in the Basin, the State of California, and the Western United States primarily due to higher temperatures and stagnant weather conditions. As a result of the high ozone levels in 2017 and 2018, the Coachella Valley failed to meet the standard by the 2019 attainment deadline; and

WHEREAS, the South Coast AQMD submitted a formal request to the U.S. EPA through CARB in June 2019 to reclassify Coachella Valley from a Severe-15 to an Extreme nonattainment area; and

WHEREAS, the U.S. EPA granted the reclassification request on July 10, 2019, and accordingly, the South Coast AQMD was required to submit a revision to the SIP by February 14, 2021 to the U.S. EPA for inclusion into the SIP; and

WHEREAS, the Coachella Valley Extreme Area Plan was developed to demonstrate attainment of the 1997 8-hour ozone standard as expeditiously as possible and before the attainment date of June 2024, and to address the applicable federal Clean Air Act requirements for Extreme nonattainment areas; and

WHEREAS, the Coachella Valley Extreme Area Plan includes new information on key elements such as: current air quality; updated emission inventories and air quality modeling; attainment demonstration; reasonable further progress (RFP) and emission reduction requirements; Reasonably Available Control Technology and Reasonably Available Control Measures (RACT/RACM); an overall control strategy; and contingency measures; and

WHEREAS, the draft Coachella Valley Extreme Area Plan for 1997 8-Hour Ozone Standard was released on September 11, 2020 with a comment period from September 11, 2020 to October 13, 2020; and

WHEREAS, a public consultation meeting was held on September 25, 2020 to solicit information, comments, and suggestions from the public, affected businesses and stakeholders; and

WHEREAS, the draft final Coachella Valley Extreme Area Plan for 1997 8-Hour Ozone Standard was released on November 3, 2020; and

WHEREAS, the Coachella Valley is expected to attain the 1997 ozone standard in 2023 based on the continued implementation of existing regulations and programs by the South Coast AQMD and CARB; and

WHEREAS, under the Coachella Valley's Extreme nonattainment area classification, the major polluting facility thresholds for VOC and NO_x will be reduced from 25 to 10 tons per year, respectively, which will be reflected in amendments to Regulation XIII – New Source Review, Regulation XX – RECLAIM, and Regulation XXX – Title V. In addition, the threshold for a major modification under New Source Review will be reduced from 25 tons per year to 1 pound per day under these amendments. These amendments are currently underway and are addressed through a separate public process; and

WHEREAS, the contingency measures for Coachella Valley designated as an Extreme nonattainment area will be developed under amendments to Rule 445 – Wood-Burning Devices; and

WHEREAS, the South Coast AQMD Governing Board has determined that a Socioeconomic Impact Assessment is not required, pursuant to Health and Safety Code Section 40440.8 or 40728.5, because these sections apply only to rules; and

WHEREAS, the public hearing has been properly noticed in accordance with all provisions regarding notice of revisions to the State Implementation Plan in Code of Federal Regulations (CFR) Title 40, Section 51.102; and

WHEREAS, the South Coast AQMD Governing Board has held a public hearing in accordance with all provisions of law; and

WHEREAS, the South Coast AQMD specifies that the Planning and Rules Manager of the Coachella Valley Extreme Area Plan for 1997 8-Hour Ozone Standard as the custodian of the documents or other materials which constitute the record of proceedings upon which the adoption of the Coachella Valley Extreme Area Plan for 1997 8-Hour Ozone Standard is based, which are located at the South Coast AQMD, 21865 Copley Drive, Diamond Bar, California; and

NOW, THEREFORE BE IT RESOLVED, that the South Coast AQMD Governing Board does hereby determine, pursuant to the authority granted by law, that the Coachella Valley Extreme Area Plan for 1997 8-Hour Ozone Standard is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) – Common Sense Exemption and CEQA Guidelines Section 15308 – Actions by Regulatory Agencies for the Protection of the Environment. No exceptions to the application of the categorical exemption set forth in CEQA Guidelines Section 15300.2 – Exceptions, including the “unusual circumstances” exception, apply to the proposed project. This information was presented to the South Coast AQMD Governing Board, whose members exercised their independent judgment and reviewed, considered and approved the information therein prior to acting on the Coachella Valley Extreme Area Plan for 1997 8-Hour Ozone Standard; and

BE IT FURTHER RESOLVED, that the South Coast AQMD Governing Board does hereby approve, pursuant to the authority granted by law, the Coachella Valley Extreme Area Plan for 1997 8-Hour Ozone Standard as set forth in the attached, and incorporated herein by this reference; and

BE IT FURTHER RESOLVED, that the Executive Officer is hereby directed to forward a copy of this Resolution and the Coachella Valley Extreme Area Plan for 1997 8-Hour Ozone Standard to the CARB for approval and subsequent submittal to the U.S. EPA for inclusion into the SIP.

DATE: _____

CLERK OF THE BOARDS

ATTACHMENT B

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Draft Final Coachella Valley Extreme Area Plan for 1997 8-Hour Ozone Standard

~~SEPTEMBER~~ OCTOBER 2020

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EXECUTIVE OFFICER:
WAYNE NASTRI

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Appendix I Emissions Inventory by Major Source Categories

Appendix II South Coast AQMD Existing Rules and Regulations

Appendix III CARB Existing Regulations

EXECUTIVE SUMMARY

The Coachella Valley was classified as a Severe-15 nonattainment area for the 1997 8-hour ozone national ambient air quality standard (standard) in 2010 with an attainment deadline of June 15, 2019. Over the past 16 years, ozone levels in the Coachella Valley have steadily improved because of the implementation of regulations and programs by South Coast Air Quality Management District (South Coast AQMD) and the California Air Resources Board (CARB). Ozone levels in the Coachella Valley are impacted primarily by ozone directly transported from the South Coast Air Basin as well as ozone formed secondarily through photochemical reactions from ozone precursors emitted upwind. As a result, the bulk of the ozone in the Coachella Valley is due to emissions from the South Coast Air Basin, and local sources have limited impact on these levels. However, in 2017 and 2018, unusually high ozone levels were experienced in the Coachella Valley as well as in the South Coast Air Basin, across the State of California and the Western United States primarily due to higher temperatures and stagnant weather conditions. As a result of the high ozone levels in 2017 and 2018, the Coachella Valley failed to meet the standard by the 2019 attainment deadline.

The Clean Air Act (CAA) allows regions that could not attain the standards by the required deadline to request a voluntary bump-up to be reclassified to the next classification of ozone nonattainment. This reclassification provides additional time for the region to attain the standard, but also requires stricter permitting requirements on large stationary sources. In June 2019, South Coast AQMD submitted a formal request to the United States Environmental Protection Agency (U.S. EPA) to reclassify Coachella Valley from a Severe-15 to an Extreme nonattainment area with a new attainment date of June 15, 2024. On July 10, 2019, the U.S. EPA granted the reclassification request, and accordingly, under the new Extreme nonattainment classification, a revision to the State Implementation Plan (SIP) is required to be submitted to the U.S. EPA by February 14, 2021.

The proposed draft Coachella Valley Extreme Area Plan (Plan) has been developed to demonstrate attainment of the 1997 8-hour ozone standard before the required deadline of June 15, 2024 and to address the new federal CAA requirements for extreme nonattainment areas. The Plan includes an updated emissions inventory and modeling analysis, an evaluation of control strategies and emission reductions needed for attainment, reasonable further progress (RFP) to ensure progress in reducing emissions and contingency measures that take effect if RFP and attainment goals are not met. Based on the updated inventory and modeling analysis in this Plan, the Coachella Valley is expected to attain the 1997 8-hour ozone standard by the end of 2023 based on the continued implementation of existing regulations and programs by South Coast AQMD and CARB. These existing regulations provide a significant amount of future reductions in nitrogen oxides (NO_x) emissions, which is the pollutant largely responsible for generating ozone. With Coachella Valley

being close to attainment, the emissions reductions associated with these measures are expected to provide the needed reductions well in advance of the June 15, 2024 attainment deadline.

The 2023 projected attainment date is based on the emission reductions from existing regulations and programs. The recently adopted regulations by South Coast AQMD and CARB, described in this Plan, will provide further reductions to ensure that Coachella Valley will attain the standard in or before 2023. The earlier attainment of the standard was also evaluated. However, given the time it takes to adopt and implement new regulations, and given that the 2022 ozone season begins less than 18 months from the date of Plan adoption, no new feasible measures were identified which could be adopted and implemented in time to provide additional reductions to further accelerate the attainment.

In addition to this Plan, the CAA also requires revised thresholds for classifying stationary sources as major sources and for when modifications of these sources trigger federal requirements. Since volatile organic compounds (VOC) and NO_x emissions are precursors for ozone, emission thresholds for these two pollutants are affected. Under the Coachella Valley's Extreme nonattainment area classification, the major polluting facility thresholds for VOC and NO_x will both be reduced from 25 to 10 tons per year, which will be reflected in amendments to Regulation XIII – New Source Review, Regulation XX – RECLAIM, and Regulation XXX – Title V. In addition, the threshold for a major modification under New Source Review will be reduced from 25 tons per year to 1 pound per day.

The contingency measures for RFP and attainment ~~goals~~ are ~~currently~~ being developed under amendments to Rule 445 (Wood-Burning Devices). These requirements are being addressed through separate parallel rulemaking activities.

1. INTRODUCTION

The Coachella Valley Planning Area (Coachella Valley) is defined as the desert portion of Riverside County in the Salton Sea Air Basin, and is under the jurisdiction of the South Coast Air Quality Management District (South Coast AQMD). The Coachella Valley excludes the tribal lands which are under the jurisdiction of the U.S. EPA. The Coachella Valley is the most populated area in this desert region, which encompasses several communities, including Palm Springs, Desert Hot Springs, Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, La Quinta, Indio, Coachella, Thermal, and Mecca. Figure 1-1 provides a map of the area and the surrounding topography.

The Coachella Valley is located downwind of the South Coast Air Basin (Basin), which is also under the jurisdiction of the South Coast AQMD. The topography and climate of Southern California coupled with dense population and significant emission sources make the Basin an area with the worst ozone pollution in the nation. Ozone levels in the Coachella Valley are typically less than those in the Basin but are impacted by pollutants directly transported from the Basin, including pollutants such as ozone which is formed in the atmosphere through photochemical reactions of precursor pollutants emitted upwind. Given this transport from the Basin and the atmospheric chemistry of ozone, there is very little impact from local emission sources on ozone levels in Coachella Valley. Therefore, the area must rely on emission controls being implemented upwind in the Basin to demonstrate improved air quality and attainment of the federal ozone standard.

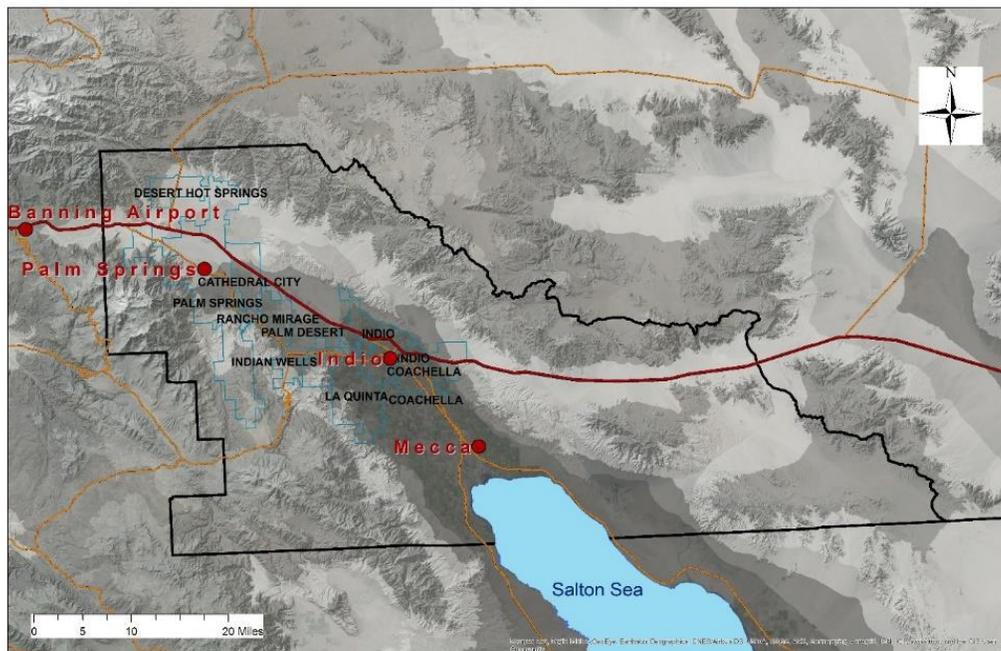


FIGURE 1-1

Location and Topography of the Coachella Valley Planning Area

Attainment Status for Ozone National Ambient Air Quality Standards

In 1979, the U.S. EPA established primary and secondary National Ambient Air Quality Standards (NAAQS or standards) for ozone at 0.12 parts per million (ppm) averaged over a 1-hour period.¹ On July 18, 1997, the U.S. EPA revised the primary and secondary standards for ozone to 0.08 ppm, averaged over an 8-hour period (“1997 8-hour ozone standard”). The 1997 8-hour ozone standard was lowered to 0.075 ppm in 2008, and to 0.070 ppm in 2015. The U.S. EPA classifies areas of ozone nonattainment (i.e., Extreme, Severe, Serious, Moderate, or Marginal) based on the extent to which an area exceeds the standard. The higher the exceedance level at the time of classification, the more time is provided to demonstrate attainment in recognition of the greater challenge involved. However, nonattainment areas with higher classifications are also subject to more stringent requirements.

The Coachella Valley attained the 1-hour ozone standard in 2013 but does not meet the other three 8-hour ozone standards. For the 2015 and 2008 8-hour ozone standards, the Coachella Valley is classified as a Severe and Severe-15 ozone nonattainment area, respectively. For the 1997 8-hour ozone NAAQS, the Coachella Valley was originally classified as a Serious nonattainment area² effective June 15, 2004. On November 28, 2007, South Coast AQMD requested that the U.S. EPA reclassify the Coachella Valley nonattainment area from Serious to Severe-15. This reclassification was granted effective June 4, 2010 and established an attainment date of June 15, 2019.³ Implementation of the South Coast AQMD and the California Air Resources Board (CARB) emissions control measures over the past several decades have resulted in demonstrable progress in reducing ozone levels and significant reductions in ozone precursor emissions such as NOx and VOCs. As a result, air quality in the Coachella Valley has steadily improved, as demonstrated by the ambient air quality data. However, in 2017 and 2018, the State of California and other western states experienced a series of high ozone episodes primarily driven by unexpected changes in meteorology including warm and stagnant weather conditions. Consequently, the ozone levels in 2017 and 2018 were higher than the previous years and the Coachella Valley did not attain the 1997 standard by the June 2019 attainment date (refer to Chapter 2 for more details on air quality trends). As a result, South Coast AQMD requested that the U.S. EPA reclassify the area from Severe-15 to Extreme ozone nonattainment.⁴ Effective July 10, 2019, the U.S. EPA approved the voluntary “bump-up” request⁵ and the Coachella Valley is currently classified as an Extreme nonattainment area for the 1997 8-hour ozone standard with a new attainment date of June 15, 2024. Table 1-1 summarizes the attainment date and the attainment status for each of the federal ozone standard for Coachella Valley.

¹ U.S. EPA revoked the 1-hour ozone standard entirely in 2005. However, U.S. EPA regulations require the continuation of certain control measures in areas that were formerly in nonattainment for the 1-hour Standard.

² 69 FR 23858 (April 30, 2004).

³ 75 FR 24409 (May 5, 2010).

⁴ 42 U.S.C. 7511(b)(3).

⁵ 84 FR 32841 (July 10, 2019).

TABLE 1-1
Attainment Status of the Federal Ozone NAAQS of the
Coachella Valley Planning Area

Year	Averaging Time	Standard	Designation	Attainment Date
1979	1-hour	0.12 ppm	Attainment	11/15/2007 (Attained in 2013)
1997	8-hour	0.08 ppm	Nonattainment (Extreme)	6/15/2024
2008	8-hour	0.075 ppm	Nonattainment (Severe-15)	7/20/2027
2015	8-hour	0.070 ppm	Nonattainment (Severe)	8/3/2033

History of Air Quality Planning for the 1997 8-Hour Ozone Standard

The federal Clean Air Act (CAA) requires nonattainment areas to develop and implement an emission reduction strategy that will bring the area into attainment in a timely manner by the required attainment dates. The Air Quality Management Plan (AQMP) is the regional blueprint for achieving air quality standards and designed to meet both federal and state CAA planning requirements. The AQMP is jointly developed by South Coast AQMD, CARB, and Southern California Association of Governments (SCAG), and is submitted as part of the State Implementation Plan (SIP) to the U.S. EPA for evaluation and approval. The following SIP submittals addressed the CAA planning requirements for attaining the 1997 8-hour ozone NAAQS for the Coachella Valley:

1. “Final 2007 Air Quality Management Plan,” South Coast Air Quality Management District, June 2007 (2007 AQMP); and “2007 State Strategy for the California State Implementation Plan,” September 2007 (2007 State Strategy).

The 2007 AQMP addressed attainment of the 1997 ozone standard for both the South Coast Air Basin and Coachella Valley including the following components:

- Emissions estimates, reasonable further progress (RFP) demonstrations, and motor vehicle emission budgets in Chapters 6 and 8;
- Base and future emission inventories in Chapters 3 and 8 and Appendix III;
- Modeling for the attainment demonstration in Chapters 5 and 8, and Appendix V;
- Control strategy in Chapter 4 and Implementation in Chapter 7; and
- Reasonably Available Control Measures (RACM) discussion in Chapter 6 and Appendix VI.

The 2007 State Strategy, as amended by the 2009 State Strategy Status Report⁶ and 2011 State Strategy Progress Report,⁷ provided a RACM demonstration for mobile sources (Chapter 3, Chapter 5, Appendix A, etc.). Appendix F of the 2011 State Strategy Progress Report provided revised control measure commitments and a revised rule implementation schedule for the 2007 AQMP.

Based on the 2007 AQMP and the 2007 State Strategy, the Coachella Valley was projected to attain the 1997 8-hour ozone standard (0.08 ppm) by 2018.

2. “Proposed Updates to the 1997 8-Hour Ozone Standard, State Implementation Plans; Coachella Valley and Western Mojave Desert,” CARB, October 2014 (2014 SIP Update).

The 2014 SIP Update, which covered both the Coachella Valley and Western Mojave Desert 1997 8-hour ozone nonattainment areas, reflected the new U.S. EPA guidance⁸ for the RFP demonstration and updated emission inventories. The 2014 SIP Update included updated emissions inventories, RFP demonstration, vehicle miles travelled (VMT) offset demonstration, motor vehicle emissions budgets and revision to the attainment targets for NOx and VOC emissions. The 2014 Update demonstrated that the adopted regulations would provide the emission reductions necessary to achieve attainment of the 0.08 ppm 8-hour ozone standard in the Coachella Valley by the attainment date and meet RFP requirements in the milestone years.

While the 2007 AQMP and the 2014 SIP Update addressed and satisfied the CAA planning requirements for the Coachella Valley, the 2012 AQMP provided the projections of future ozone levels based on the updated emissions inventories and modeling efforts for informational purposes.

The 2016 AQMP outlined the strategy to attain the 2008 8-hour ozone standard (0.075 ppm) for the Coachella Valley Planning Area and discussed the attainment status towards the 1997 8-hour ozone standard (0.08 ppm). The 2016 AQMP overall ozone control strategy included stationary and mobile source NOx emissions reduction strategies by South Coast AQMD and CARB, supplemented by additional strategic and concurrent VOC emission reductions, by focusing on maximizing the use of zero and near-zero emission control technologies. A combination of strong

⁶ “Status Report on the State Strategy for California’s 2007 State Implementation Plan (SIP) and Proposed Revision to the SIP Reflecting Implementation of the 2007 State Strategy,” CARB, Release Date: March 24, 2009 (2009 State Strategy Status Report).

⁷ “Progress Report on Implementation of PM2.5 State Implementation Plans (SIP) for the South Coast and San Joaquin Valley Air Basins and Proposed SIP Revisions,” CARB, Release Date: March 29, 2011 (2011 State Strategy Progress Report).

⁸ Since the submission of the 2007 AQMP, U.S. EPA determined it was no longer appropriate to include emissions from sources outside the nonattainment area in the RFP demonstration and revised its RFP policy to limit emission reductions to sources within the nonattainment area.

regulatory actions and effective incentive programs was deemed the most effective means of achieving the emission reductions needed for attaining the ozone standards.

The attainment demonstration for the 8-hour ozone standard is based on the 99th percentile highest value, which is the fourth highest value each year. The 2016 AQMP evaluated the number of days exceeding the 1997 standard at the monitoring station with the highest ozone in the Coachella Valley from 1990 through 2015. The ozone levels showed progressive improvement, from 18 exceedance days in 2012 base year to only 6 days in 2015. As such, it was expected that Coachella Valley would attain the 1997 ozone standard by the end of 2018, corroborating the ozone SIP attainment demonstration in the 2007 AQMP and the CARB 2014 SIP Update.

However, as mentioned in the previous section, because of unexpectedly high ozone levels in 2017 and 2018, Coachella Valley did not meet the 1997 8-hour ozone standard by the Severe area attainment date of June 15, 2019. The new Extreme nonattainment area status, approved by the U.S. EPA, provides more time to attain the standard by extending the attainment date to June 2024.

Purpose of this Plan

On July 10, 2019, the U.S. EPA granted a voluntary reclassification of the Coachella Valley Planning Area from Severe-15 to Extreme nonattainment for the 1997 8-hour ozone NAAQS. This reclassification triggered the need to revise the SIP to address new requirements associated with the reclassification. The Coachella Valley Extreme Area Plan is developed to outline the strategy to bring the area into attainment as expeditiously as practicable and by the required attainment date of June 2024. Chapter 2 of this document presents the ozone air quality trends. Chapter 3 describes the base-year emissions inventory and future projected emissions. Chapter 4 describes the overall control strategy based on the continued implementation of regional and statewide control measures for attaining the 1997 8-hour ozone standard in the Coachella Valley. Chapter 5 presents the attainment demonstration and future air quality. Other federal CAA requirements are discussed in Chapter 6.

2. AIR QUALITY TRENDS

The South Coast AQMD currently monitors Coachella Valley ozone concentrations at Indio and Palm Springs. The Palm Springs air monitoring station is located closer to the San Gorgonio Pass (also known as the Banning Pass), predominantly downwind of the densely populated South Coast Air Basin. The Indio station is located further east in the Coachella Valley, on the predominant downwind side of the main population areas of the Coachella Valley. Both of these sites routinely measure ozone, particulate matter with a diameter less than 10 micron (PM10), particulate matter with a diameter less than 2.5 micron (PM2.5), sulfates (from PM10), and several meteorological parameters. The Palm Springs station also measures carbon monoxide (CO), and nitrogen dioxide (NO₂). This chapter summarizes recent and historic ozone air pollution data collected in the Coachella Valley.

Factors that Influence Ozone Concentrations

Ozone (O₃) is not emitted directly into the atmosphere; near-surface ozone, in contrast to stratospheric ozone, is formed by the reaction of volatile organic compounds (VOCs) with oxides of nitrogen (NO_x) in the presence of sunlight. Figure 2-1 illustrates the processes influencing ozone concentrations in the Coachella Valley. NO_x is generated from combustion processes whereas VOCs are emitted from a wide variety of sources such as consumer products, mobile sources, and vegetation. Wildfires generate both NO_x and VOCs. The chemical reactions that form ozone are highly complex and depend not only on NO_x and VOC levels, but also on the ratio of VOC to NO_x concentrations, temperature, the amount of sunlight, and other meteorological conditions. NO_x emissions can even reduce ozone concentrations in the immediate vicinity of an emission source, but will contribute to more ozone formation downwind. In our region, NO_x emissions typically drive ozone levels, and NO_x control measures are the most effective mechanisms for controlling ozone to meet federal standards.

Atmospheric ozone in the Coachella Valley is both directly transported from the Basin and formed photochemically from precursors emitted upwind and within the Coachella Valley. The precursors are emitted in the greatest quantity in the coastal and central Los Angeles County areas of the Basin. The Basin's prevailing sea breeze causes polluted air to be transported inland. As the air is being transported inland, ozone is formed, with peak concentrations occurring in the inland valleys of the Basin, extending from eastern San Fernando Valley through the San Gabriel Valley into the Riverside-San Bernardino area and the adjacent mountains. As the air is transported further inland into the Coachella Valley through the San Gorgonio Pass, ozone concentrations typically decrease due to dilution, although ozone standards can still be exceeded – wind speed and wind direction further influence ozone concentrations throughout the Coachella Valley.

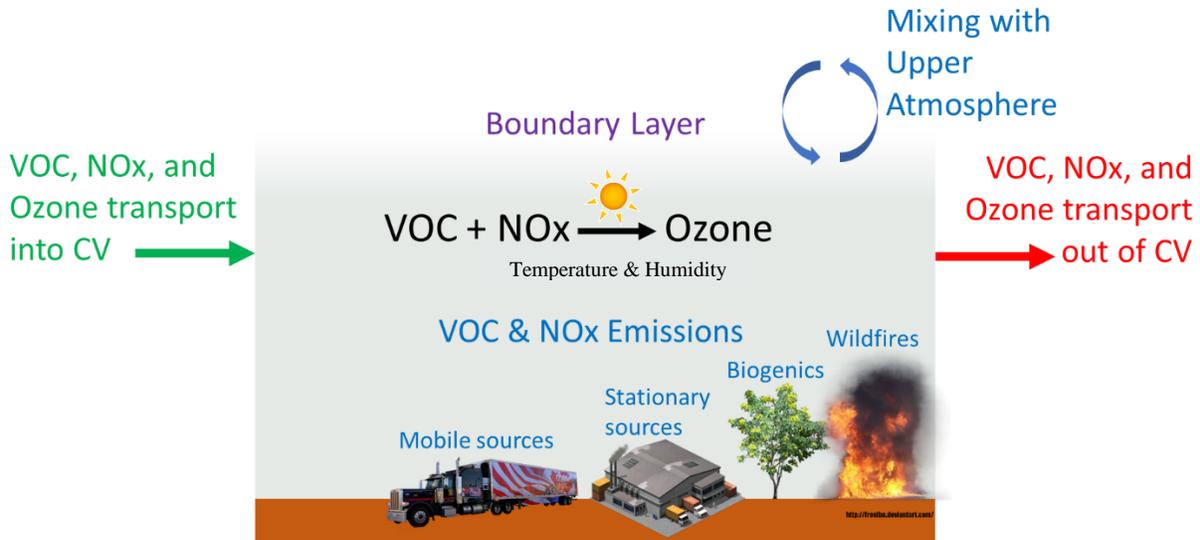


FIGURE 2-1

Schematic of Processes Influencing Ozone Concentrations in the Coachella Valley

Ozone concentrations are also heavily dependent on meteorological conditions. Concentrations in the Coachella Valley, and the number of days exceeding the federal ozone standards, are greatest in the late spring and summer months, with no exceedances during the winter. Ozone concentrations are a strong function of season for several reasons. The rate of reactions that produce ozone in the atmosphere proceeds faster at higher temperatures. In addition, elevated temperatures lead to increased ozone precursor concentrations by hastening the evaporation of VOCs into the air. Ozone concentrations are also dependent on sunlight intensity, which is stronger during the summer months. The stability of the atmosphere also influences ozone concentrations. Strong inversions inhibit mixing with the upper atmosphere, leading to ozone accumulation near the surface.

Ozone Monitoring Data

Several metrics are used to quantify progress towards attaining the ozone standards in the Coachella Valley. The number of days exceeding the 1997 8-hour ozone standard anywhere in the Coachella Valley is a basic, yet useful tool for assessing progress. This metric has decreased markedly over the past few decades. However, year-to-year variabilities are evident throughout the historical record. Figure 2-2 shows the trend in Coachella Valley ozone exceedance days for the 1979 1-hour standard and the 1997 8-hour standard. Note that the Coachella Valley attained the 1-hour standard in 2013.

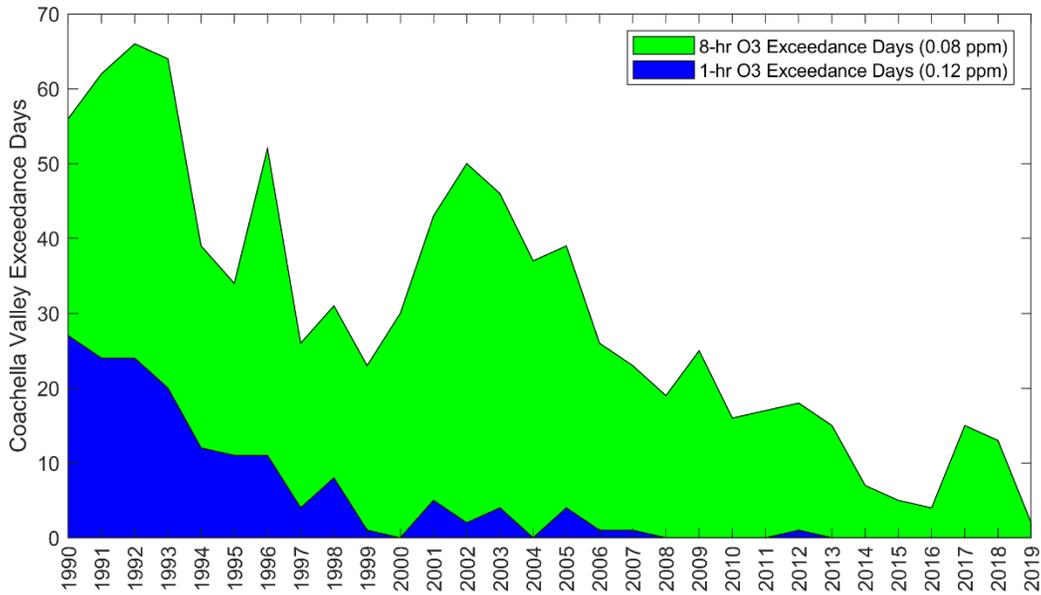


FIGURE 2-2

Trends in Ozone Exceedance Days in the Coachella Valley, 1990–2018

The Coachella Valley exceeded the 1997 standard on four days in 2016, 15 days in 2017, 13 days in 2018, and two days in 2019. This increase in exceedance days in 2017 and 2018 was not unique to the area. Similar increases in ozone concentrations occurred in the South Coast Air Basin and other areas in California and the Western United States. Figure 2-3 shows the trend in ozone exceedance days in both the South Coast Air Basin and the Coachella Valley.

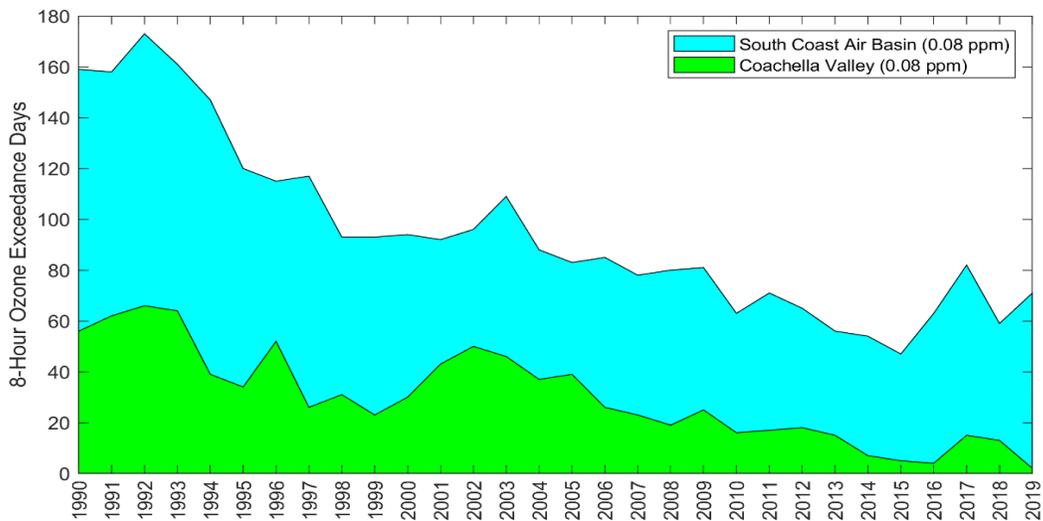


FIGURE 2-3

Trends in Ozone Exceedance Days in the Coachella Valley and the South Coast Air Basin, 1990–2019

The similarity in the trends in ozone exceedances seen in Figure 2-3 is expected due to typical transport patterns of ozone precursors and ozone from the South Coast Air Basin to the Coachella Valley. In addition, while there are differences in meteorological conditions between the two areas, regional meteorological trends influence conditions in both areas.

The CAA requires attainment of the ozone standard at the most polluted ozone monitoring station, which for the case of the Coachella Valley, is in Palm Springs. The 8-hour ozone design value is based on the 99th percentile highest value (4th highest daily maximum of 8-hour-average concentrations) in a year, averaged over a three-year period. Therefore the 4th highest 8-hour daily max value is a useful metric to assess yearly progress towards attainment of the standard. The 4th highest 8-hour daily max value in 2019 was 0.084 ppm, which is the lowest concentration on record in the Coachella Valley. Unfortunately, the Coachella Valley did not attain the 8-hour standard by 2019 due to elevated 4th highest 8-hour daily max values in 2017 and 2018.

Factors Leading to High Ozone Levels in 2017 and 2018

Elevated ozone concentrations recorded in 2017 and 2018 in the Coachella Valley and the South Coast Air Basin were also seen throughout California (Figure 2-4) and the Western United States (Figure 2-5).

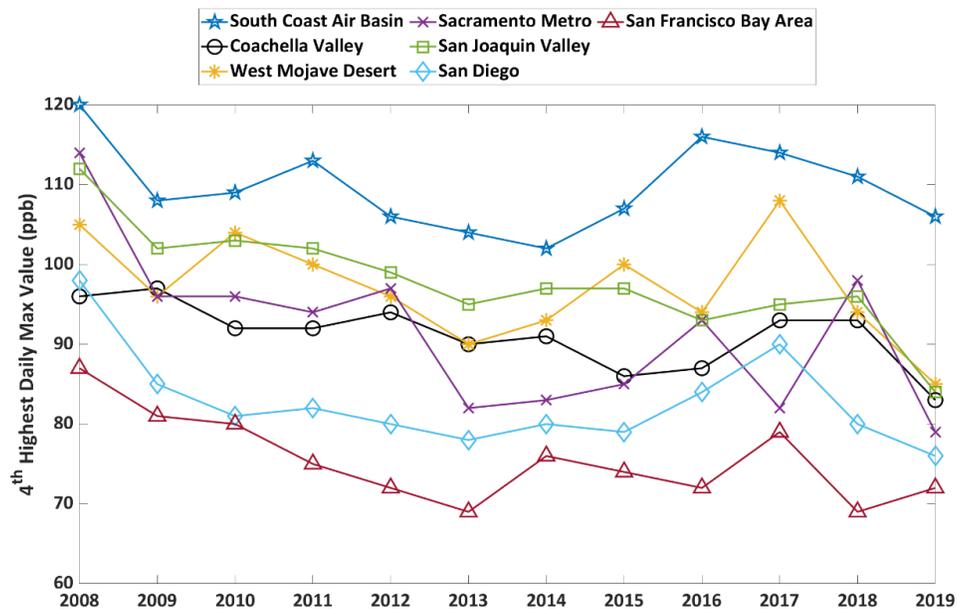


FIGURE 2-4
Fourth Highest Daily Maximum Ozone Values in Several Nearby California Air Basins from 2008 to 2019

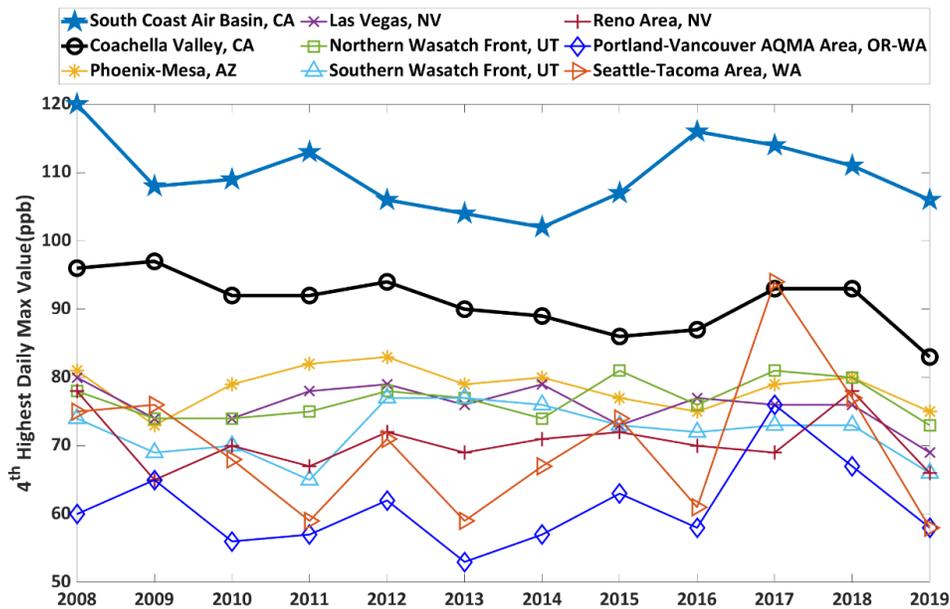


FIGURE 2-5

Fourth Highest 8-Hour Daily Maximum Ozone Values at the Most Polluted Monitoring Site in Several Designated Areas in Western States from 2008 to 2019

South Coast AQMD staff and other researchers in the air quality and meteorology communities are still investigating the reasons for the increase in ozone concentrations starting in 2017 throughout the Western United States. However, the fact that these increases were seen over wide areas can help explain the elevated ozone concentrations which was likely caused by adverse meteorology and changes in emissions such as biogenic VOC emissions in response to the warmer temperatures. The year-to-year variability in ozone is not uncommon in the historical record and a temporary increase in ozone is not necessarily reflective of a long-term trend.

Wildfires

The U.S. EPA's Exceptional Events Rule allows air authorities to exclude monitoring data in calculating design values if the data was influenced by an event that is not reasonably controllable nor preventable. There must also be a clear causal relationship between the exceedance and the event. For example, under the Exceptional Events Rule, the U.S. EPA may approve the exclusion of ozone exceedances caused by wildfires in calculating attainment status upon successful demonstration by states or local air districts. While there are some exceedances that may be smoke-influenced due to the presence of satellite-detected smoke and/or an active smoke advisory, even if the U.S. EPA approved all of these as exceptional events, the Coachella Valley would still would not be in attainment of the 1997 8-hour ozone standard.

While local wildfires cannot explain all exceedances in the 2017–2019 period in the Coachella Valley, it is possible that wildfire emissions from distant fires could have influenced ozone precursor or ozone concentrations throughout the West. 2017 and 2018 were particularly active wildfire seasons in California (Figure 2-6), with total acreage burned surpassing all years since 2008.

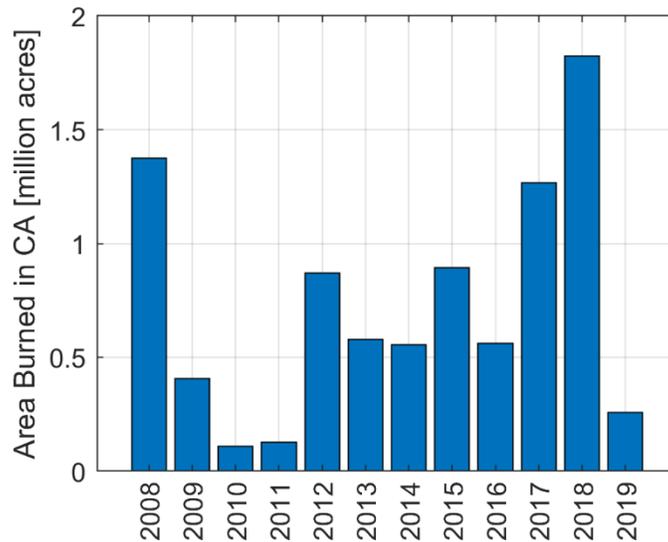


FIGURE 2-6

Total Acres Burned by Year within California. Data from the National Interagency Fire Center

Biogenic Emissions of Ozone Precursors

Biogenic VOC emissions (those deriving from vegetation) may also exhibit large year-to-year variations. Vegetation is a large source of VOCs, especially during summer months. Vegetative growth is highly dependent on rainfall during the growing season, which exhibits significant year-to-year variations throughout California.

Anthropogenic Emissions of Ozone Precursors

While it is difficult to measure anthropogenic emissions (emissions from human activity) of NO_x and VOCs directly, emission inventory projections indicate that emissions from anthropogenic sources in the South Coast Air Basin have declined and will continue to decline due to the continued implementation of air quality regulations and programs (Figure 2-7). Emissions in the South Coast Air Basin are the primary contributor to ozone concentrations in the Coachella Valley.

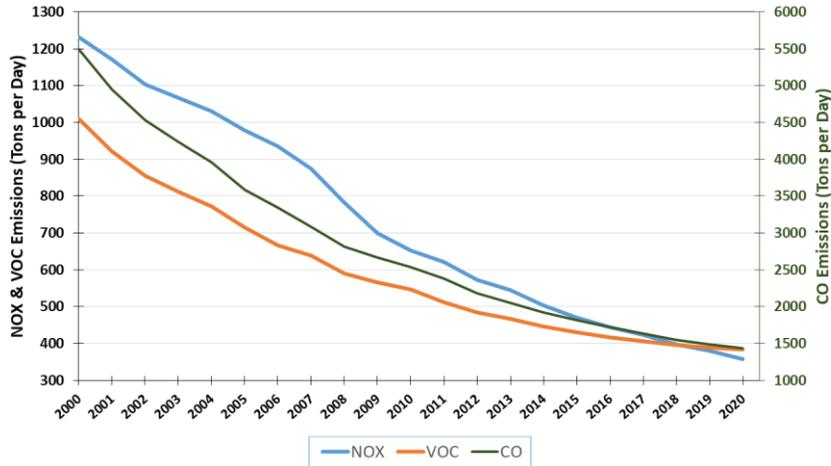


FIGURE 2-7
Emission Inventory Projections in the South Coast Air Basin

Nitrogen dioxide (NO₂) concentration is measured hourly throughout the South Coast AQMD boundaries and can be used as a surrogate for NO_x emissions. An analysis of monitoring data between 1990 and 2019 indicate that NO₂ concentration have been reduced by approximately 65 percent and have continued to decline year-to-year since 1999, including in 2017 and 2018 (Figure 2-8).

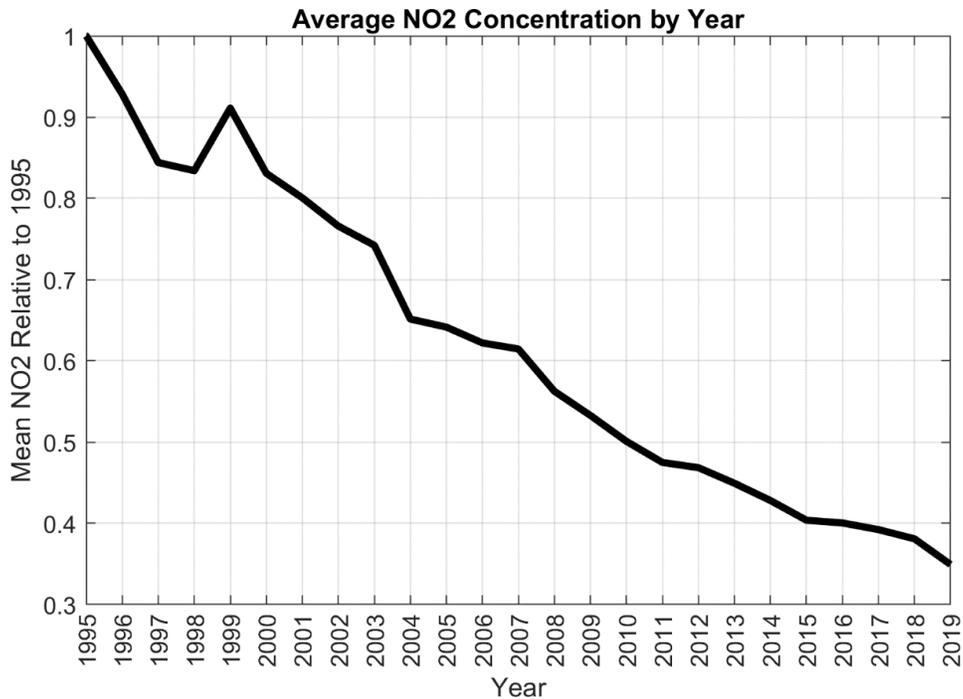


FIGURE 2-8
NO₂ Concentrations at Monitors in the South Coast Air Basin and the Coachella Valley. Only Monitors with Data in At Least 75 Percent of the Years are Included in This Analysis

Meteorology

Meteorology is also an important factor governing ozone concentrations. Year-to-year changes in meteorology can alter transport patterns, leading to changes in precursors and upwind ozone entering the Coachella Valley. Elevated temperatures and reduced atmospheric mixing can also contribute to additional ozone formation. In addition, the North American Monsoon, which can bring an increase in humidity and afternoon thunderstorms into the Coachella Valley between July and September can also affect ozone concentrations.

Ozone Attainment Status

Trends in the 8-hour ozone design value and the 1-hour ozone design value are plotted in Figure 2-9.

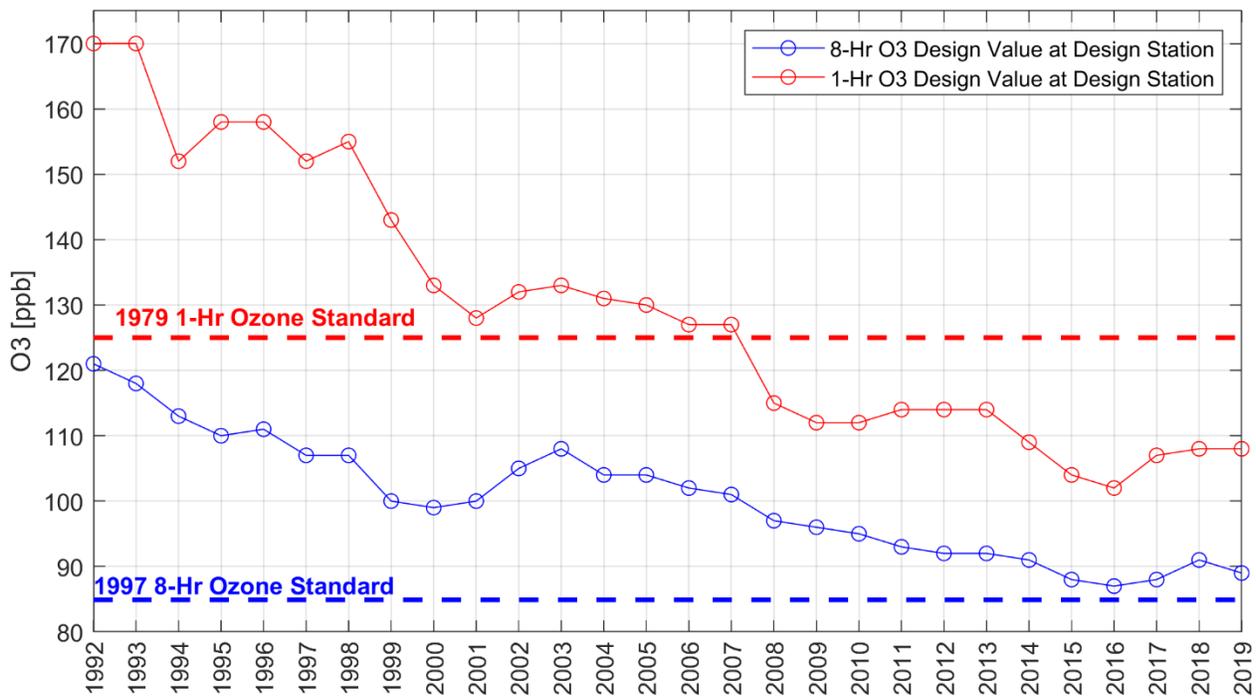


FIGURE 2-9

Coachella Valley 3-Year Design Value Trends of Ozone, 1992–2019
 (The Year Plotted is the End Year of the 3-Year Design Value)

While the Coachella Valley attains the former 1-hour federal ozone standard, the area exceeds the 8-hour NAAQS. In 2016, the 3-year design value (2014–2016 average) for the Coachella Valley was 0.087 ppm. The 2017 and 2018 design value increased to 0.088 ppm and 0.091 ppm, respectively. The 2019 design value then decreased to 0.089 ppm due to a relatively clean 2019 ozone season, but it still exceeds the 1997 8-hour standard. In each of these cases, the Palm Springs monitoring station had the highest design value, and therefore the Palm Springs measurement data reflects the design location for the Coachella Valley. The standard is met if the design value is less than or equal to 0.084 ppm, due to rounding conventions associated with the 0.08 ppm standard.

In summary, the Coachella Valley has experienced a multi-decadal trend of steady reduction in ozone concentration over the years and is very close to achieving the 1997 8-hour ozone standard. However, additional emission reductions are needed to attain this standard.

3. BASE-YEAR AND FUTURE EMISSIONS

Introduction

This chapter summarizes ozone precursor emissions (VOC and NO_x) in the Coachella Valley for the 2018 baseline year and the 2023 attainment year for the 1997 8-hour ozone NAAQS. Baseline emissions data presented in this chapter are based on seasonally adjusted summer planning inventory emissions which are developed to capture the emission levels during the high ozone season and are used to perform the ozone modeling attainment demonstration and to report emission reduction progress as required by the federal CAA requirements.

Emissions Inventory Methodology

Emissions inventories can be grouped into four source categories: point, area, on-road and off-road mobile sources. Emissions from each category are estimated using source-specific methodologies described briefly in the next sections. The methodologies used in this Plan are generally consistent with those employed in the 2016 AQMP. While more detailed information regarding the emissions inventory development for the base and future years is available in Chapter 3 and Appendix III of the 2016 AQMP,⁹ a brief description for the four groups of emissions is provided below. The two main changes to the emissions inventory introduced in this plan compared to the 2016 AQMP are: 1) point source emissions for the baseline year 2018 are based on actual reported emissions obtained from the South Coast AQMD's Annual Emissions Reporting (AER) system, and 2) on-road emissions are estimated using EMFAC 2017, compared to the previous version, EMFAC 2014, used in the 2016 AQMP.

Point Sources

Point sources generally correspond to permitted facilities with one or more emission sources at an identified location (e.g., power plants, refineries). The larger point source facilities with annual emissions of 4 tons per year or more of either Volatile Organic Compounds (VOC), Nitrogen Oxide (NO_x), Sulfur Oxide (SO_x), or total Particulate Matter (PM), or annual emissions of over 100 tons of Carbon Monoxide (CO) are required to report their criteria pollutant emissions and selected air toxics, pursuant to Rule 301, through the AER Program. These facilities need to report emissions on an annual basis and are subject to emission audits. This Plan uses the 2018 annual reported emissions for the 2018 baseline, as opposed to the 2018 projected emissions from 2012 baseline that were used in the 2016 AQMP.

⁹ South Coast AQMD (2017), 2016 Air Quality Management Plan, Appendix III, Base and future year emission inventory. Available at: <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/appendix-iii.pdf?sfvrsn=6>.

Area Sources

Area sources consist of many small emission sources (e.g., residential water heaters, architectural coatings, consumer products, and permitted sources that are smaller than the above thresholds) which are distributed across the region and are not required to individually report their annual emissions. There are about 400 area source categories for which emission estimates are jointly developed by CARB and the South Coast AQMD. The emissions from these sources are estimated using specific activity information and emission factors. Activity data are usually obtained from survey data or scientific reports, e.g., Energy Information Administration (EIA) reports for fuel consumption other than natural gas fuel, Southern California Gas Company for natural gas consumption, paint supplier data under Rule 314 and District databases. Emission factors are based on rule compliance factors, source tests, manufacturer's product or technical specification data, default factors (mostly from AP-42, U.S. EPA's published emission factor compilation), or weighted emission factors derived from the point source facilities' annual emissions reports. The overall methodology for area sources is described in Appendix III of the 2016 AQMP.¹⁰ The area source emissions in this Plan are based on the emissions projections included in the 2016 AQMP for 2018 and 2023, using growth and control factors derived from regulatory and socio-economic data.

On-Road Sources

On-road sources include motor vehicles such as passenger cars, buses, and trucks that regularly travel on roads. Emissions from on-road sources are calculated using travel activity and vehicle-specific emission factors that depend on temperature and relative humidity. This Plan uses the same travel activity data from SCAG's 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) that was used in the 2016 AQMP. The 2016 RTP is the latest approved available platform providing traffic activity data during the development of this Plan. The on-road emission factors are updated based on CARB's EMFAC 2017 model, which is an update to the EMFAC 2014 model was used in the 2016 AQMP. In addition, the Emission Spatial and Temporal Allocator (ESTA, <https://github.com/mmb-carb/ESTA>) tool developed by CARB is also used to distribute the emissions spatially and temporally to generate inputs to the air quality model used in the attainment demonstration air quality simulations.

CARB's EMFAC 2017 model has undergone revisions from the previous version (EMFAC 2014), which include changes in emission rates for light-, medium- and heavy-duty vehicles. More

¹⁰ South Coast AQMD (2017), 2016 Air Quality Management Plan, Appendix III, Base and future year emission inventory. Available at: <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/appendix-iii.pdf?sfvrsn=6>.

detailed information on the changes incorporated in EMFAC 2017 can be found in EMFAC 2017 Technical Documentation.¹¹

Figure 3-1 compares the Coachella Valley on-road emissions estimated using EMFAC2014 in the 2016 AQMP and EMFAC 2017 used in the in this Plan, for milestone years of 2018 and 2023. In general, EMFAC 2017 tends to estimate lower VOC emissions and higher NOx emissions, compared to EMFAC 2014. The difference is specifically pronounced in future NOx emissions, in which EMFAC 2017 yields larger amount of NOx than EMFAC 2014, which was in part driven by revised higher NOx emissions rates from Heavy Duty vehicle model years of 2010 and newer.

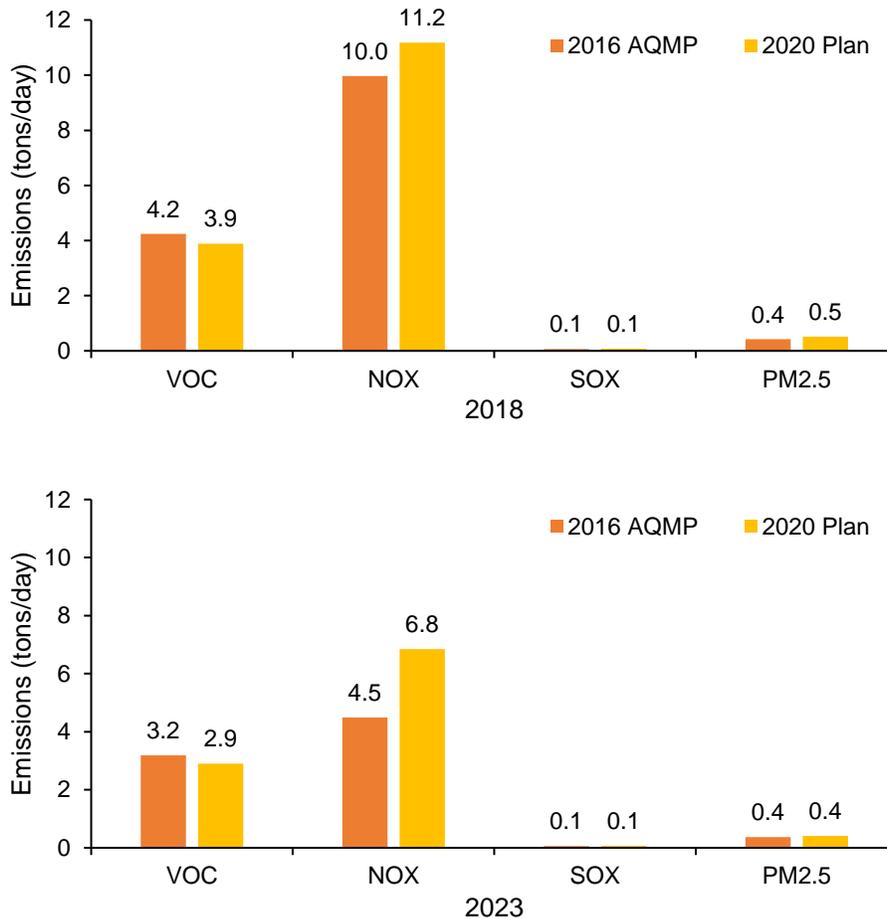


FIGURE 3-1

Comparison of Coachella Valley On-Road Emissions Estimated using EMFAC 2014 in the 2016 AQMP and EMFAC 2017 in the Current Plan. VOC and NOx Emissions Represent Summer Planning Inventory

¹¹ <https://ww2.arb.ca.gov/our-work/programs/mobile-source-emissions-inventory/road-documentation/msei-modeling-tools-emfac>.

Off-Road Sources

The off-road mobile category includes construction and mining equipment, industrial and commercial equipment, lawn and garden equipment, agricultural equipment, ocean-going vessels, commercial harbor craft, locomotives, aircraft, cargo handling equipment, pleasure craft, and recreational vehicles. The off-road mobile emissions included in the 2016 AQMP were used in this plan except for ocean going vessels for which emissions were updated in the 2018 Updates to the California State Implementation Plan.¹² There are no ocean-going vessel emissions in the Coachella Valley, so this update is irrelevant for the emissions inventory in this plan. However, ocean-going vessel emissions affect upwind air pollutant concentrations, and hence, the updated emissions are included in modeling the attainment demonstration, which takes into consideration the upwind emissions that impact the air quality in Coachella Valley. The modeling approach for the attainment demonstration is presented in Chapter 5. Both 2018 and 2023 emissions were projected from the 2012 baseline emissions specified in the 2016 AQMP.

Base Year (2018) Emission Inventory

The summer planning emissions inventory for 2018 broken down by major source category is provided in Table 3-1. A more detailed breakdown of emissions is included in Appendix I. Figure 3-2 characterizes the relative contributions by stationary and mobile source categories. On-road and off-road mobile sources are major contributors for NO_x and VOC in the Coachella Valley. Overall, total mobile source emissions account for 50 percent of the VOC and 91 percent of the NO_x emissions for these two ozone-forming pollutants. The on-road mobile source category alone contributes over 27 percent of the VOC and 61 percent of the NO_x emissions. Area sources contribute to 49 percent of the VOC emissions, with consumer products and cleaning and surface coatings being the major sources.

Figure 3-3 shows the fraction of the 2018 inventory by responsible agency for VOC and NO_x. U.S. EPA and CARB have primary authority to regulate emissions from mobile sources. The U.S. EPA's authority primarily applies to aircraft, locomotives, ocean going vessels, and some categories of off-road mobile equipment. CARB has authority over the remainder of the mobile sources, and consumer products. South Coast AQMD has authority over most area sources and all point sources. As can be seen in Figure 3-3, 92 percent of the NO_x emissions in the Coachella Valley are from sources that fall under the primary jurisdiction of CARB and the U.S. EPA. The largest share of VOC emissions is under CARB jurisdiction, 66 percent, with a small contribution of VOC from sources under the U.S. EPA's jurisdiction. This illustrates that continued actions at the local, State, and federal level are all needed to ensure the region attains the federal ambient air quality standards.

¹² California Air Resource Board (CARB) 2018. 2018 Updates to the California State Implementation Plan. Available at: <https://ww3.arb.ca.gov/planning/sip/2018sipupdate/2018update.pdf>.

TABLE 3-1
 Summary of VOC and NO_x Emissions by Major Source Category: 2018 Base Year
 Summer Planning (tpd^{*})

SOURCE CATEGORY	Summer Planning	
	VOC	NO _x
STATIONARY SOURCES		
Fuel Combustion	0.31	1.33
Waste Disposal	0.97	0.00
Cleaning and Surface Coatings	1.82	0.00
Petroleum Production and Marketing	0.34	0.00
Industrial Processes	0.21	0.00
Solvent Evaporation:		
Consumer Products	2.58	0.00
Architectural Coatings	0.36	0.00
Others	0.37	0.00
Misc. Processes	0.22	0.26
Total Stationary Sources	7.18	1.59
MOBILE SOURCES		
On-Road Vehicles	3.89	11.18
Off-Road Vehicles	3.30	5.56
Total Mobile Sources	7.19	16.74
TOTAL	14.37	18.33

* Values may not sum due to rounding

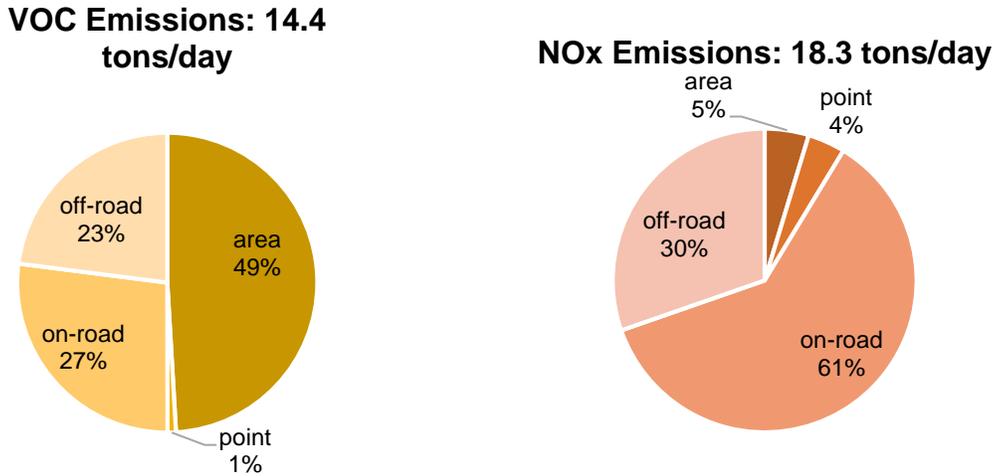


FIGURE 3-2
Relative Contribution by Source Category to 2018 Planning Emission Inventory
(Values are Rounded to Nearest Integer and May Not Sum due to Rounding)

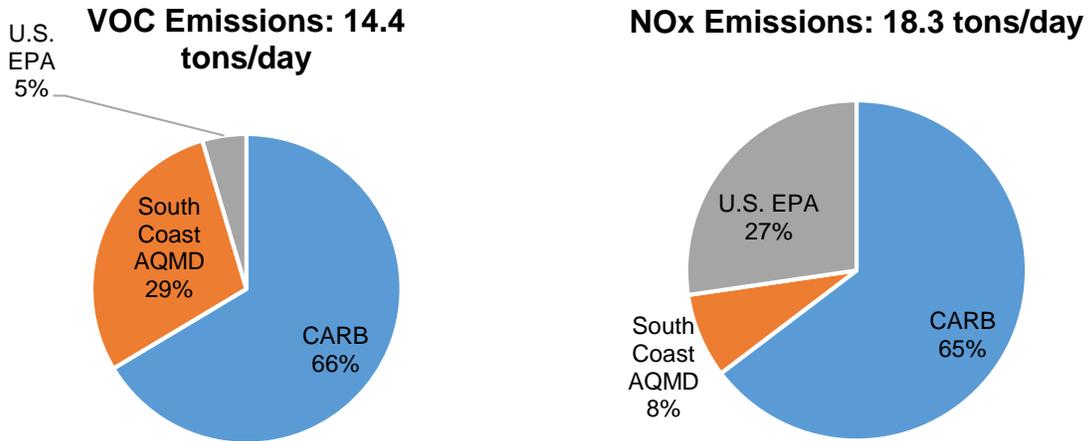


FIGURE 3-3
2018 Planning Emission Inventory Agency Primary Responsibility
(Values are Rounded to Nearest Integer and May Not Sum due to Rounding)

Future Emissions

The 2023 future emission inventory in this Plan were projected from the 2012 base year using growth and control factors developed for the 2016 AQMP for point, area and off-road sources. As described in the previous section, on-road mobile sources are projected using projected vehicle activity from SCAG’s 2016 RTP/SCS for 2023 and emission factors projected for 2023 by the EMFAC 2017 model.

Table 3-2 presents the summer planning inventory of ozone precursors in 2023, the new attainment year of the 1997 8-hour ozone NAAQS for the Coachella Valley. A more detailed breakdown of emissions by major source categories is included in Appendix I. NO_x emissions continue to decrease due to existing regulations for mobile and stationary sources. However, the total VOC emissions in Coachella Valley are expected to slightly increase due to increase in population and economic and industrial activities. Emissions from on-road and off-road sources are projected to decline for both NO_x and VOC from 2018 to 2023 based on the continued implementation of existing regulations with future effective dates or as new, cleaner vehicles and equipment replaces older, higher-emitting sources.

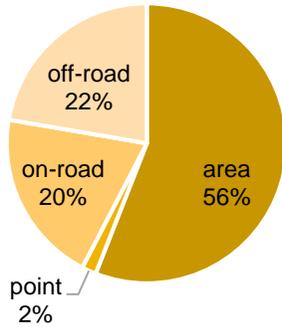
Figure 3-4 illustrates the relative contribution to the 2023 inventory by source category. A comparison of Figures 3-2 and 3-4 indicates that the on-road mobile category continues to be a major contributor to NO_x emissions. However, on-road mobile sources contribute less to the overall VOC and NO_x emissions in 2023, indicating the effectiveness of current on-road mobile sources regulations to reduce emissions in the Coachella Valley. Figure 3-5 shows the comparison of the summer planning inventory in 2018 and 2023 by the four major source categories. The actual expected reductions in NO_x in mobile sources is 4.3 tpd, which represents a 39 percent decrease. On-road mobile sources account for 20 percent of total VOC emissions compared to 27 percent in 2018, and 55 percent of total NO_x emissions compared to 61 percent in 2018. See Figures 3-6 through 3-9 for the highest-ranking source categories for 2018 and 2023 in Coachella Valley.

TABLE 3-2
 Summary of Emissions of VOC and NO_x by Major Source Category: 2023 Baseline
 Summer Planning (tpd*)

SOURCE CATEGORY	SUMMER PLANNING	
	VOC	NO _x
STATIONARY SOURCES		
Fuel Combustion	0.35	0.89
Waste Disposal	1.23	0.03
Cleaning and Surface Coatings	2.27	0.00
Petroleum Production and Marketing	0.42	0.00
Industrial Processes	0.25	0.01
Solvent Evaporation:		
Consumer Products	2.80	0.00
Architectural Coatings	0.40	0.00
Others	0.37	0.00
Misc. Processes	0.23	0.25
Total Stationary Sources	8.32	1.18
MOBILE SOURCES		
On-Road Vehicles	2.90	6.85
Off-Road Vehicles	3.22	4.30
Total Mobile Sources	6.12	11.15
TOTAL	14.44	12.33

* Values are rounded to nearest integer and may not sum due to rounding

VOC Emissions: 14.4 tons/day



NOx Emissions: 12.3 tons/day

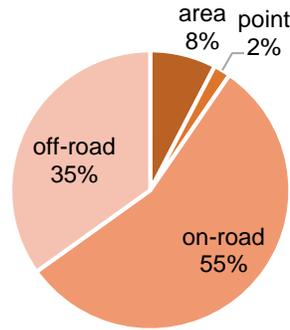


FIGURE 3-4

Relative Contribution by Source Category to 2023 Planning Emission Inventory
(Values are Rounded to Nearest Integer and May Not Sum due to Rounding)

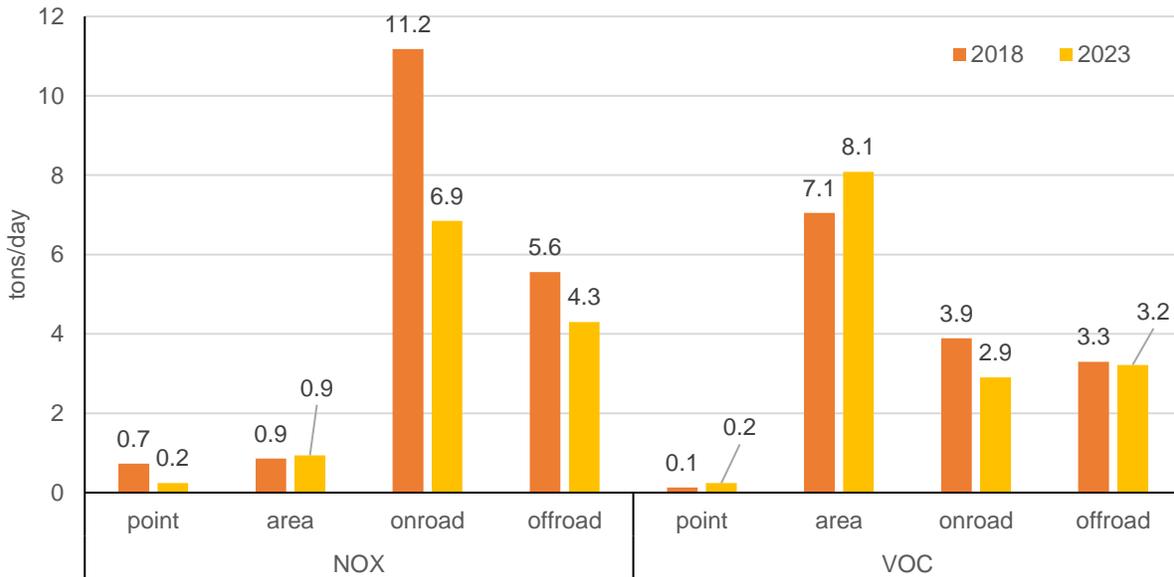


FIGURE 3-5

Comparison of NOx and VOC Planning Emission Inventory in Year 2018 and 2023 by Major Source Category

Top Five Source Categories (2018 and 2023)

The top five sources of ozone precursor emissions are presented in this section based on the summer planning inventory for 2018 and 2023.

Figures 3-6 and 3-7 provide the top five categories for VOCs for the years 2018 and 2023, respectively. Consumer products, off-road equipment and the coatings and related processes category are the largest contributors to VOC emissions, and are expected to continue to grow through 2023, due to the projected growth in population and economic activity. In contrast, on-road emissions from light duty vehicles decline from 2018 to 2023 as a result of existing regulations. The top five categories account for 55 percent of the total VOC inventory in 2018 and 58 percent in 2023.

Figures 3-8 and 3-9 show the top five categories for NO_x emissions for 2018 and 2023, respectively. Mobile source categories remain the predominant contributor to NO_x emissions. Heavy-duty diesel trucks, off-road equipment, and trains are the top three emitters on the list for both years. NO_x from all top emitters are projected to decline from 2018 to 2023 because of the impact of existing regulations. The top five categories account for 74 percent of the total NO_x inventory in 2018 and 2023.

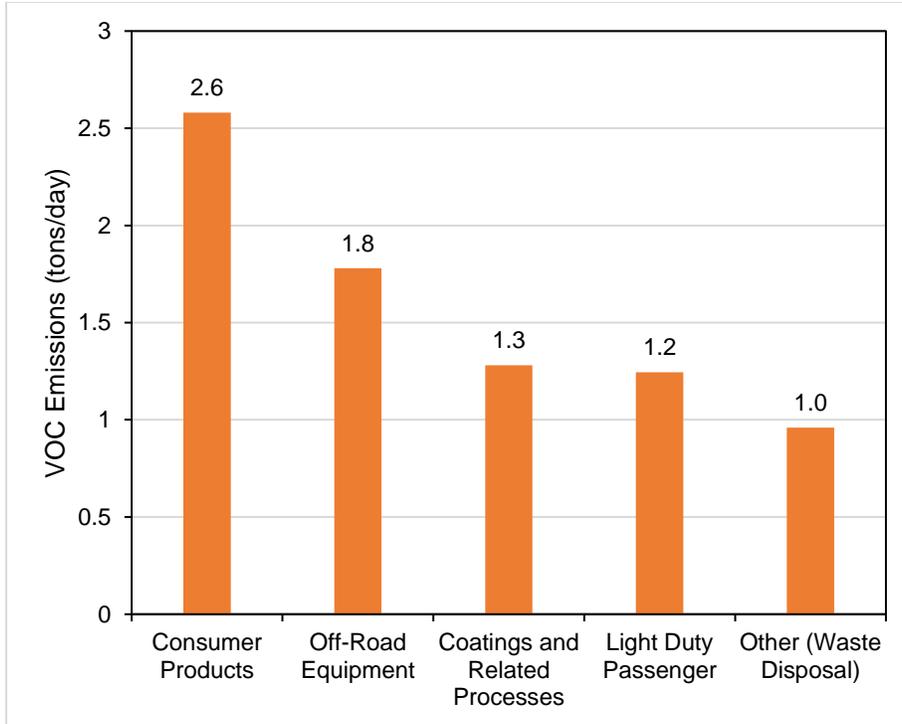


FIGURE 3-6
Top Five Emitter Categories for VOC in 2018

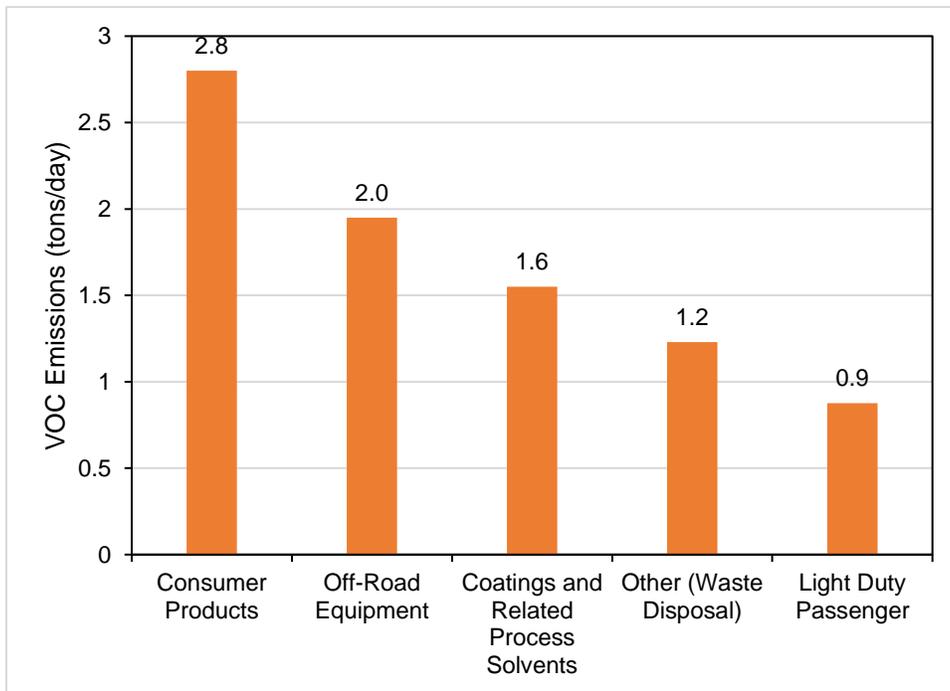


FIGURE 3-7
Top Five Emitter Categories for VOC in 2023

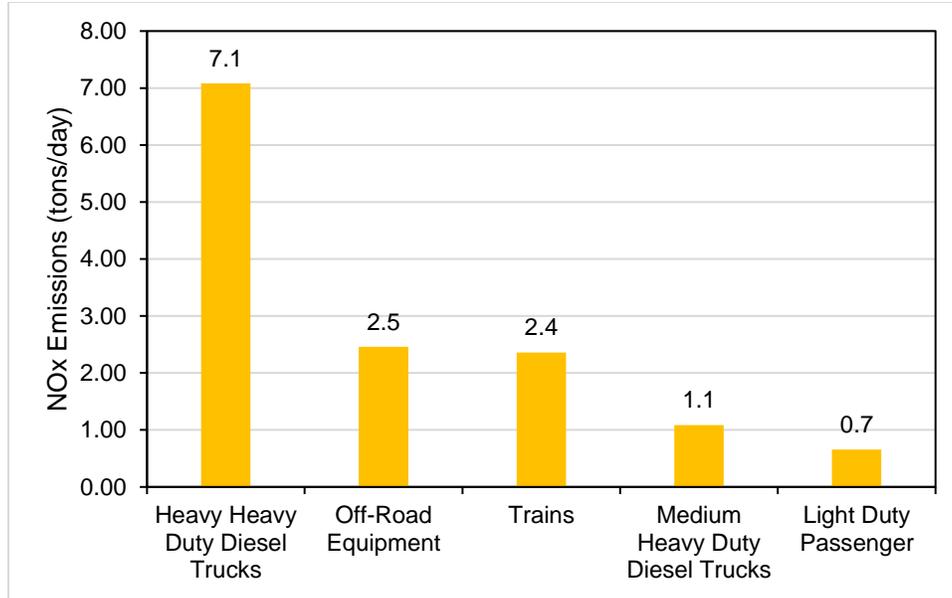


FIGURE 3-8
Top Five Emitter Categories for NOx in 2018

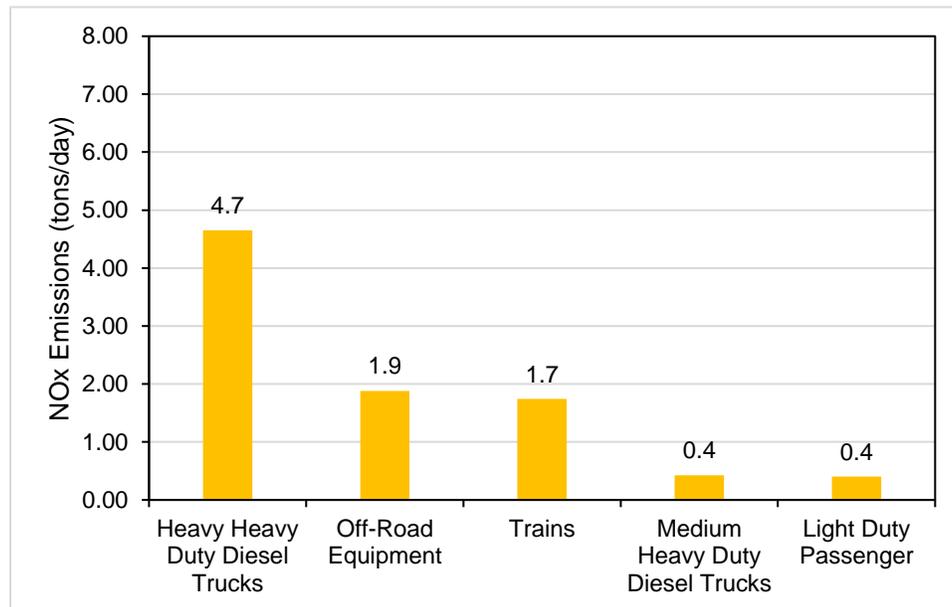


FIGURE 3-9
Top Five Emitter Categories for NOx in 2023

Emissions of the South Coast Air Basin

While a full inventory of Coachella Valley emissions is a required element of this plan, the ozone air quality in the Coachella Valley is primarily due to the transport of ozone and its precursor pollutants from the South Coast Air Basin. Table 3.3 presents the total VOC and NO_x emissions in the South Coast Air Basin compared to the emissions in the Coachella Valley. As shown, the total VOC and NO_x emissions emitted locally within the Coachella Valley are about 4 percent and 5 percent the total VOC and NO_x emissions in the South Coast Air Basin, respectively. The Basin emissions are estimated based on the same methodology presented above.

TABLE 3-3
2018 Summer Planning VOC and NO_x Emissions
for South Coast Air Basin and Coachella Valley in Tons per Day

	South Coast Air Basin		Coachella Valley	
	VOC	NO _x	VOC	NO _x
Stationary and Area Sources	204.8	59.8	7.2	1.6
On-Road Vehicles	84.5	165.4	3.9	11.2
Off-Road Mobile Sources	101.0	144.2	3.3	5.6
Total	390.3	369.5	14.4	18.3

Uncertainties in the Emissions Inventory

An effective AQMP/State Implementation Plan relies on a complete and accurate emissions inventory. Over the years, significant improvements have been made to quantify emission sources for which control measures are developed. Increased use of continuous monitoring and source testing has contributed to the improvements in point source inventories. Technical assistance provided to facilities and auditing of reported emissions by the South Coast AQMD have also improved the accuracy of the emissions inventory. Area source inventories that rely on average emission factors and regional activity data have inherent uncertainties. Industry-specific surveys and source-specific studies during rule development have also provided a certain degree of refinement to these emissions estimates. Mobile source inventories are also continuously updated and improved. As described earlier, many improvements are included in the on-road mobile source model EMFAC 2017, which estimates emissions from trucks, automobiles, and buses. Improvements and updates are also included in the methodologies for off-road mobile sources. Overall, the emissions inventory in this Plan is based on the most current data and methodologies, resulting in the most accurate inventory available.

Relative to future growth, there are many challenges inherent in making accurate projections, such as where vehicle trips will occur, distribution between various modes of transportation (such as

trucks and trains) as well as estimates for population growth and the number and type of jobs. Forecasts are made with the best information available; nevertheless, there is uncertainty in emissions projections. AQMP updates are generally developed every three to four years, thereby allowing for frequent updates and improvements to the inventories. In sum, the future emission projections in this Plan are a reasonable forecast with the latest updates to on-road sectors accounting for the majority of emissions.

4. CONTROL STRATEGY

The overall control strategy for meeting the 1997 8-hour ozone standard in Coachella Valley is based on the continued implementation of existing South Coast AQMD and CARB regulations and programs over the next few years. With Coachella Valley being close to attainment, the emissions reductions associated with these measures are expected to provide the needed reductions. Also, recently adopted regulations, discussed in this section, will provide additional emission reductions which will further ensure attainment of the standard by the attainment date. Chapter 5 presents future air quality and provides details on the air quality modeling analysis and attainment demonstration.

The regional air quality modeling in the 2016 AQMP indicated that significant NO_x reductions with additional strategic, limited VOC reductions will lead to attainment of the ozone standards. The NO_x control path was identified as the most effective strategy in meeting the 8-hour ozone standards in the South Coast Air Basin and the Coachella Valley. The updated modeling analysis described in Chapter 5 further confirms this conclusion. Since the 0.08 ppm ozone standard was promulgated in 1997, CARB and South Coast AQMD have made great progress in reducing NO_x emissions over the last several decades. NO_x emissions in the South Coast Air Basin have been reduced by approximately 76 percent through existing regulations and programs. Significant NO_x controls have been implemented in stationary sources, including emission standards, retrofitting existing sources with add-on controls (e.g., selective catalytic reduction), equipment modification (e.g., low-NO_x burners), and replacement of old high-emitting equipment with new and cleaner units. VOC reductions have also been achieved through reformulations in consumer products, solvents, adhesives, and coatings. With mobile sources responsible for over 80 percent of regional NO_x emissions, reducing mobile source emissions is key to attaining the federal ozone standards. Aggressive NO_x controls have also been implemented for mobile sources including engine standards, fleet requirements, alternative fuels, repowering with cleaner engines, and incentive programs. As Coachella Valley is close to attaining the 1997 8-hour ozone standard, emission reductions from continued implementation of existing regulations for stationary and mobile sources would provide the needed reductions for attainment in 2023.

Since the transport of ozone and its precursors from the South Coast Air Basin is the primary cause of the ozone exceedances in Coachella Valley, the NO_x strategies implemented in the South Coast Air Basin will provide further improvement of ozone air quality in the Coachella Valley. This chapter describes existing regulations and programs providing emission reductions for the attainment of the 1997 8-hour ozone NAAQS by 2023. In addition, this chapter describes the recently adopted regulations and programs since the adoption of the 2016 AQMP. These newly adopted measures will provide additional reductions beyond the existing regulations and give further assurance for meeting the 1997 8-hour ozone standard by the 2023 attainment date.

South Coast AQMD Existing Regulations and Programs Providing Emission Reductions in Future Baseline Emissions

South Coast AQMD has implemented aggressive NO_x and VOC emission reduction strategies in the past several decades to attain the federal ozone standards in the South Coast Air Basin and Coachella Valley. The emissions benefit of these regulations and programs are reflected in the future baseline emissions which are used for air quality modeling and attainment demonstration purposes. These emissions reflect the specific control requirements in existing rules and regulations as well as the natural turnover of engines, equipment, and appliances. Appendix II provides a complete list of the South Coast AQMD's existing NO_x and VOC rules and regulations. The existing South Coast AQMD rules which are not fully implemented and will provide further emission reductions in 2023 are briefly described below:

- **RECLAIM Program (Regulation XX)**
The NO_x RECLAIM regulation, a cap-and-trade program first adopted in 1993, has been revised several times to reduce NO_x emissions from the largest NO_x emitting stationary sources within the South Coast AQMD's jurisdictional boundary. It has promoted additional NO_x reductions by allocating and re-assessing RECLAIM Trading Credits (RTC) which periodically decline based on periodic assessments of Best Available Retrofit Control Technology (BARCT) for a wide range of NO_x-emitting equipment, such as boilers, heaters, furnaces, ovens, kilns, coke calciner, fluid catalytic cracking units, internal combustion engines, and turbines. In 1994, the initial RECLAIM RTC allocation was 110 tpd of NO_x, which will be reduced to 14.5 tpd in 2022. NO_x RECLAIM is currently transitioning to a command-and-control regulatory structure to achieve source-specific and/or industry-specific BARCT level of NO_x controls, which will provide further emission reductions (more details are provided in the next section under South Coast AQMD's Adopted Rules and Programs Since 2016 AQMP).
- **Rule 1111 (Reduction of NO_x Emissions from Natural-Gas-Fired, Fan-Type Central Furnaces) and CLEANair Furnace Rebate Program**
Rule 1111 was originally adopted in 1978 to reduce NO_x emissions from natural-gas-fired, fan-type central furnaces used for residential and commercial space heating. Rule 1111 was amended in 2009 to lower the NO_x emission limit from 40 to 14 nanograms per Joule (ng/J), and was again amended in 2014 to include a mitigation fee option where manufacturers can pay a per-unit fee in lieu of meeting the Ultra Low-NO_x emission limit of 14 ng/J. In addition, through the CLEANair Furnace Rebate Program, South Coast AQMD provides an incentive to residents who purchase and install a compliant furnace that meets Rule 1111 NO_x emission limit. Emission reduction benefits from implementation of Rule 1111 will continue until 2035.

- Rule 1146.2 (Large Water Heater, Small Boilers and Process Heaters)
The 1998 adoption of Rule 1146.2 established NO_x emission limits for large water heaters and small boilers ranging from 75,000 Btu/hr up to and including 2 million Btu/hr (MMBtu/hr). New water heaters or boilers greater than 0.4 MMBtu/hr and less than or equal to 2 MMBtu/hr were required to meet an emission limit of 30 ppm of NO_x. New units from 75,000 Btu/hr to 0.4 MMBtu/hr were required to meet a NO_x emission limit of 55. Rule 1146.2 was amended in May 2006 to address NO_x emission limits for new equipment. With the exception for small pool heaters rated less than or equal to 400,000 Btu/hr, new manufactured units greater than 400,000 Btu/hr must meet a NO_x emission limit of 20 ppm starting January 1, 2010. Most new manufactured units less than or equal to 400,000 Btu/hr must meet a 20 ppm NO_x limit by January 1, 2012. Pool heaters rated less than or equal to 400,000 Btu/hr, will continue to meet the existing limit of 55 ppm. Emission reduction benefits from implementation of Rule 1146.2 will continue until 2020.
- Rule 1147 (NO_x Reductions from Miscellaneous Sources)
Under Rule 1147, equipment requiring South Coast AQMD permits that are not regulated by other NO_x rules must meet an emission limit of 30 or 60 parts per million (ppm) of NO_x depending upon equipment type and process temperature. Compliance dates for emission limits are based on the date of equipment manufacture and emission limits are applicable to older equipment first. Owners of existing equipment are provided at least 15 years of use before they must meet rule emission limits. Specific categories of newer units have later compliance dates. Smaller and low emission units get more time to comply with emission limits than larger units. These small sources are not subject to rule emission limits until they are at least 20 years old. These units are required to demonstrate compliance with rule emission limits starting July 1, 2017. Rule 1147 was amended in September 2011 to delay implementation dates up to two years, remove a requirement for fuel or time meters and provide compliance flexibility for small and large sources. Emission reduction benefits from implementation of Rule 1147 will continue until 2023.

In addition to the regulatory approach, South Coast AQMD has also implemented incentive funding programs to encourage the immediate use of commercially available, low, near-zero and zero emissions mobile and stationary technologies. These incentive programs provide ongoing emission reductions from a variety of source categories. Examples of those incentive programs include:

- Carl Moyer Memorial Air Quality Standards Attainment Program for heavy-duty diesel engines retrofit and replacement with cleaner technologies;
- Clean School Buses Incentives for public school districts to purchase new alternative fuel school buses in order to retire their older polluting diesel buses and to replace expired alternative fuel bus tanks;

- Electric Lawn and Garden Equipment Program cleans the air through the replacement of gasoline-powered residential lawn mowers and commercial lawn and garden equipment with lower emission models at substantial discounts;
- Surplus Off-Road Opt-In for NO_x (SOON) Program for the purchase of low-emission heavy-duty engines for off-road diesel fleet vehicles;
- Proposition 1B – Goods Movement Emissions Reduction Program to reduce diesel air pollution from goods movement operations;
- Enhanced Fleet Modernization Program (EFMP) for retirement of older higher polluting vehicles;
- Volkswagen Environmental Mitigation Trust that provides funding to mitigate excess emissions from the heavy-duty sector through the replacement or repower of older, heavy-duty vehicles, engines and equipment with zero emission and other clean technologies; and
- Mobile Source Air Pollution Review Committee (MSRC) Clean Transportation Initiative that the MSRC is partnering with South Coast AQMD to enhance the initiatives available under the On-Road Heavy-Duty Voucher Incentive Program (VIP). The VIP provides funding to owners/operators with fleets of 10 or fewer vehicles to replace older vehicles with engine models that are 2013 emissions-compliant or newer to help clean up emissions from older, more polluting vehicles.

These incentive programs have resulted in early emission reductions of NO_x from on-road and off-road mobile sources beyond existing regulations.

South Coast AQMD Adopted Rules and Programs Since 2016 AQMP But Not Yet Reflected in the Inventory

Since the adoption of the 2016 AQMP, South Coast AQMD has adopted several rules and programs to further reduce NO_x and VOC emissions. While emissions reductions from existing regulations and programs are expected to provide the needed reductions for attaining the 1997 8-hour ozone standard, the recently adopted rules and regulations would provide additional emission reductions benefits and assurances towards attainment. Table 4-1 summarizes NO_x and VOC rules that have been adopted or amended by the South Coast AQMD since the 2016 AQMP. Pursuant to directives listed in control measure CMB-05 of the 2016 AQMP and in recently adopted state statute (AB 617), RECLAIM facilities are subject to an expedited schedule to implement additional BARCT no later than December 31, 2023. As a result, Rules 1110.2, 1117, 1134, 1135, and 1146 series have been adopted and/or amended in the 2018–2020 timeframe to implement CMB-05 and AB 617. Rule 1110.2 (Emissions from Gaseous- and Liquid-Fueled Engines) reduces emissions of NO_x, VOC, and CO from all stationary and portable engines rated over 50 rated brake

horsepower (bhp). Rule 1117 (Emissions of Oxides of Nitrogen from Glass Melting Furnaces) establishes NO_x and SO_x emission standards for container glass melting and sodium silicate furnaces, including NO_x emission limits for auxiliary combustion equipment associated with container glass melting operations. Rules 1134 (Emissions of Oxides of Nitrogen from Stationary Gas Turbines) and 1135 (Emissions of Oxides of Nitrogen from Electricity Generating Facilities) apply to RECLAIM and non-RECLAIM facilities. Both rules include more stringent NO_x emission limits to reflect current BARCT and provide implementation timeframes to facilitate the transition of the NO_x RECLAIM program to a command-and-control regulatory structure. Rule 1146 series (1146, 1146.1, and 1146.2) update the NO_x emission limits for boilers, heaters, and steam generators covered under these rules. The revised NO_x emission limits represent BARCT and apply to RECLAIM and non-RECLAIM facilities. The implementation of all these rule amendments will result in approximately 5.7 tpd of NO_x reductions.

The 2016 AQMP also includes Facility-Based Mobile Source Measures covering marine ports (MOB-01), railyards (MOB-02), warehouse/distribution centers (MOB-03), commercial airports (MOB-04), and new development and redevelopment projects (EGM-01). These measures are intended to help achieve the emission reductions attributed to CARB's Further Deployment of Cleaner Technology measures by reducing emissions from these facilities through South Coast AQMD actions. In May 2018, the South Coast AQMD Governing Board directed staff to pursue various approaches for reducing emissions from these large indirect sources: a voluntary Memorandum of Understanding (MOU) approach with marine ports and commercial airports, and regulatory approaches for warehouses/distribution centers, railyards and new developments and re-development projects. In December 2019, the Facility-Based Mobile Source Control Measure for Commercial Airports (in the form of MOUs with the five commercial airports) was adopted with an expected reduction of 0.52 tpd of NO_x emissions in 2023. This measure implements the 2016 AQMP Control Measure MOB-04, Emission Reductions at Commercial Airports and applies to Los Angeles International Airport, John Wayne Airport, Hollywood Burbank Airport, Ontario International Airport, and Long Beach Airport.

Additional NO_x emission reductions are anticipated from continued implementation of existing incentive programs with future funding. Finally, additional reductions are anticipated from deployment of Metrolink's Tier 4 locomotives, which were not included in the 2016 AQMP emissions inventory. The majority of emission reductions benefits in Table 4-1 are expected to occur in the South Coast Air Basin. However, because the ozone levels in the Coachella Valley are mostly due to emissions in the South Coast Air Basin, these reductions will result in reduced ozone in the Coachella Valley.

TABLE 4-1

Rules and Programs Adopted or Amended by South Coast AQMD since 2016 AQMP (January 2016 to August 2020)

Source	Rule No – Rule Title	Adoption Date	Implementation End Date	VOC Reductions (tons per day)	NOx Reductions (tons per day)	2016 AQMP Control Measure No.
Stationary	Rule 1113 – Architectural Coatings	2/5/2016 (Amended)	2019	0.88		CTS-01*
Stationary	Rule 1168 – Adhesive and Sealant Applications	10/6/2017 (Amended)	2023	1.38		CTS-01
Stationary	Rule 1135 – Emissions of Oxides of Nitrogen from Electricity Generating Facilities	11/2/2018 (Amended)	2024		1.7	CMB-01; CMB-05
Stationary	Rule 1146 – Emissions of Oxides of Nitrogen from Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters					
Stationary	Rule 1146.1 – Emissions of Oxides of Nitrogen from Small Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters	12/7/2018 (Amended)	2023 (RECLAIM) / 2033 (Non- RECLAIM)		0.27 (RECLAIM) / 0.04 (Non- RECLAIM)	CMB-01; CMB-05
Stationary	Rule 1146.2 – Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters					
Stationary	Rule 1118.1 – Control of Emissions from Non-Refinery Flares	1/4/2019 (Adopted)	2025	0.014	0.18	CMB-03
Stationary	Rule 1134 – Emissions of Oxides of Nitrogen from Stationary Gas Turbines	4/5/2019 (Amended)	2026		2.8	CMB-01; CMB-05
Stationary	Rule 1110.2 – Emissions from Gaseous- and Liquid-Fueled Engines	11/1/2019 (Amended)	2023		0.29	CMB-05; CMB-01
Stationary	Rule 1117 – Emissions from Container Glass Melting and Sodium Silicate Furnaces	6/5/2020 (Amended)	2023		0.57	CMB-05
Mobile	Facility-Based Mobile Source Measure for Commercial Airports	12/6/2019	2023		0.52	MOB-04

* 2012 AQMP Control Measure

CARB Key Mobile Source Regulations and Programs Providing Emission Reductions in Future Baseline Emissions

Given the severity of California's air quality challenges and the need for ongoing emission reductions, the CARB has implemented the most comprehensive mobile source emissions control program in the nation. CARB's comprehensive program relies on four fundamental approaches:

- Stringent emissions standards that minimize emissions from new vehicles and equipment;
- In-use programs that target the existing fleet and require the use of the cleanest vehicles and emissions control technologies;
- Cleaner fuels that minimize emissions during combustion; and
- Incentive programs that remove older, dirtier vehicles and equipment and replace those vehicles with the cleanest technologies.

This multi-faceted approach has spurred the development of increasingly cleaner technologies and fuels and achieved significant emission reductions across all mobile source sectors that go far beyond national programs or programs in other states. These efforts extend back to the first mobile source regulations adopted in the 1960s, and pre-date the federal CAA of 1970, which established the basic national framework for controlling air pollution. In recognition of the pioneering nature of CARB's efforts, the CAA provides California unique authority to regulate mobile sources more stringently than the federal government by providing a waiver of preemption for its new vehicle emission standards under Section 209(b). This waiver provision preserves a pivotal role for California in the control of emissions from new motor vehicles, recognizing that California serves as a laboratory for setting motor vehicle emission standards. Since then, the CARB has consistently sought and obtained waivers and authorizations for its new motor vehicle and off-road regulations. CARB's history of progressively strengthening standards as technology advances, coupled with the waiver process requirements, ensures that California's regulations remain the most stringent in the nation. A list of regulatory actions CARB has taken since 1985 is provided at the end of this analysis to highlight the scope of CARB's actions to reduce mobile source emissions.

Since 2000, CARB adopted numerous regulations aimed at reducing exposure to diesel PM and NOx. These regulations are aimed at freight transport sources such as heavy-duty diesel trucks, transportation sources such as passenger cars and buses, and off-road sources such as large construction equipment. Phased implementation of these regulations will produce increasing emission reduction benefits through 2023 and beyond, as the regulated fleets are retrofitted, and as older and dirtier portions of the fleets are replaced with newer and cleaner models at an accelerated pace.

Further, CARB and South Coast AQMD staff work closely on identifying and distributing incentive funds to accelerate cleanup of engines. Key incentive programs include: Low Carbon Transportation, Air Quality Improvement Program, Volkswagen Mitigation Trust, Community Air Protection, Carl Moyer Program, Goods Movement Program, and Funding Agricultural Replacement Measures for Emission Reductions (FARMER). These incentive-based programs work in tandem with regulations to accelerate deployment of cleaner technology.

I) Light-Duty Vehicles

NOx emissions from light-duty vehicles and key programs contributing to those reductions in the Coachella Valley have been reduced significantly since 1990 and will continue to go down through 2023 due to the benefits of CARB’s longstanding light-duty mobile source program. Key light-duty programs include the Advanced Clean Cars program (ACC), On-Board Diagnostics (OBD), Reformulated Gasoline (RFG), Incentive Programs, and the Enhanced Smog Check Program.

Since setting the nation’s first motor vehicle exhaust emission standards in 1966 that led to the first pollution controls, California has dramatically tightened emission standards for light-duty vehicles. California is unique in that it is the only state authorized under the Clean Air Act to set more stringent mobile source standards than the federal standards. Through CARB regulations, today’s new cars pollute 99 percent less than their predecessors did thirty years ago. In 1970, CARB required auto manufacturers to meet the first standards to control NOx emissions along with hydrocarbon emissions. The simultaneous control of emissions from motor vehicles and fuels led to the use of cleaner-burning RFG that has removed the emissions equivalent of 3.5 million vehicles from California’s roads. Since CARB first adopted it in 1990, the Low-Emission Vehicle Programs (LEV and LEV II) and Zero-Emission Vehicle (ZEV) Program have resulted in the production and sales of hundreds of thousands of ZEVs in California.

i. Advanced Clean Cars

CARB’s groundbreaking ACC program is now providing the next generation of emission reductions in California, and ushering in a new zero emission passenger transportation system. The success of these programs is evident: California is the world’s largest market for ZEVs, with over 21 models available today, and a wide variety are now available at lower price points, attracting new consumers. As of October 2019, Californians drive nearly 50 percent of all ZEVs on the road in the United States, while the U.S. makes up about half of the world market. This movement towards commercialization of advanced clean cars has occurred due to CARB’s ZEV regulation, part of ACC, which affects passenger cars and light-duty trucks.

CARB’s ACC Program, approved in January 2012, is a pioneering approach of a ‘package’ of regulations that – although separate in construction – are related in terms of the synergy developed to address both ambient air quality needs and climate change. The ACC program combines the control of smog, soot causing pollutants and greenhouse gas emissions into a single coordinated

package of requirements for model years 2015 through 2025. The program assures the development of environmentally superior cars that will continue to deliver the performance, utility, and safety vehicle owners have come to expect.

The ACC program approved by CARB in January 2012 also included amendments affecting the current ZEV regulation through the 2017 model year in order to enable manufacturers to successfully meet 2018 and subsequent model year requirements. These ZEV amendments are intended to achieve commercialization through simplifying the regulation and pushing technology to higher volume production in order to achieve cost reductions. The ACC Program benefits will increase over time as new cleaner cars enter the fleet displacing older and dirtier vehicles. However, in 2019, the federal government finalized Part 1 of the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule, which revoked California's authority to set more stringent standards for light duty vehicles. In 2020, Part 2 of that rule was finalized, rolling back previously adopted vehicle standards. These rules threaten the ACC Program and clean air quality progress made in California.

ii. On Board Diagnostics

California's first OBD regulation required manufacturers to monitor some of the emission control components on vehicles starting with the 1988 model year. In 1989, CARB adopted OBD II, which required 1996 and subsequent model year passenger cars, light-duty trucks, and medium-duty vehicles and engines to be equipped with second generation OBD systems. OBD systems are designed to identify when a vehicle's emission control systems or other emission-related computer-controlled components are malfunctioning, causing emissions to be elevated above the vehicle manufacturer's specifications. CARB subsequently strengthened OBD II requirements and added OBD II specific enforcement requirements for 2004 and subsequent model year passenger cars, light-duty trucks, and medium-duty vehicles and engines.

iii. Reformulated Gasoline

Since 1996, CARB has been regulating the formulation of gasoline resulting in California gasoline being the cleanest in the world. California's cleaner-burning gasoline regulation is one of the cornerstones of the State's efforts to reduce air pollution and cancer risk. RFG is fuel that meets specifications and requirements established by CARB. The specifications reduced motor vehicle toxics by about 40 percent and reactive organic gases by about 15 percent. The results from cleaning up fuel can have an immediate impact as soon as it is sold in the State. Vehicle manufacturers design low-emission vehicles to take full advantage of cleaner-burning gasoline properties.

iv. Incentive Programs

There are a number of different incentive programs focusing on light-duty vehicles that produce extra emission reductions beyond traditional regulations. The incentive programs work in two ways, encouraging the retirement of dirty older cars and encouraging the purchase of a cleaner vehicle.

Voluntary accelerated vehicle retirement or “car scrap” programs provide monetary incentives to vehicle owners to retire older, more polluting vehicles. The purpose of these programs is to reduce fleet emissions by accelerating the turnover of the existing fleet and subsequent replacement with newer, cleaner vehicles. Both State and local vehicle retirement programs are available.

California’s voluntary vehicle retirement program is administered by the Bureau of Automotive Repair (BAR) and provides \$1,000 per vehicle and \$1,500 for low-income consumers for unwanted vehicles that have either failed or passed their last Smog Check Test and that meet certain eligibility guidelines. This program is referred to as the Consumer Assistance Program.

In recent years, the California Legislature has allocated significant funding increases towards incentive-based programs. In fiscal year 2019-20, the Clean Vehicle Rebate Project (CVRP) was allocated \$238 million. CVRP is designed to offer vehicle rebates on a first-come, first-serve basis for light-duty ZEVs, plug-in hybrid electric vehicles, and zero-emission motorcycles. Through March 2019, CVRP has provided rebates for nearly 320,000 vehicles at a total of just over \$720 million since the project’s launch in 2010.

Clean Cars 4 All (formerly known as the Enhanced Fleet Modernization Program Plus-Up Pilot Project) provides incentives for lower-income consumers living in and near disadvantaged communities who scrap their old vehicles and purchase new or used hybrid, plug-in hybrid, or zero-emission vehicle replacement vehicles. Since fiscal year 2014–2015, CARB has allocated \$112 million for Clean Cars 4 All.

v. California Enhanced Smog Check Program

BAR is the State agency charged with administration and implementation of the Smog Check Program. The Smog Check Program is designed to reduce air pollution from California registered vehicles by requiring periodic inspections for emission-control system problems, and by requiring repairs for any problems found. In 1998, the Enhanced Smog Check program began in which Smog Check stations relied on the BAR-97 Emissions Inspection System (EIS) to test tailpipe emissions with either a Two-Speed Idle (TSI) or Acceleration Simulation Mode (ASM) test depending on where the vehicle was registered. For instance, vehicles registered in urbanized areas received an ASM test, while vehicles in rural areas or received a TSI test.

In 2009, the following requirements were added in to improve and enhance the Smog Check Program, making it more inclusive of motor vehicles and effective on smog reductions:

- Low pressure evaporative test;
- More stringent pass/fail cutpoints;
- Visible smoke test; and
- Inspection of light- and medium-duty diesel vehicles.

The next major change was due to AB 2289, adopted in October 2010, a new law restructuring California's Smog Check Program, streamlining and strengthening inspections, increasing penalties for misconduct, and reducing costs to motorists. This new law sponsored by CARB and BAR, promised faster and less expensive Smog Check inspections by taking advantage of OBD software installed on all vehicles since 2000. The new law also directs vehicles without this equipment to high-performing stations, helping to ensure that these cars comply with current emission standards. This program will reduce consumer costs by having stations take advantage of diagnostic software that monitors pollution-reduction components and tailpipe emissions. Beginning mid-2013, testing of passenger vehicles using OBD was required on all vehicles model years 2000 or newer.

II) Heavy-Duty Trucks

NO_x emissions from heavy-duty vehicles and key programs contributing to those reductions in the Coachella Valley have decreased significantly since 1990 and will continue to decrease through 2023 due to the benefits of CARB's long-standing heavy-duty mobile source program. Key programs include Heavy-Duty Engine Standards, Clean Diesel Fuel, the Truck and Bus Regulation and Incentive Programs.

i. Heavy-Duty Engine Standards

Since 1990, heavy-duty engine NO_x emission standards have become dramatically more stringent, dropping from 6 grams per brake horsepower-hour (g/bhp-hr) in 1990 down to the current 0.2 g/bhp-hr standard, which took effect in 2010. In addition to mandatory NO_x standards, there have been several generations of optional lower NO_x standards put in place over the past 15 years. Most recently in 2015, engine manufacturers can certify in California to three optional NO_x emission standards of 0.1 g/bhp-hr, 0.05 g/bhp-hr, and 0.02 g/bhp-hr (i.e., 50 percent, 75 percent, and 90 percent lower than the current mandatory standard of 0.2 g/bhp-hr). The optional standards allow local air districts and CARB to preferentially provide incentive funding to buyers of cleaner trucks, to encourage the development of cleaner engines.

ii. Clean Diesel Fuel

Since 1993, CARB has required that diesel fuel have a limit on the aromatic hydrocarbon content and sulfur content of the fuel. Diesel powered vehicles account for a disproportionate amount of

the diesel PM, which is considered a toxic air contaminant. In 2006, CARB required a low-sulfur diesel fuel to be used not only by on-road diesel vehicles but also for off-road engines. The diesel fuel regulation allows alternative diesel formulations as long as emission reductions are equivalent to the CARB formulation.

iii. Cleaner In-Use Heavy-Duty Trucks (Truck and Bus Regulation)

The Truck and Bus Regulation was first adopted in December 2008. This rule represents a multi-year effort to turn over the legacy fleet of engines and replace them with the cleanest technology available. In December 2010, CARB revised specific provisions of the in-use heavy-duty truck rule, in recognition of the deep economic effects of the recession on businesses and the corresponding decline in emissions.

Starting in 2012, the Truck and Bus Regulation phases in requirements applicable to an increasingly larger percentage of the truck and bus fleet over time, so that by 2023 nearly all older vehicles will be upgraded to have exhaust emissions meeting 2010 model year engine emissions levels while continuing to lower NO_x levels through 2023. The regulation applies to nearly all diesel-fueled trucks and buses with a GVWR greater than 14,000 pounds that are privately or federally owned, including on-road and off-road agricultural yard goats, and privately and publicly owned school buses. Moreover, the regulation applies to any person, business, school district, or federal government agency that owns, operates, leases or rents affected vehicles. The regulation also establishes requirements for any in-state or out-of-state motor carrier, California-based broker, or any California resident who directs or dispatches vehicles subject to the regulation. Finally, California sellers of a vehicle subject to the regulation would have to disclose the regulation's potential applicability to buyers of the vehicles. Approximately 170,000 businesses in nearly all industry sectors in California, and almost a million vehicles that operate on California roads each year are affected. Some common industry sectors that operate vehicles subject to the regulation include: for-hire transportation, construction, manufacturing, retail and wholesale trade, vehicle leasing and rental, bus lines, and agriculture.

In 2017, California passed legislation ensuring compliance with the Truck and Bus Regulation through the California Department of Motor Vehicles (DMV) vehicle registration program. Starting January 1, 2020, DMV will verify compliance to ensure that vehicles subject to the Truck and Bus Regulation meet the requirements prior to obtaining DMV vehicle registration. The law requires the DMV to deny registration for any vehicle that is non-compliant or has not reported to CARB as compliant or exempt from the Truck and Bus Regulation.

CARB compliance assistance and outreach activities that are key in support of the Truck and Bus Regulation include:

- The Truck Regulations Upload and Compliance Reporting System, an online reporting tool developed and maintained by CARB staff;

- The Truck and Bus regulation's fleet calculator, a tool designed to assist fleet owners in evaluating various compliance strategies;
- Targeted training sessions all over the State; and
- Out-of-state training sessions conducted by a contractor.

CARB staff also develops regulatory assistance tools, conducts and coordinates compliance assistance and outreach activities, administers incentive programs, and actively enforces the entire suite of regulations. Accordingly, CARB's approach to ensuring compliance is based on a comprehensive outreach and education effort.

iv. Incentive Programs

There are a number of different incentive programs focusing on heavy-duty vehicles that produce extra emission reductions beyond traditional regulations. The incentive programs encourage the purchase of cleaner trucks.

Several State and local incentive funding pools have been used historically, and remain available, to fund the accelerated turnover of on-road heavy-duty vehicles. Since the Carl Moyer Memorial Air Quality Standards Attainment Program (Moyer Program) began in 1998 nearly \$1 billion in Moyer Program incentive grants have been used to clean up over 60,000 older engines in California. This has reduced NO_x and ROG emissions by more than 183,000 tons, and particulate matter by more than 6,700 tons statewide.

Beginning in 2008, the Goods Movement Emission Reduction Program funded by Proposition 1B has funded cleaner trucks for the region's transportation corridors; the final increment of funds will implement projects through 2020.

The California Legislature has recently allocated significant funding increases towards heavy-duty vehicle incentive-based programs. The Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) is the cornerstone of advanced technology heavy-duty incentives, providing funding since 2010 to support the long-term transition to zero-emission vehicles in the heavy-duty market. Since its inception in 2009, HVIP has been allocated over \$447 million. HVIP has supported the purchase of 2,559 zero-emission trucks and buses, 2,631 hybrid trucks, 2,068 low NO_x engines, and 195 trucks with electric power take off systems by California fleets through June 30, 2019.

CARB has also administered a Truck Loan Assistance Program since 2009. As of June 30, 2019, about \$113.2 million in Truck Loan Assistance Program funding has been expended to provide about \$1.5 billion in financing to small-business truckers for the purchase of approximately 26,000 cleaner trucks, exhaust retrofits, and trailers throughout California.

III) Off-Road Sources

Off-road sources encompass equipment powered by an engine that does not operate on the road. Sources vary from ships to lawn and garden equipment and for example, include sources like locomotives, aircraft, tractors, harbor craft, off-road recreational vehicles, construction equipment, forklifts, and cargo handling equipment.

NOx emissions from off-road equipment and key programs contributing to those reductions have decreased significantly in the Coachella Valley since 1990 and will continue to decrease through 2023 due to the benefits of CARB's and U.S. EPA long-standing programs. Key programs include Off-Road Engine Standards, Locomotive Engine Standards, Clean Diesel Fuel, Cleaner In-Use Off-Road Regulation and In-Use Large Spark Ignition (LSI) Fleet Regulation.

i. Off-Road Engine Standards

The Clean Air Act preempts states, including California, from adopting requirements for new off-road engines less than 175 HP used in farm or construction equipment. California may adopt emission standards for in-use off-road engines pursuant to Section 209(e)(2), but must receive authorization from U.S. EPA before it may enforce the adopted standards.

CARB first approved regulations to control exhaust emissions from small off-road engines (SORE) such as lawn and garden equipment in December 1990 with amendments in 1998, 2003, 2010, 2011, and 2016. These regulations were implemented through three tiers of progressively more stringent exhaust emission standards that were phased in between 1995 and 2008.

Manufacturers of forklift engines are subject to new engine standards for both diesel and large spark ignition (LSI) engines. Off-road diesel engines were first subject to engine standards and durability requirements in 1996 while the most recent Tier 4 Final emission standards were phased in starting in 2013. Tier 4 emission standards are based on the use of advanced after-treatment technologies such as diesel particulate filters and selective catalytic reduction. LSI engines have been subject to new engine standards that include both criteria pollutant and durability requirements since 2001 with the cleanest requirements phased-in starting in 2010.

ii. Locomotive Engine Standards

The Act and the U.S. EPA national locomotive regulations expressly preempt states and local governments from adopting or enforcing "any standard or other requirement relating to the control of emissions from new locomotives and new engines used in locomotives" (U.S. EPA interpreted new engines in locomotives to mean remanufactured engines, as well). U.S. EPA has approved two sets of national locomotive emission regulations (1998 and 2008). In 1998, U.S. EPA approved the initial set of national locomotive emission regulations. These regulations primarily emphasized NOx reductions through Tier 0, 1, and 2 emission standards. Tier 2 NOx emission

standards reduced older uncontrolled locomotive NOx emissions by up to 60 percent, from 13.2 to 5.5 g/bhp-hr.

In 2008, U.S. EPA approved a second set of national locomotive regulations. Older locomotives upon remanufacture are required to meet more stringent particulate matter (PM) emission standards which are about 50 percent cleaner than Tier 0–2 PM emission standards. U.S. EPA refers to the PM locomotive remanufacture emission standards as Tier 0+, Tier 1+, and Tier 2+. The new Tier 3 PM emission standard (0.1 g/bhp-hr), for model years 2012-2014, is the same as the Tier 2+ remanufacture PM emission standard. The 2008 regulations also included new Tier 4 (2015 and later model years) locomotive NOx and PM emission standards. The U.S. EPA Tier 4 NOx and PM emission standards further reduced emissions by approximately 95 percent from uncontrolled levels.

In April 2017, CARB petitioned U.S. EPA for rulemaking, seeking the amendment of emission standards for newly built locomotives and locomotive engines and lower emission standards for remanufactured locomotives and locomotive engines. The petition asks U.S. EPA to update its standards to take effect for remanufactured locomotives in 2023 and for newly built locomotives in 2025. The new emission standards would provide critical criteria pollutant reductions, particularly in the disadvantaged communities that surround railyards.

iii. Clean Diesel Fuel

Since 1993, CARB has required that diesel fuel have a limit on the aromatic hydrocarbon content and sulfur content of the fuel. Diesel powered vehicles account for a disproportionate amount of the diesel particulate matter which is considered a toxic air contaminant. In 2006, CARB required a low-sulfur diesel fuel to be used not only by on-road diesel vehicles but also for off-road engines. The diesel fuel regulation allows alternative diesel formulations as long as emission reductions are equivalent to the CARB formulation.

iv. Cleaner In-Use Off-Road Equipment (Off-Road Regulation)

The Off-Road Regulation which was first approved in 2007 and subsequently amended in 2010 in light of the impacts of the economic recession. These off-road vehicles are used in construction, manufacturing, the rental industry, road maintenance, airport ground support and landscaping. In December 2011, the Off-Road Regulation was modified to include on-road trucks with two diesel engines.

The Off-Road Regulation will significantly reduce emissions of diesel PM and NOx through 2023 from the over 150,000 in-use off-road diesel vehicles that operate in California. The regulation affects dozens of vehicle types used in thousands of fleets by requiring owners to modernize their fleets by replacing older engines or vehicles with newer, cleaner models, retiring older vehicles or using them less often, or by applying retrofit exhaust controls.

The Off-Road Regulation imposes idling limits on off-road diesel vehicles, requires a written idling policy, and requires a disclosure when selling vehicles. The regulation also requires that all vehicles be reported to CARB and labeled, restricts the addition of older vehicles into fleets, and requires fleets to reduce their emissions by retiring, replacing, or repowering older engines, or installing verified exhaust retrofits. The requirements and compliance dates of the Off-Road Regulation vary by fleet size.

Fleets are subject to increasingly stringent restrictions on adding older vehicles. The regulation also sets performance requirements. While the regulation has many specific provisions, in general by each compliance deadline, a fleet must demonstrate that it has either met the fleet average target for that year, or has completed the Best Available Control Technology requirements. The performance requirements of the Off-Road Regulation were phased in from January 1, 2014 through January 1, 2019.

Compliance assistance and outreach activities in support of the Off-Road Regulation include the following activities.

The Diesel Off-road On-line Reporting System, an online reporting tool developed and maintained by CARB staff.

The Diesel Hotline (866-6DIESEL), which provides the regulated public with questions about the regulations and access to CARB staff. Staff is able to respond to questions in English, Spanish and Punjabi.

The Off-road Listserv, providing equipment owners and dealerships with timely announcement of regulatory changes, regulatory assistance documents, and reminders for deadlines.

v. *LSI In-Use Fleet Regulation*

Forklift fleets can be subject to either the LSI fleet regulation, if fueled by gasoline or propane, or the off-road diesel fleet regulation. Both regulations require fleets to retire, repower, or replace higher-emitting equipment in order to maintain fleet average standards. The LSI fleet regulation was originally adopted in 2007 with requirements beginning in 2009. While the LSI fleet regulation applies to forklifts, tow tractors, sweeper/scrubbers, and airport ground support equipment, it maintains a separate fleet average requirement specifically for forklifts. The LSI fleet regulation requires fleets with four or more LSI forklifts to meet fleet average emission standards.

vi. *Incentive Programs*

There are a number of different incentive programs focusing on off-road mobile sources that increase the penetration of cleaner technologies into the market. The incentive programs encourage the purchase of cleaner diesel engines.

The Clean Off-Road Equipment Voucher Incentive Project (CORE) is a voucher project similar to HVIP, but for advanced technology off-road equipment. The fiscal year 2017–2018 Funding Plan allocated \$40 million to support zero-emission freight equipment through CORE. CARB launched CORE at the end of 2019.

California’s agricultural industry consists of approximately 77,500 farms and ranches, providing over 400 different commodities, making agriculture one of the State’s most diverse industries. In recognition of the strong need and this industry’s dedication to reducing their emissions, the State Legislature has allocated over \$330 million towards the FARMER Program since 2017. CARB staff developed the FARMER Program to meet the State Legislature’s objectives and help meet the State’s criteria, toxic, and greenhouse gas emission reduction goals. As of September 30, 2019, the FARMER Program has spent \$97 million on over 2,500 pieces of agricultural equipment and will reduce 250 tons of PM2.5 and 4,200 tons of NOx over the lifetime of the projects.

A complete listing of CARB’s existing regulations and the adoption dates are provided in Appendix III.

CARB Recent Regulations Adopted But Not Yet Reflected in the Inventory

Recent regulations have been adopted for on-road and off-road mobile sources since the release of the 2016 AQMP. The emissions inventory and attainment demonstration included in this Plan reflect all on-road regulations incorporated in EMFAC 2017 and off-road regulations included in the 2016 AQMP. While the emissions benefits from these newly adopted programs are not yet reflected in the base or future inventories, the emissions reductions will support monitored attainment of the 0.08 ppm 8-hour ozone standard in the Coachella Valley. These programs are listed below.

- **Innovative Clean Transit** – The Innovative Clean Transit (ICT) Regulation seeks to transition buses in California to zero-emission by 2040. The ICT regulation requires California transit agencies to gradually transition their buses to zero-emission technologies beginning with a requirement that only zero emission buses can be purchased starting in 2029. The ICT regulation is structured to allow transit agencies to take advantage of incentive programs by acting early and, also implementing plans that are best suited to their unique situation.
- **Zero-Emission Airport Shuttle Bus** – The Zero-Emission Airport Shuttle Regulation (Shuttle Regulation) will transition combustion-powered vehicles that serve California’s commercial airports to zero-emission vehicles (ZEVs). Specifically, the Shuttle Regulation requires fixed route airport shuttles serving California’s 13 largest airports to transition to 100 percent ZEVs by 2035. The Shuttle Regulation applies to public and private fleets, including operators of parking facilities, rental car agencies, and hotels.

- The Advanced Clean Truck (ACT) regulation adopted by the Board on June 25, 2020 will accelerate the widespread adoption of zero-emission vehicles (ZEVs) in the medium-and heavy-duty truck sector and reduce the amount of harmful emissions generated from on-road mobile sources. The ACT regulation requires truck manufacturers to sell increasing numbers of zero-emission trucks (ZEVs) in California annually. Medium- and heavy-duty vehicle manufacturers must produce and sell ZEVs beginning with the 2024 model year with increasing sales annually through the 2035 model year when 55 percent of annual Class 2b-3 vehicle sales, including pickup trucks, must be ZEVs, 75 percent of annual Class 4-8 vehicle sales must be ZEVs, and 40 percent of Class 7-8 Tractor sales must be ZEVs.
- Ocean Going Vessels-At Berth – The Control Measure for Ocean-Going Vessels at Berth (At Berth Regulation) is designed to achieve added public health and air quality benefits by requiring emission controls at additional ports and terminals, including marine terminals that operate independently from a port or port authority, and vessels not covered by the previous ocean-going vessel regulation.
- Omnibus Low-NOx Regulation – The Heavy-Duty Engine and Vehicle Omnibus Regulation (Omnibus Regulation) establishes new exhaust emission standards, test procedures, and other emission-related requirements for 2024 and subsequent model year California-certified on-road heavy-duty engines. The Omnibus Regulation implements two measures included within CARB’s 2016 State Strategy for the State Implementation Plan: a “Low-NOx Engine Standard” which will significantly reduce NOx emissions from new engines during certification; and a “Lower In Use Emission Performance Level,” which will ensure in-use heavy-duty vehicles continue to control emissions throughout their useful lives.

As described above, there are several new programs that will provide significant reductions of NOx between now and 2023 and beyond 2023. Most notably, of the already approved regulations, are the Truck and Bus regulation and the Off-Road regulation. In addition to these approved regulations, the Board is considering measures that will provide further reductions in 2023.

The 2023 projected attainment date is based on the emission reductions from existing regulations and programs. The recently adopted regulations by South Coast AQMD and CARB, described in this Chapter, will provide further reductions to ensure that Coachella Valley will attain the standard in or before 2023. The earlier attainment of the standard was also evaluated. However, given the time it takes to adopt and implement new regulations, and given that the 2022 ozone season begins less than 18 months from the date of Plan adoption, no new feasible measures were identified which could be adopted and implemented in time to provide additional reductions to further accelerate the attainment.

5. FUTURE AIR QUALITY

Ozone Modeling Approach

The Coachella Valley Planning Area is defined, for the purposes of this Plan, as the desert portion of Riverside County in the Salton Sea Air Basin (SSAB), and is part of the South Coast AQMD, which also includes the Basin. The Coachella Valley is the most populated area in this desert region, which encompasses several communities, including Palm Springs, Desert Hot Springs, Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, La Quinta, Indio, Coachella, Thermal, and Mecca. In February 2020, the U.S. EPA reclassified Coachella Valley to an extreme nonattainment area from a severe-15 nonattainment area for the 1997 8-hour ozone NAAQS. As a result, the new attainment deadline for the region is June 15, 2024, 20 years from the date of the original designation, which requires an attainment demonstration in 2023. In this attainment demonstration, ozone concentrations are simulated for the 2018 base year and the future attainment year of 2023 to demonstrate that the Coachella Valley will attain the 1997 8-hour ozone standard in 2023.

Design Values

While 3-year design values (DVs), defined as the 3-year averages of the fourth highest daily max 8-hour average ozone in each year, are used to determine attainment status of an air basin, the 5-year weighted design values are used in the modeled attainment demonstration per the U.S. EPA's guidance.¹³ This is calculated based on the average of three 3-year design values. The U.S. EPA guidance¹ recommends the use of multiple year averages of design values, where appropriate, to dampen the effects of single year anomalies in the air quality trend due to factors such as adverse or favorable meteorology or radical changes in the local emissions profile. In the current attainment demonstration, three 3-year design values, 2015–2017, 2016–2018 and 2017–2019 were used. 2019 is the latest available measurement data for this Plan.

The trend of 3-year DV in Coachella Valley are presented in Figure 5-1. While the ozone air quality has improved substantially in the Coachella Valley over the past 30 years, the most recent 8-hour design value indicates that the area is still in nonattainment of the ozone NAAQSs. The design value for the 2017–2019 period is 89 parts per billion (ppb), which exceeds the 1997 8-hour ozone standard (84 ppb) by 6 percent.

Table 5-1 presents the 5-year weighted DVs used in the 2016 AQMP and updated values representing the 2015–2019 time period used for the current attainment demonstration. Compared to the 2016 AQMP DVs, the new values show progress in ozone air quality in the Coachella Valley.

¹³ U.S. EPA (2018), Modeling guidance for demonstrating air quality goals for ozone, PM2.5, and regional haze. Available at: https://www3.epa.gov/ttn/scram/guidance/guide/O3-PM-RH-Modeling_Guidance-2018.pdf.

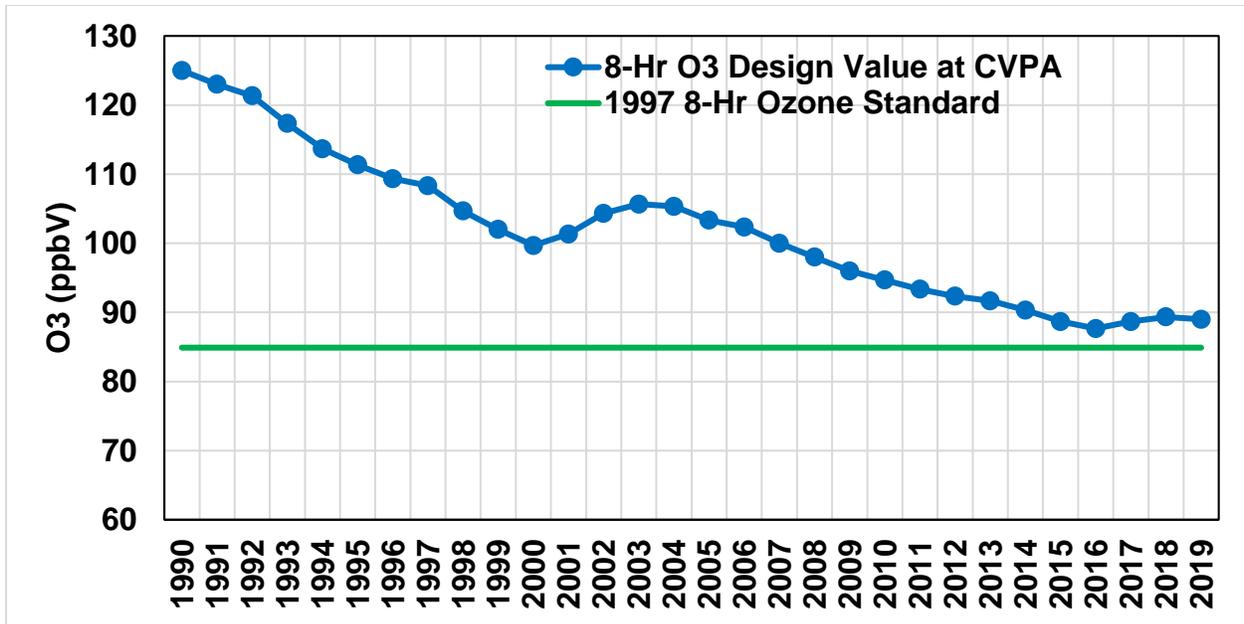


FIGURE 5-1

Eight-Hour Ozone 3-Year Design Values in Coachella Valley Planning Area During 1990–2019

TABLE 5-1

Five-Year Weighted 8-Hour Ozone Design Values (DV) (ppb)

Monitoring Site	2016 AQMP DV Weighted for the period of 2010-2014	Current DV Weighted for the period of 2015-2019
Palm Springs	92	89.3
Indio	85	84.3

Ozone Modeling

The ozone modeling employs a similar approach as described in the 2016 AQMP attainment demonstrations¹⁴ with updates in the modeling platform, input databases, and emissions inventory. The year 2018 was used as baseline year to develop meteorological conditions and an emissions inventory that are used as an anchor year to project future emissions and design values. While the U.S. EPA’s guidance recommends to use the center year of the five years (2015 to 2019) for the weighted design value as the baseline year for the modeling and emissions inventory, the guidance states that any one of the five years can be used as the baseline year. Year 2018 was chosen to avoid unusual meteorological conditions, which occurred with the high frequency of stagnant

¹⁴ South Coast AQMD (2017), 2016 Air Quality Management Plan, Appendix V, Modeling and Attainment Demonstration. Available at: <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/appendix-v.pdf?sfvrsn=10>.

dispersion conditions observed during the ozone season in 2017. In addition, choosing 2018 as baseline modeling year takes advantage of the rich measurement dataset collected during the Multiple Air Toxics Exposure Study V (MATES V), which was conducted from May 2018 to April 2019.

The Community Multiscale Air Quality (CMAQ) model, version 5.0.2, was employed to simulate the ozone season that spanned from May 1 through September 30, 2018. The latest available CMAQ model, version 5.3.1 was used as weight of evidence and discussed in Weight of Evidence section of this Chapter. Meteorological inputs were generated using the Weather Research Forecast (WRF) model version 4.0.3, and biogenic VOC emissions were estimated using MEGANv3. The simulations included 3672 consecutive hours from which daily max 8-hour average ozone concentrations were calculated.

Model Performance Evaluation

Model performance was evaluated against the measured ozone concentrations. Figure 5-2 depicts the comparison of daily maximum 8-hour ozone for Palm Springs and Indio stations. In general, the model prediction shows good agreement with measurements, with a slight tendency to underestimate the peak ozone days but with overall insignificant positive bias during the May to September ozone season. Statistics for both sites are presented in Table 5-2. The U.S. EPA guidance¹⁵ requires that the model predictions be applied in a relative rather than absolute sense using Relative Reduction Factor (RRF). With this approach, potential biases present in model prediction are less likely transferred to future design values.

¹⁵ U.S. EPA (2018), Modeling guidance for demonstrating air quality goals for ozone, PM2.5, and regional haze. Available at: https://www3.epa.gov/ttn/scram/guidance/guide/O3-PM-RH-Modeling_Guidance-2018.pdf

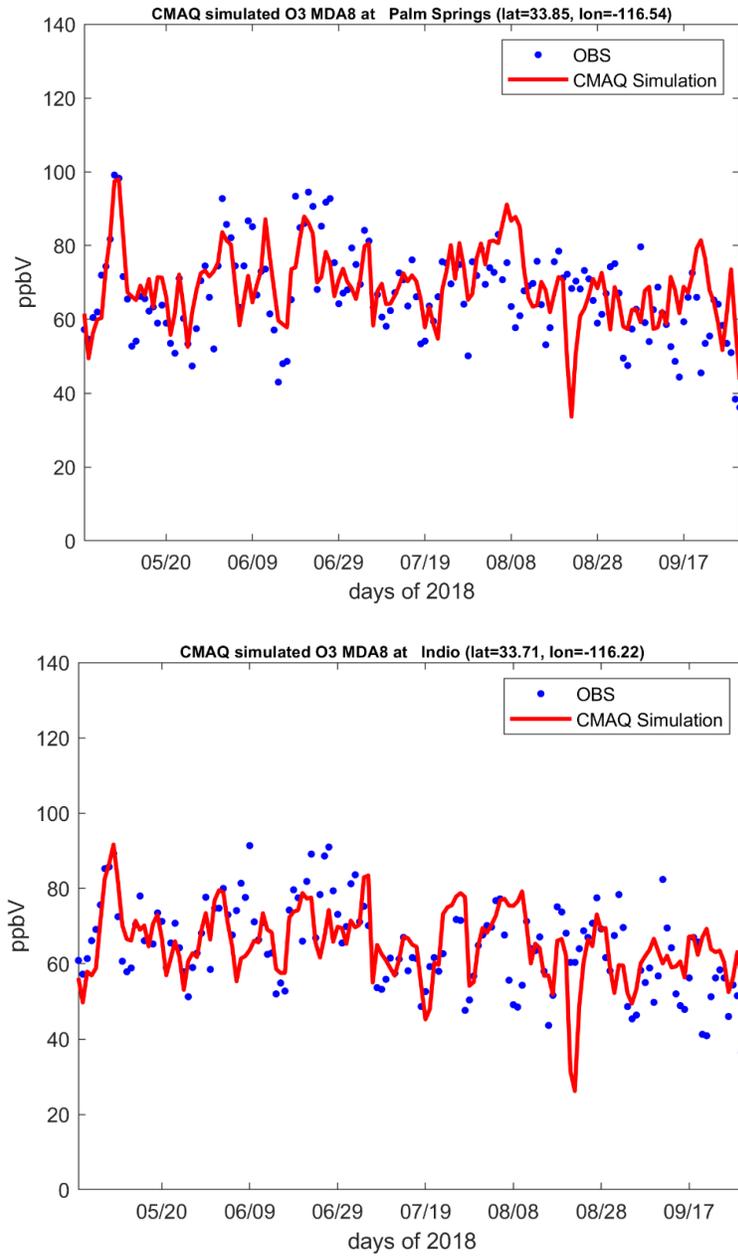


FIGURE 5-2

Time Series of Predicted vs Observed Daily Max 8-Hour Ozone at Palm Springs (Top) and Indio (Bottom)

TABLE 5-2
Statistical Performance Measures for Daily Max 8-Hour Ozone Prediction

Station	Observed Average (ppb)	Modeled Average (ppb)	R ¹	RMSE ² (ppb)	MB ³ (ppb)	MAGE ⁴ (ppb)	NMB ⁵ (%)	NME ⁶ (%)
Palm Springs	66.9	69.0	0.53	10.9	2.1	8.4	3.1	12.5
Indio	64.5	65.0	0.50	10.6	0.4	7.7	0.6	11.9
Average	65.7	67.0	0.52	10.8	1.2	8.0	1.9	12.2

¹ Coefficient of correlation

² Root Mean Squared Error

³ Mean Bias

⁴ Mean Adjusted Gross Error

⁵ Normalized Mean Bias

⁶ Normalized Mean Error

Future Ozone Air Quality

The CMAQ-WRF modeling system was used to predict future design values in the 2023 attainment year. The 2023 baseline emissions reflect the impact of adopted regulations. These include both South Coast AQMD and CARB's regulations as reflected in the 2016 AQMP and CARB's EMFAC 2017 model. The 2016 AQMP used EMFAC 2014 to develop the on-road mobile source emissions. Future year design values are determined using site-specific RRFs applied to the 5-year weighted ozone design values per the U.S. EPA guidance. A set of RRFs were generated using the average of the top 10 high days in the base year, taking corresponding future year concentrations of the 10 days, and calculating the ratio of the future top 10-day concentration to the base year top 10-day concentration. The resulting RRFs were applied to the current 5-year weighted ozone design values to calculate future design values. Results presented in Table 5-3 show that the Coachella Valley is projected to attain the 1997 federal 8-hour ozone standard in 2023 without any additional controls beyond the existing regulations reflected in the 2016 AQMP for stationary and off-road mobile sources and in the EMFAC 2017 for on-road mobile sources.

A sensitivity simulation was conducted for 2022 to test the possibility of early ozone attainment in Coachella Valley. The modeling results suggested that the Coachella Valley might achieve early attainment with the existing regulations – one year ahead of the 2023 attainment year deadline. However, the year 2023 is being retained as the attainment year given uncertainties in meteorology, the emission inventory and the modeling approach.

TABLE 5-3
Eight-Hour Average 5-Year Weighted Ozone Concentrations (ppb)

Station	2018	2023
Palm Springs	89.3	83.2
Indio	84.3	79.1

Unmonitored Area Analysis

The U.S. EPA modeling guidance recommends that the attainment demonstration include a formal analysis to confirm that all modeling grid cells within a nonattainment area meet the federal standard. This analysis uses both measured design values and modelled ozone concentrations throughout the modelling domain to estimate design values at unmonitored locations. Five-year weighted design values are calculated for all monitoring stations within the modelling domain for the 2015 to 2019 period. These measured design values are then interpolated spatially using a natural-neighbor algorithm based on Voronoi tessellation. Only stations that meet the U.S. EPA's data completeness requirement for each of the 5 years are included in the analysis. The unmonitored area analysis followed the same procedure of calculating RRFs as in the attainment demonstration, except that all grid cells within the Coachella Valley were considered. The RRFs were then applied to the interpolated measurement field to calculate future year design values.

When all valid ozone design values were interpolated, they were too sparsely populated near the boundary of Coachella Valley to reasonably guide design value contours in the areas furthest from the Palm Springs and Indio stations. If only the monitors with valid design values are used in the spatial interpolation, the unmonitored area analysis produces unreasonably high ozone design concentrations in the northwestern portion of Coachella Valley. This was primarily due to higher ozone design values observed in the South Coast Air Basin (Basin), which unduly influenced the interpolated concentrations in the Coachella Valley. In light of this, a couple of modifications were implemented to minimize the impact of Basin monitors and place greater weight on monitors within or near the Coachella Valley. First, the Morongo monitor was excluded in favor of the monitor located at Banning Airport, which is operated and maintained by South Coast AQMD. Second, a pseudo-monitor was placed halfway between Banning and Big Bear, and its design value was set equal to that of the Joshua Tree – Black Rock monitor. This pseudo-monitor, marked with black dot and orange circle in Figures 5-3 and 5-4 is an arbitrary location added in the spatial interpolation with the intention to capture the expected ozone concentration in the mountains north of Banning, where no monitoring data is available. Two additional pseudo-monitors, with design values equal to that of Joshua Tree – Pinto Wells, were located east of Coachella Valley in order to guide the interpolation. Figures 5-3 and 5-4 provide the resulting 8-hour ozone design concentrations in the base and future years for all grid cells within the Coachella Valley.

High ozone levels are anticipated to persist in 2023 in the area northwest of Palm Springs, while the eastern portion of the Coachella Valley will see design concentrations drop significantly below the 0.08 ppm standard. Nevertheless, while recognizing significant uncertainty embedded in the unmonitored area analysis, the entire Coachella Valley is expected to attain the 1997 8-hour ozone standard in 2023.

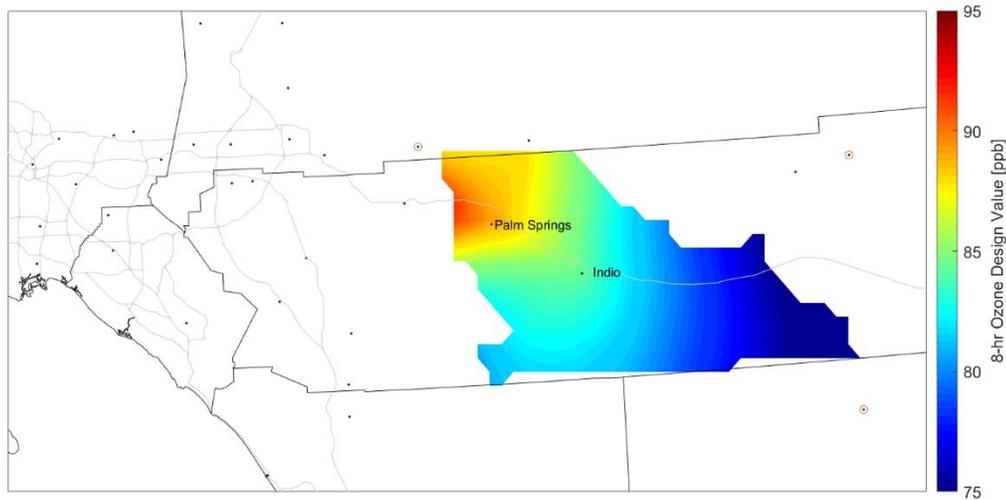


FIGURE 5-3
2018 Baseline 8-Hour Ozone Design Concentrations (ppb). Monitoring Stations with Valid Design Values and Pseudo-Stations are Denoted by Black Dots and Orange Circles, Respectively

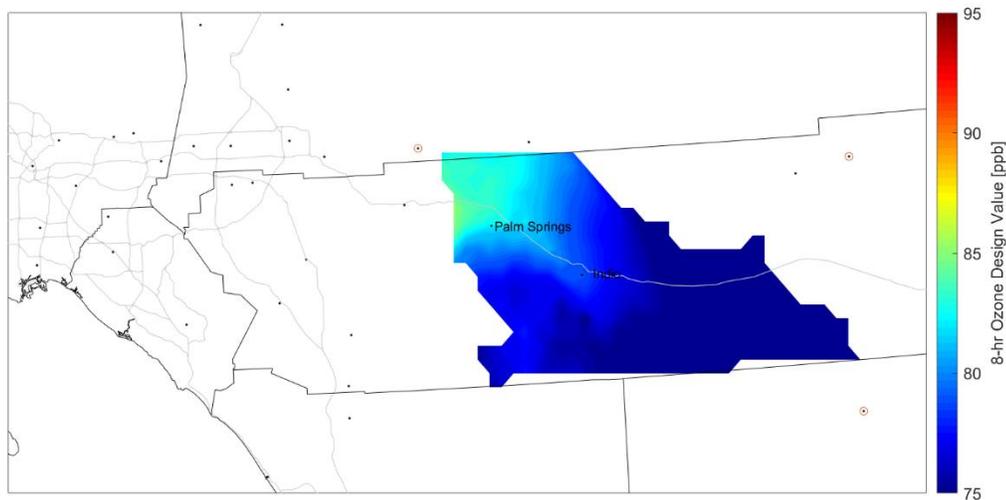


FIGURE 5-4
2023 8-Hour Ozone Design Concentrations (ppb). Monitoring Stations with Valid Design Values and Pseudo-Stations are Denoted by Black Dots and Orange Circles, Respectively

Ozone Sensitivity to NOx and VOC Emission Reductions

Ozone sensitivity to NOx and VOC emissions is analyzed using ozone isopleth plots. Isopleth plots show ozone concentrations resulting from parametrically changing NOx and VOC emissions in regular increments across the Basin. Each point in the isopleth plot shows the ozone design value as a result to setting the total basin-wide emissions denoted by NOx and VOC emissions. Namely, each point is the result of simulating the entire ozone season with specific NOx and VOC emissions, requiring large computational resources. Figure 5-5 shows the isopleth plot for the Palm Springs monitoring station, which is the design value station for the Coachella Valley. The isopleth was generated running a total of 36 simulations, spanning emissions perturbations in the 2023 baseline emissions from 0 percent to 100 percent in increments of 20 percent of both NOx and VOC emissions. Figure 5-5 was presented in Appendix V of the 2016 AQMP,¹⁶ and while baseline emissions in this Plan differ from the ones presented in the 2016 AQMP due to emission updates, the fundamental chemistry of ozone sensitivity has not changed. Hence, the overall ozone sensitivity should remain similar to Figure 5-5. The ozone isopleth for the Indio monitoring station, which can be found in Appendix V of the 2016 AQMP, shows a similar shape indicating similar sensitivity of ozone to changes in precursor emissions. As shown in Figure 5-5, ozone concentration in Palm Springs is much more sensitive to changes in NOx emissions than to changes in VOC emissions, and indicates that NOx emission reduction is key for ozone attainment in the Coachella Valley.

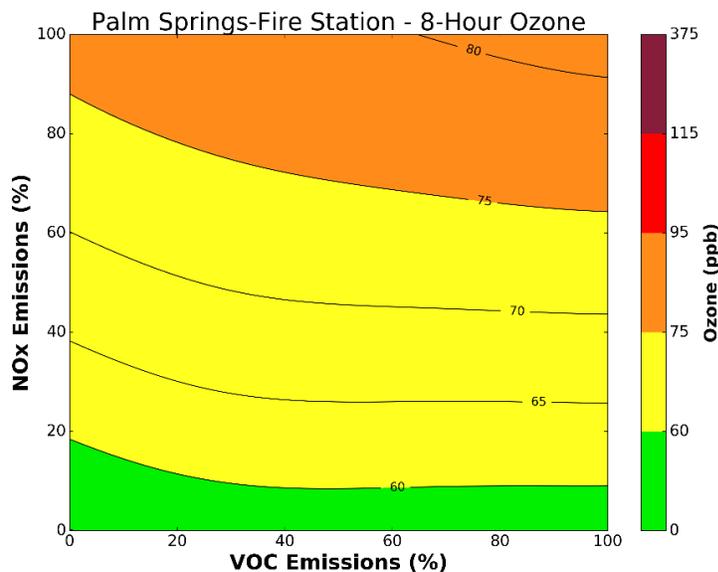


FIGURE 5-5
2023 8-Hour Ozone Isopleth for Palm Springs

¹⁶ South Coast AQMD (2017), 2016 Air Quality Management Plan, Appendix V, Modeling and Attainment Demonstration. Available at: <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/appendix-v.pdf?sfvrsn=10>.

Weight of Evidence

The ozone concentrations in the Coachella Valley have significantly decreased as shown by trends of the fourth highest 8-hr ozone concentrations at the monitoring stations in the area (Figure 5-1). Even though there was an increase in 2017 and 2018, ozone concentrations have experienced an overall downward trend over the last three decades, and there is confidence that this downward trend will continue, and the area will attain the ozone standard by the 2023 deadline. In fact, a sensitivity simulation using 2022 baseline emissions shows earlier ozone attainment in Coachella Valley in 2022. However, considering the potential uncertainties in meteorology, emission inventory and modeling approach, the year 2023 is retained as the attainment year. Moreover, additional emission controls in the South Coast Air Basin that result from the implementation of the recently adopted regulations since the 2016 AQMP will further ensure the attainment of the Coachella Valley.¹⁷

Because emission projections in this Plan are consistent with the modeling set-up of the 2016 AQMP, the attainment demonstration presented here is also based on the same CMAQ version (version 5.0.2). The latest version of CMAQ (version 5.3.1, released in December 2019) includes several improvements with respect to version 5.0.2. Sensitivity runs using the latest version of CMAQ were conducted to determine the effect of model versions on attainment demonstration results. CMAQ 5.3.1 produced very similar results compared with the ones obtained using CMAQ 5.0.2. Model performance with the latest version is comparable to the one presented in this report, and future design values have a minor difference, which does not change the results in the attainment demonstration. With the latest version, the Coachella Valley is also expected to attain the 8-hour ozone standard which provides additional weight of evidence for the modeling of the attainment demonstration.

Conclusion

Recent air quality trends and the updated modeling analysis in this Plan indicate that the Coachella Valley is on track to attain the ozone air quality standard by the new attainment year of 2023 based on the ongoing implementation of already adopted regulations for stationary and on-road/off-road mobile sources in the South Coast Air Basin and the Coachella Valley. The Coachella Valley located downwind of the South Coast Air Basin will continue to benefit from the rigorous control programs and associated emission reductions in the South Coast Air Basin. Regional modeling results indicate that reducing NO_x emissions in the Basin is the most effective way to improve ozone air quality in Coachella Valley. The continued implementation of the 2016 AQMP control measures to attain the 1997 and 2008 ozone NAAQS in the South Coast air basin (including recently adopted regulations since the 2016 AQMP) will continue to bring substantial ozone air quality benefits to the Coachella Valley.

¹⁷ South Coast AQMD (2017), 2016 Air Quality Management Plan, Appendix III, Base and future year emission inventory. Available at: <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/appendix-iii.pdf?sfvrsn=6>.

6. OTHER FEDERAL CLEAN AIR ACT REQUIREMENTS

Additional Clean Air Act (CAA) requirements were triggered by the Coachella Valley's recent reclassification from Severe to Extreme nonattainment area for the 1997 8-hour ozone standard. The earlier chapters (Chapters 3–5) fulfill the requirements related to emissions inventory, control strategy, and attainment demonstration. This chapter addresses the other CAA requirements for Coachella Valley as an Extreme nonattainment area.

Reasonable Further Progress

The CAA requires that SIPs for most nonattainment areas demonstrate reasonable further progress (RFP) towards attainment through emission reductions phased in from the time of the SIP submission until the attainment date. The RFP requirements in the CAA are intended to ensure that there are sufficient emission reductions in each nonattainment area to attain the NAAQS by the applicable attainment date. Per CAA Section 171(1), RFP is defined as:

“such annual incremental reductions in emissions of the relevant air pollutant as are required by this part or may reasonably be required by the Administrator for the purpose of ensuring attainment of the applicable national ambient air quality standard by the applicable date.”

As stated in subsequent federal regulation, the goal of the RFP requirements is for areas to achieve generally linear progress toward attainment. To determine RFP for the attainment date, the U.S. EPA guidance states that the plan should rely only on emission reductions achieved from sources within the nonattainment area. Section 172(c)(2) of the CAA requires that nonattainment area plans show ongoing annual incremental emissions reductions toward attainment, which is commonly expressed in terms of benchmark emissions levels or air quality targets to be achieved by certain interim milestone years.

Clean Air Act Subpart 2 Sections 182 (b)(1) and 182(c)(2)(B) contain specific emission reduction targets to ensure that each ozone nonattainment area provides for sufficient precursor emission reductions to attain the ozone NAAQS. Section 182(b)(1)(A) requires that each Moderate or above area provide for VOC reductions of at least 15 percent from baseline emissions within six years after November 15, 1990. Furthermore, Section 182(c)(2)(B) requires that Serious and above areas provide VOC and/or NO_x reductions of an additional 3 percent per year starting at the end of the baseline year and out to their attainment year. The 2007 AQMP, the initial SIP designed to address the 1997 8-hour ozone standard, included the RFP demonstration for the Coachella Valley. It showed that from 2002 to 2008, a 15 percent VOC-only reduction was achieved through reductions in baseline emissions. It also provided for VOC and/or NO_x reductions of 3 percent per year from the 2002 baseline year averaged over each consecutive three-year period beginning in 2008 until the Coachella Valley's then attainment year of 2018.

Given Coachella Valley’s new attainment date of June 2024 as an Extreme nonattainment area, the RFP analysis continues from the last RFP milestone year of 2017 to the new attainment year of 2023. The baseline year used to evaluate the RFP emissions reduction requirement was 2002, which was the baseline year used in the 2007 AQMP. For this plan, the 2002 emissions were estimated (backcasted) with the methodology described in Chapter 3. The 2002 summer planning emissions for Coachella Valley are 22.85 and 54.24 tpd for VOC and NOx, respectively. As such, the 3 percent annual reduction required is 0.686 tpd. Since the 2007 AQMP already addressed the RFP requirements up to 2017, this RFP demonstration will include the RFP analysis for the milestone year of 2020 and the attainment year of 2023.

Tables 6-1 and 6-2 summarize the RFP calculations for VOC and NOx, respectively. For each of the milestone year, the baseline emission levels are compared to the CAA target levels. The required progress (3 percent reduction per year) is met based on reductions from existing regulatory programs (baseline emissions) using a combination of VOC and NOx reductions. For the milestone years 2020 and the attainment year 2023, the baseline VOC emissions are higher than the target (Figure 6-1), and NOx baseline reductions are used to compensate the VOC shortfall (Table 6-2). CAA Section 182(c)(2)(C) allows NOx reductions to substitute VOC shortfall for RFP target. This RFP demonstration shows compliance with RFP requirements by combining VOC and NOx reductions. A more detailed breakdown of the emission inventory by major source category can be found in Appendix I of this Plan.

TABLE 6-1
Summary of Reasonable Further Progress Calculation – VOC

ROW	CALCULATION STEP ^a	2002 ^b	2020	2023 ^c
1	Baseline VOC Emissions (tpd)	22.85	14.30	14.44
2	Required Percent Reduction from Base Year (%)		51	60
3	Target VOC Level (tpd)		11.2	9.1
4	Cumulative Milestone Year Shortfall (tpd)		3.1	5.3
5	Cumulative Shortfall in VOC (%)		13.6	37.1
6	Incremental Milestone Year Shortfall (%)		13.6	23.5

^a Units are in tons per day (summer planning) unless otherwise noted

^b Base Year (2002)

^c Attainment Year

Row Description

Row 1: Baseline emissions taking into account existing rules and projected growth

Row 2: Required 15% VOC reduction six years after base year; and 3% per year thereafter (total VOC reductions from 2002 baseline year)

Row 3: $[(1 - \text{Row } 2/100) \times (\text{Row } 1 \text{ Base Year})]$

Row 4: $[(\text{Row } 1) - (\text{Row } 3)]$ or (Baseline – Target) - negative number meets target level and positive number is shortfall of target level

Row 5: $[(\text{Row } 4) / (\text{Row } 1 \text{ Base Year}) \times 100]$

Row 6: Negative (Row 5) is zero shortfall; positive number is a shortfall. Incremental milestone year shortfall is determined by subtracting the previous year’s shortfall from the cumulative

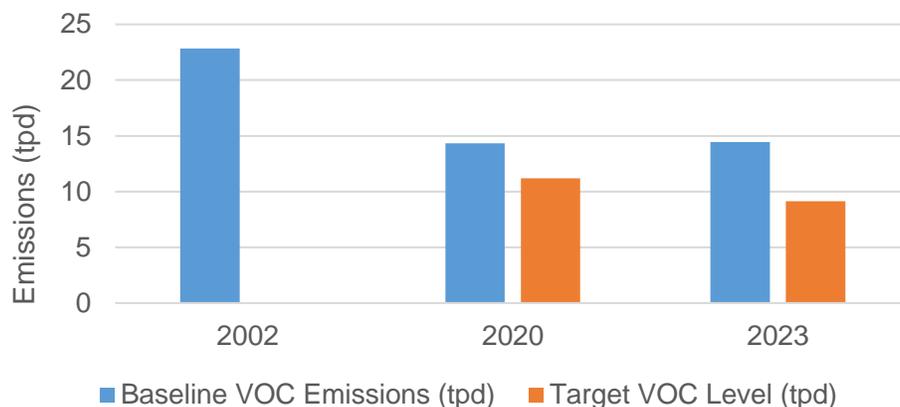


FIGURE 6-1
Reasonable Further Progress – VOC

TABLE 6-2
Summary of Reasonable Further Progress Calculation – NOx

Row	CALCULATION STEP ^a	2002 ^b	2020	2023 ^c
1	Baseline NOx Emissions (tpd)	54.24	15.77	12.33
2	Reductions in NOx Emissions since Base Year (tpd)		38.47	41.91
3	Percent Reductions in NOx Emissions since Base Year (%)		70.9	77.3
4	Contingency plus Previous NOx Substitution (%)		3	16.6
5	Percent Available for NOx Substitution (%)		67.9	60.7
6	Incremental Milestone Year VOC Shortfall (%)		13.6	23.5
7	Percent Surplus Reduction (%)		54.3	37.2
8	RFP Compliance		Yes	Yes
9	Contingency Compliance		Yes	Yes

^a Units are in tons per day (summer planning) unless otherwise noted

^b Base Year (2002)

^c Attainment Year

Row Description

Row 1: Baseline emissions taking into account existing rules and projected growth

Row 2: Reductions achieved in Baseline: [(Row 1 Base Year) – (Row 1 Milestone Year)]

Row 3: % Reductions achieved since Base Year: [(Row 2) / (Row 1 Base Year)] × 100

Row 4: Reserves 3% (1 year worth of CAA RFP reductions) for contingency measure implementation plus the previous year(s)’s incremental milestone year VOC shortfall from Table 6-1

Row 5: [(Row 3) – (Row 4)]

Row 6: Incremental milestone year VOC shortfall from Table 6-1

Row 7: Surplus reductions achieved [(Row 5) – (Row 6)]

Row 8: Positive number in Row 7 is percent surplus for each milestone year, thus meeting RFP target levels

Row 9: Surplus includes 3% contingency carryover and VOC shortfall, and still meets RFP target levels

Milestones for South Coast AQMD Stationary Source Regulations

Baseline emissions, as shown in Tables 6-1 and 6-2, incorporate emission reductions achieved from control measures that are already adopted as regulations. For example, the 2020 baseline emission is the projection from 2018 and it incorporates population and economic growth as well as all adopted control measures that will be implemented (partially or fully) by December 31, 2020. Table 6-3 provides a list of the South Coast AQMD’s adopted rules and regulations for stationary sources that are scheduled to be implemented beyond 2018, accounting for the reductions in the baseline emissions of the future milestone/attainment years.

TABLE 6-3
Implementation Schedule of South Coast AQMD Adopted Rules and Regulations for Reasonable Further Progress per Milestone/Attainment Year

	2020 Milestone Year	2023 Attainment Year
NO _x	Rule 1146.2 ^a	
	Rule 1147 ^b	<u>Rule 1147 ^b</u>
	RECLAIM Rule 2002 ^c	<u>RECLAIM Rule 2002 ^c</u>
	Rule 1111 ^d	Rule 1111 ^d

^a Full implementation achieved in 2020

^b Full implementation achieved in 2023

^c Full implementation achieved in 2022

^d Reductions achieved annually with full implementation in 2035

Milestones for State Mobile Source Regulations

The RFP demonstration in the Coachella Valley Extreme Area Plan relies, in part, on NO_x reductions from California mobile source regulations. Specifically, the following two mobile source regulations are key for reducing emissions in future milestone years.

- Milestone 1. Implementation of the On-Road Heavy-Duty Diesel Vehicles Regulation in 2020 through 2023
- Milestone 2. Implementation of the In-Use Off-Road Diesel-Fueled Fleets Regulation in 2020 through 2023

RFP Demonstration for Milestone Year 2020

This section describes the progress of meeting the 2020 milestone and verifies that the emissions reductions needed to demonstrate RFP for 2020 have been achieved, and that ongoing progress is being made to meet the 1997 8-hour ozone standard by 2023.

Milestones for South Coast AQMD Stationary Source Regulations

As demonstrated in Tables 6-1 and 6-2, baseline inventory (existing regulatory programs) is used to meet the RFP requirement. The 2020 baseline inventory is 14.3 and 15.8 tpd for VOC and NO_x respectively. Four South Coast AQMD rules, namely Rule 1146.2, Rule 1147, RECLAIM (Reg

XX), and Rule 1111 impact NO_x baseline emissions in 2020 (Table 6-3). Two of these four rules (Rule 1146.2 – Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters and RECLAIM) have been implemented as anticipated, and the emission reductions associated with Rule 1146.2 and RECLAIM have been achieved for the milestone year of 2020. It should be noted that Rule 1146.2 was amended in December 2018 as part of the RECLAIM transition. However, under this amendment, the NO_x emission limit remains unchanged, and the amendment has no impacts on the 2020 baseline emissions. A technology assessment will be conducted to evaluate the feasibility of lowering the NO_x concentration limit for units regulated under Rule 1146.2 no later than January 1, 2022.

The other two rules (Rule 1111 and Rule 1147) were amended after the submittal of the 2016 AQMP, resulting in minor changes to the baseline emissions that have not yet been reflected in the current emission inventory. They are discussed below.

- Rule 1111 – Reduction of NO_x Emissions from Natural-Gas-Fired, Fan-Type Central Furnaces

Rule 1111 was amended three times after the 2016 AQMP submittal. The amendment on March 2, 2018 increases and extends the mitigation fee compliance option until 2021; provides an exemption from the mitigation fee increase for units already committed in a contractual agreement; and prevents the installation of propane furnaces in the South Coast AQMD that are capable of being operated on natural gas, without proper certification. The March 2018 amendment results in an emission reduction delay of up to 0.29 tpd in 2023. Rule 1111 was amended again in July 2018 to add a Consumer Notification Requirement on distributed or published informative materials. There are no NO_x emission impacts related to this amendment. In December 2019, Rule 1111 was amended to provide a limited exemption to manufacture, distribute, sell, and install low NO_x furnaces (40 ng/J) in higher altitudes until October 1, 2020. It is estimated that this amendment will result in a minimal emission reduction delay (< 0.001 tpd).

- Rule 1147 – NO_x Reductions from Miscellaneous Sources

Rule 1147 was amended after the 2016 AQMP submittal and resulted in minor changes to the baseline emissions that were not reflected in the current emission inventory. Rule 1147 was amended in July 2017 to reflect the recommendations made in the Final Rule 1147 Technology Assessment and also to allow in-use equipment with NO_x emissions less than one pound per day to defer compliance. The 2017 amendment also increased the NO_x emission limit for certain equipment categories and exempted new and existing equipment rated at less than 325,000 Btu per hour. The 2017 amendment is expected to result in a NO_x emissions reduction delay of up to 0.9 tpd. However, the emission reductions began to be recaptured in 2017 as the existing units are

regularly replaced and upgraded over time, leaving less than 0.03 tpd of forgone NOx emissions reductions associated with the exemption for equipment less than 325,000 Btu per hour.

Overall, the amendments of Rule 1111 and 1147 resulted in small amounts of delayed/forgone emission reductions (up to 1.2 tpd of NOx). However, given that the 2020 baseline emissions are significantly below the RFP targets for NOx (Table 6-2, surplus NOx reduction is 58.5 percent), the impacts of the amendments will not interfere with the RFP demonstration in 2020 and the attainment of the standard by 2023.

Milestones for CARB’s Mobile Source Regulations

CARB is reporting on the implementation of the *On-Road Heavy-Duty Diesel Vehicles Regulation* (Truck and Bus Regulation) and implementation of *In-Use Off-Road Diesel-Fueled Fleets Regulation* (Off-Road Regulation).

Milestone 1. Implementation of the On-Road Heavy-Duty Diesel Vehicles Regulation through 2020

CARB implementation of the Truck and Bus Regulation provided NOx emission benefits in 2020. The 2010 model-year engine requirement in the Truck and Bus Regulation provides NOx reductions beginning in 2015 and continuing through 2020 (Table 6-4).

TABLE 6-4
Truck and Bus Regulation Implementation through 2020¹⁸

2010 Engine Deadline	Vehicle Weight	Required Engine Turnover
January 1, 2015	Heavier Trucks and Buses	Pre-1994
	Light-Duty Trucks and Buses	1995 and older
January 1, 2016	Heavier Trucks and Buses	1994-1995
	Light-Duty Trucks and Buses	1996
January 1, 2017	Heavier Trucks and Buses	1997
	Light-Duty Trucks and Buses	1997
January 1, 2018	Light-Duty Trucks and Buses	1998
January 1, 2019	Light-Duty Trucks and Buses	1999
January 1, 2020	Heavier Trucks and Buses	2000 & older
	Light-Duty Trucks and Buses	2003 & older

¹⁸ Truck and Bus Regulation: <https://www.arb.ca.gov/regact/2014/truckbus14/tb14appa.pdf>.

Milestone 2. Implementation of the In-Use Off-Road Diesel-Fueled Fleets Regulation through 2020

The Off-Road Regulation requires owners to modernize their fleets by replacing older engines or vehicles with newer, cleaner models; retiring older vehicles or using them less often; or by applying retrofit exhaust controls. Beginning on July 1, 2014 the Off-Road Regulation¹⁹ required Off-Road diesel-fueled fleets to meet increasingly stringent fleet average emission target rates based on the size of the fleet’s horsepower (hp) (Table 6-5).

TABLE 6-5
Off-Road Regulation Implemented through 2020

Implementation Deadline	Fleet Size (total fleet hp)	Implementation Requirement
2014–2020	Large (> 5000)	Met Annual Fleet Average Target
2017–2020	Medium (> 2500)	Met Annual Fleet Average Target
2019–2020	Small (< 2500)	Met Annual Fleet Average Target

CARB met the 2020 quantitative milestones. CARB’s mobile source program will continue to provide emission reductions beyond 2020, ultimately contributing to attainment of the standard in 2023.

Conclusion

Overall, for the 2020 milestone year, RFP is achieved based on baseline emissions, which incorporate emission reductions achieved from control measures that are already adopted, as well as growth factors projected for each sector. South Coast AQMD and CARB have verified that the emissions reductions needed to demonstrate RFP for 2020 milestone year have been achieved, and that ongoing progress is being made to meet the 1997 8-hour ozone standard by 2023.

Supplemental RACT Demonstration

The CAA requires that areas classified as moderate nonattainment and higher must develop and submit a demonstration that their current air pollution regulations and emissions sources fulfill the Reasonably Available Control Technology (RACT) requirements. The threshold for defining stationary sources as major sources differs between the Severe and Extreme nonattainment areas. The major source threshold for Severe nonattainment areas is 25 tons per year (tpy) of VOC or NOx, whereas the threshold is 10 tpy for Extreme nonattainment areas. With reclassification of the Coachella Valley to an Extreme nonattainment area, the major stationary source threshold is lowered from 25 tpy to 10 tpy of VOC and NOx emissions. Pursuant to the requirements of CAA Section 182(e), the South Coast AQMD staff conducted an evaluation to demonstrate that all major

¹⁹ Regulation for In-Use Off-Road Diesel-Fueled Fleets. Available at: <https://ww2.arb.ca.gov/sites/default/files/classic/msprog/ordiesel/documents/finalregorder-dec2011.pdf>.

stationary sources emitting 10 or more tpy of VOC or NO_x emissions meet RACT in Coachella Valley.

South Coast AQMD staff has developed RACT demonstrations with respect to the 1997 8-hour ozone standard in 2006, and subsequently in 2014 with respect to the 2008 8-hour ozone standard for both South Coast Air Basin and Coachella Valley. The 2014 RACT Demonstration provided a comprehensive assessment of the South Coast AQMD's rules and regulations as part of the 2016 AQMP RACM analysis and control measure development. In 2017, the U.S. EPA fully approved the 2014 RACT Demonstration.²⁰ In 2020, a RACT Demonstration was conducted for Coachella Valley based on its Severe nonattainment classification of the 2015 8-hour ozone standard (herein refers as 2020 RACT²¹). The 2020 RACT Demonstration addressed both Control Techniques Guidelines (CTG) and non-CTG major²² sources in the Coachella Valley emitting the 25 or more tpy of VOC and NO_x. The 2020 RACT Demonstration evaluated over 48 of the U.S. EPA's CTG sources as well as 70 rules, regulations or guidelines adopted from March 2014 to February 2020 by other air districts, state air agencies, and the U.S. EPA. These rules and regulations were compared with the corresponding South Coast AQMD rules and regulations. The 2020 RACT Demonstration concluded that, with the exception of Rule 1115 (Motor Vehicle Assembly Line Coating Operations), South Coast AQMD's current rules for the applicable sources of VOC and NO_x meet or exceed the federal RACT requirements. South Coast AQMD Rule 1115 is currently not as stringent as the U.S. EPA's CTG (Automobile and Light-Duty Truck Assembly Coatings) for several coatings and products for facilities emitting greater than 15 pounds per day. In addition, the VOC emission limits in Rule 1115 for several coating types are less stringent than those in the corresponding Antelope Valley Air Quality Management District and San Joaquin Valley Air Pollution Control District's rules. Therefore, South Coast AQMD has committed to amend Rule 1115 to address these deficiencies. It should be noted that all facilities subject to Rule 1115 and the corresponding CTG are located in the South Coast Air Basin and none are within Coachella Valley. Thus, all the applicable sources in Coachella Valley were determined to be subject to RACT level of control in the 2020 RACT analysis. The 2020 RACT Demonstration was submitted to the U.S. EPA for inclusion into SIP in August 2020.

Since the 2020 RACT Demonstration covered facilities emitting 25 or more tpy of VOC and NO_x emissions and it included an evaluation of rules and regulations up to February 2020, a supplemental RACT analysis is conducted here to address the 1997 8-hour ozone NAAQS Extreme nonattainment area requirement for Coachella Valley building upon the 2020 RACT Demonstration. The supplemental RACT Demonstration provides updates for (1) RACT analysis

²⁰ 82 FR 43850 (October 20, 2017).

²¹ Draft Final Staff Report for 2015 8-Hour Ozone Standard Reasonably Available Control Technology (RACT) Demonstration, South Coast AQMD, May 2020. Available at: <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/ract-draft-final-staff-report.pdf?sfvrsn=23>.

²² Major sources that are not covered by the U.S. EPA CTGs are called non-CTG major sources.

for facilities with Potential to Emit (PTE) emissions between 10 and 25 tpy of VOC or NO_x and (2) rules and regulations adopted in other air agencies from March 2020 to June 2020.

To identify the major stationary source facilities of VOC and NO_x, a search was conducted of the South Coast AQMD’s permit database. Two facilities, namely Armtec Defense Production Co. and Eisenhower Medical Center, were found to have PTE emissions between 10 and 25 tpy of NO_x or VOC. Armtec Defense Production Co. is subject to and compliant with the VOC and NO_x emission limits of South Coast AQMD Rules 442 – Usage of Solvents (amended December 15, 2000), 1171 – Solvent Cleaning Operations (amended May 1, 2009), and 1147 – NO_x Reductions from Miscellaneous Sources (amended July 7, 2017). Eisenhower Medical Center is subject to and compliant with NO_x emissions requirements in South Coast AQMD Rule 1110.2 – Emissions from Gaseous- and Liquid-Fueled Engines (amended November 1, 2019) and Rule 1146 – Emissions of Oxides of Nitrogen from Industrial, Institutional and Commercial Boilers, Steam Generators, and Process Heaters (amended December 7, 2018). Based on the 2014 and 2020 RACT analyses, these rules represent RACT level of controls for VOC and NO_x. Thus, these two major source facilities are subject to RACT level of control.

Building upon the 2020 RACT analysis which covers updates up to February 2020, a detailed evaluation was conducted between newly adopted or amended rules by other ozone nonattainment air districts from March 2020 to June 2020 and the applicable South Coast AQMD’s VOC and NO_x rules. Table 6-6 lists the five VOC rules adopted by other air districts between March and June 2020. Table 6-7 summarizes the evaluation of South Coast AQMD rules for RACT. Overall, the applicable South Coast AQMD VOC rules meet RACT and are as stringent as or more stringent than other districts’ rules. No NO_x rules were adopted or amended by other air districts and agencies from March 2020 to June 2020 and thus, no further evaluation was conducted against South Coast AQMD’s NO_x rules beyond those already incorporated in the 2014 and 2020 RACT Demonstrations.

TABLE 6-6
Recently Adopted (March 2020 to June 2020) Rules and Regulations Evaluated for Supplemental RACT Demonstration

AGENCY	RULE NUMBER (TITLE)
Antelope Valley Air Quality Management District	Rule 1107 (Coating of Metal Parts and Products)
Mojave Desert Air Quality Management District	Rule 1115 (Metal Parts & Products Coating Operations); Rule 1118 (Aerospace Assembly, Rework and Component Manufacturing Operations); Rule 1168 (Adhesive and Sealant Applications)
San Joaquin Valley Air Pollution Control District	Rule 4601 (Architectural Coatings)

TABLE 6-7
Evaluation of Applicable South Coast AQMD Rules and Regulations

RULE NO	RULE TITLE	CURRENT RULE REQUIREMENTS	OTHER AGENCIES' RULES AND FEDERAL GUIDANCE THAT ARE MORE STRINGENT	RACT EVALUATION
1107	Coating of Metal Parts and Products (Amended 2/7/20)	Coating-specific emission limits from 2.3–3.5 lbs/gal. In lieu of complying with specific emission limits, operators can use air pollution control system with at least 95% control efficiency (or 5 ppmv outlet) and 90% capture efficiency. Solvent cleaning operations must comply with Rule 1171.1	<p>Antelope Valley Rule 1107 (Amended 4/21/20) generally has the similar coating-specific VOC limits and requirements as in South Coast Rule 1107, except for the following category: At least 95% reduction efficiency (or 50 ppmv outlet from air pollution control device) and 90% collection efficiency are required.</p> <p>Mojave Desert Rule 1115 (Amended 6/8/20) generally has similar coating-specific limits as in South Coast Rule 1107 such as coating limits (2.3–4.2 lbs/gal) for other new categories such as Drum and Chemical Agent Resistance. At least a 90% combined capture and control system efficiency is required.</p>	<p>Rule 1107 meets or exceeds EPA CTG requirements.</p> <p>For almost all categories, South Coast Rule 1107 is as stringent as or more stringent requirements than the other Districts' rules and provides RACT level of control for this source category.</p>
1113	Architectural Coatings (Amended 2/5/16)	The VOC content for Industrial Maintenance Coatings for color indicating safety coatings limit of 480 g/L, which is created to address hydrogen fluoride indicating paint use at refineries.	<p>San Joaquin Valley Rule 4601 (Amended 4/16/20) limits the VOC contents for Industrial Maintenance Coating to 250 g/L.</p> <p>Sacramento Metro Reg 4 Rule 442 limits the VOC contents for Industrial Maintenance Coating to 250 g/L.</p>	<p>Rule 1113 allows refineries that use hydrofluoric acid to use the higher VOC coatings on color indicating safety coatings provided that they are in one-liter containers or smaller. For San Joaquin Valley APCD and Sacramento Metro AQMD, there is no such refinery source. Overall, Rule 1113 requirements are as stringent as or more stringent than those in other districts for the applicable sources, and Rule 1113 meets RACT.</p>

TABLE 6-7 (Concluded)
Evaluation of Applicable South Coast AQMD Rules and Regulations

RULE NO	RULE TITLE	CURRENT RULE REQUIREMENTS	OTHER AGENCIES' RULES AND FEDERAL GUIDANCE THAT ARE MORE STRINGENT	RACT EVALUATION
1124	Aerospace Assembly and Component Manufacturing Operations (Amended 9/21/01)	Coating-specific emission limits from 160–1,000 g/L. Specific high transfer coating applications (e.g., HVLP spray). In lieu of complying with specific emission limits, operator can use air pollution control system with at least 95% control efficiency for 50 ppm outlet and 90% capture efficiency. Solvent cleaning operations must comply with Rule 1171.	Mojave Desert Rule 1118 (Amended 6/8/20) has the following limits that are more stringent than those in Rule 1124: <ul style="list-style-type: none"> • Clear Topcoat (520 vs 420 g/L) • Other Topcoat (420 vs 340 g/L) • High-Temperature Coating (850 vs 720 g/L) • Rain Erosion-Resistant Coating (800 vs 600 g/L) • Non-Autoclavable Structural Adhesive (850 vs 700 g/L) 	Rule 1124 meets or exceeds the CTG requirements. The categories with lower limits in Mojave Desert are low usage categories. South Coast AQMD Rule 1124 varies in stringency when compared to the other District's requirements. For almost all categories, Rule 1124 is as stringent as the other District's rule, and provides RACT level of control for this source category.
1168	Adhesive and Sealant Application (Amended 10/6/17)	VOC content limits for <ul style="list-style-type: none"> • Select Architectural Adhesives: 50–250 g/L with future limits of 20–50 g/L in 2023. • Plastic Welding Cements: 490–510 g/L with future limits of 400–425 g/L in 2023. • Select Roofing Sealants: 300–450 g/L with future limits of 250 g/L in 2023. 	n/a*	Meets RACT.

* There are no analogous requirements in other air agencies that are more stringent than the South Coast AQMD rule being evaluated.

RACM Demonstration

As an Extreme nonattainment area, a Reasonably Available Control Measures (RACM) Demonstration is required as part of the attainment plan. The CAA, Section 172(c)(1), sets the overall framework for the RACM analysis. The CAA requires the nonattainment air districts to:

“provide for the implementation of all reasonably available control measures as expeditiously as practicable (including such reductions in emissions from existing sources in the area as may be obtained through the adoption, at a minimum, of reasonably available control technology) and shall provide for attainment of the national primary ambient air quality standards.”

RACM is applicable to a wide range of sources (stationary, area, and mobile), and should include measures that are technologically and economically feasible. RACM should also include RACT, which applies to stationary sources and represents the lowest emission limitation that a particular source is capable of meeting by the application of control technology that is reasonably available considering technological and economical feasibility.²³ The U.S. EPA’s long-standing interpretation of the RACM provision is that the nonattainment air districts should consider all available control measures, including those being implemented in other areas, and that a state must adopt measures for an area only if those measures are economically and technologically feasible and will advance the attainment date or are necessary for reasonable further progress (RFP).

The purpose of the RACM analysis is to determine whether any feasible measures are available for inclusion in the 1997 8-hour ozone NAAQS Extreme Area Plan for Coachella Valley. As a component of the 2016 AQMP, South Coast AQMD conducted a comprehensive RACM/RACT analysis for the 2008 8-hour ozone standard. A 7-step analysis was conducted to identify potential control measures from various sources including an Air Quality Technology Symposium, preceding RACT/Best Available Control Technology (BACT) analysis, the U.S. EPA Technical Support Documents, other air districts’ control measures, control measures beyond RACM in the 2012 AQMP, the U.S. EPA Menu of Control Measures, and the U.S. EPA guidance documents. The potential control measures are then evaluated in the Control Measure Assessment section for feasibility. The RACM/RACT analysis provides a comparison of the South Coast AQMD rules and regulations governing precursor emission limits to those established by the U.S. EPA guidance and representative agencies within California and elsewhere throughout the U.S. The 2016 AQMP RACM Demonstration was approved by the U.S. EPA in 2017.²⁴ In addition to the 2016 AQMP RACM/RACT analysis, as mentioned earlier, a RACT Demonstration was recently conducted for the 2015 8-hour ozone NAAQS. The 2020 RACT Demonstration was submitted to the U.S. EPA for inclusion into the SIP in August 2020. Additional RACT analysis for the 1997 8-hour ozone NAAQS for Extreme nonattainment area has also been conducted, presented earlier in this chapter.

²³ 44 FR 53762 (September 17, 1979).

²⁴ 82 FR 26854 (June 12, 2017).

This Coachella Valley Extreme Area Plan RACM analysis builds upon the 2016 AQMP RACM Demonstration and the 2020 RACT Demonstration to review and where applicable update the South Coast AQMD control measures to advance emissions controls to meet the current state of the science.

The RACM evaluation is broken down into the following emission source categories:

- I. South Coast AQMD Stationary and Area Sources
- II. CARB Mobile and Area sources
- III. Transportation Control Strategies and Transportation Control Measures

I. South Coast AQMD Stationary and Area Sources

As part of the 2020 RACT Demonstration for the 2015 8-hour ozone NAAQS, as well as the Supplemental RACT Demonstration section presented earlier in this chapter, the evaluation of feasible measures has already been conducted for stationary sources. As such, this section focuses on the area sources. To identify emission sources with significant VOC or NO_x emissions, the 2018 baseline planning emission inventory, segregated by the 3-digit Equipment Identification Code (EIC), was used. As presented in Table 6-8, the area sources account for 43 percent of VOC emissions and 3 percent of NO_x emissions in the Coachella Valley. South Coast AQMD rules and regulations applicable to these area sources are also listed in Table 6-3. These rules and regulations had been evaluated as part of the 2012 AQMP RACM, 2016 AQMP RACM, and 2020 RACT Demonstrations. To capture all potential emission reduction opportunities for area sources, a supplemental RACM evaluation has also been conducted for this Plan by evaluating the rules and regulations adopted from February 2016 to August 2020 in other air quality agencies in ozone nonattainment areas. These air districts and state agencies are selected based on the severity of the ozone pollution, and they are listed below:

- Sacramento Metropolitan Air Quality Management District (Sacramento Metro AQMD)
- San Joaquin Valley Air Pollution Control District (San Joaquin Valley APCD)
- Ventura County Air Pollution Control District (Ventura County APCD)
- Antelope Valley Air Quality Management District (Antelope Valley AQMD)
- Mojave Desert Air Quality Management District (Mojave Desert AQMD)
- Delaware Natural Resources and Environmental Control
- Texas Commission on Environmental Quality

The recently adopted rules and regulations in other air agencies, listed in Table 6-9, represent control measures that are technologically feasible and cost effective which have been implemented in other ozone nonattainment areas.

TABLE 6-8
2018 Area Source Emissions Inventory, Tons per Day

EIC	Description	VOC	NOx	South Coast AQMD Rules and Regulations
060	Service and Commercial	0.12	0.3	Rule 1110.2 (Emissions from Gaseous - and Liquid-Fueled Engines); Rule 1146 (Emissions of Oxides of Nitrogen from Industrial, Institutional and Commercial Boilers, Steam Generators, and Process Heaters); Rule 1146.1 (Emissions of Oxides of Nitrogen from Small Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters); Rule 1146.2 (Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters)
199	Waste Disposal	0.96	0.00	Rule 1133.3 (Emission Reductions from Greenwaste Composting Operations)
220	Degreasing	0.26	0.00	Rule 1122 (Solvent Degreasers)
230	Coatings and Related Process Solvents	1.28	0.00	Rule 442 (Usage of Solvents); Rule 1104 (Wood Flat Stock Coating Operations); Rule 1106 (Marine and Pleasure Craft Coatings); Rule 1106.1 (Pleasure Craft Coating Operations); Rule 1107 (Coating of Metal Parts and Products); Rule 1125 (Metal Container, Closure, and Coil Coating Operations); Rule 1126 (Magnet Wire Coating Operations); Rule 1128 (Paper, Fabric, and Film Coating Operations); Rule 1145 (Plastic, Rubber, Leather, and Glass Coatings); Rule 1151 (Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations); Rule 1171 (Solvent Cleaning Operations)
250	Sealants and Adhesives	0.23	0.00	Rule 1168 (Adhesive and Sealant Applications)
330	Petroleum Marketing	0.34	0.00	Rule 461 (Gasoline Transfer and Dispensing); Rule 462 (Organic Liquid Loading); Rule 463 (Organic Liquid Storage); Rule 1173 (Control of Volatile Organic Compound Leaks and Releases from Components at Petroleum Facilities and Chemical Plants); Rule 1177 (Liquefied Petroleum Gas Transfer and Dispensing); Rule 1178 (Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities)
510	Consumer Products	2.58	0.00	Rule 1129 (Aerosol Coatings); Rule 1143 (Consumer Paint Thinners and Multi-Purpose Solvents)
520	Architectural Coatings and Related Solvent	0.36	0.00	Rule 1113 (Architectural Coatings)
610	Residential Fuel Combustion	0.09	0.26	Rule 445 (Wood-Burning Devices); Rule 1111 (Reduction of NOx Emissions from Natural-Gas-Fired, Fan-Type Central Furnaces); Rule 1121 (Control of Nitrogen Oxides from Residential Type, Natural-Gas-Fired Water Heaters)
	Total Sources	14.38	18.33	

TABLE 6-9

Rules and Regulations Adopted from February 2016 to August 2020 for VOC and NOx Area Sources in Selected Air Agencies

<u>AGENCY</u>	<u>RULE NUMBER (TITLE)</u>
<u>Sacramento Metro AQMD</u>	<u>Rule 414 (Water Heaters, Boilers and Process Heaters Rated Less Than 1,000,000 Btu Per Hour); Rule 468 (Surface Coating of Plastic Parts and Products)</u>
<u>San Joaquin Valley APCD</u>	<u>Rule 4307 (Boilers, Steam Generators, and Process Heaters); Rule 4601 (Architectural Coatings); Rule 4692 (Commercial Charbroiling); Rule 4905 (Natural Gas-Fired, Fan-Type Central Furnaces)</u>
<u>Ventura County APCD</u>	<u>Rule 7420 (Adhesives and Sealants)</u>
<u>Antelope Valley AQMD</u>	<u>Rule 1107 (Coating of Metal Parts and Products); Rule 1171 (Solvent Cleaning Operations)</u>
<u>Mojave Desert AQMD</u>	<u>Rule 461 (Gasoline Transfer and Dispensing); Rule 462 (Organic Liquid Loading); Rule 463 (Storage of Organic Liquids); Rule 1104 (Organic Solvent Degreasing Operations); Rule 1106 (Marine Coating Operations); Rule 1114 (Wood Products Coating Operations); Rule 1115 (Metal Parts & Products Coating Operations); Rule 1117 (Graphic Arts and Paper, Film, Foil and Fabric Coatings); Rule 1162 (Polyester Resin Operations); Rule 1168 (Adhesive and Sealant Applications)</u>
<u>Texas Commission on Environmental Quality</u>	<u>30 TAC Chapter 115 (Control of Air Pollution from Volatile Organic Compounds (VOCs)); 30 TAC Chapter 334 (Underground and Aboveground Storage Tanks)</u>
<u>Delaware Natural Resources and Environmental Control</u>	<u>7 DE Admin. Code 1124 (Control of Volatile Organic Compound Emissions, Sections 26.0 – Gasoline Dispensing Facility Stage I Vapor Recovery and 36.0 – Vapor Emission Control at Gasoline Dispensing Facilities); 7 DE Admin. Code 1141 (Limited Emissions of Volatile Organic Compounds from Consumer and Commercial Products, Section 1.0 – Architectural and Industrial Maintenance Coatings)</u>

Tables 6-10 and 6-11 include a detailed evaluation of the applicable South Coast AQMD VOC and NOx rules that correspond to the rules in other air districts/agencies adopted from February 2016 to August 2020 listed in Table 6-9. For example, for the Antelope Valley AQMD's recently amended Rule 1107 in April 2020, an evaluation of the corresponding South Coast AQMD rule (i.e., Rule 1107) was performed and included in Table 6-10. As demonstrated in the 2016 AQMP RACM and this supplemental RACM evaluation, the requirements in South Coast AQMD rules and regulations are generally as stringent as, or more stringent than, the requirements in other air districts/agencies.

TABLE 6-10
Evaluation of Applicable South Coast AQMD Rules and Regulations for RACM Demonstration – VOC Rules

RULE NO	RULE TITLE	CURRENT RULE REQUIREMENTS	OTHER AGENCIES' RULES THAT ARE MORE STRINGENT[#]	RACM EVALUATION
461 [^]	Gasoline Transfer and Dispensing (Amended 4/6/12)	For Phase I, underground storage tanks: an enhanced vapor recovery system having 98% control efficiency and emission factor not exceeding 0.15 lbs/1,000 gallons; aboveground storage tanks: a vapor recovery system having 95% control efficiency. For Phase II, a vapor recovery system having 95% efficiency and emission factor not exceeding 0.38 lbs/1,000 gallons.	n/a*	Meets RACM.
462 [^]	Organic Liquid Loading (Amended 5/14/99)	Class B facilities loading organic liquids with a true vapor pressure of 1.5 psi or greater: a CARB certified vapor recovery system with 90% recovery efficiency.	Mojave Desert Rule 462 (Amended 1/22/18) requires a CARB certified vapor recovery and/or disposal system with 95% recovery efficiency for Class B facilities.	For a subcategory of applicable sources (Class B facilities), South Coast AQMD rule is not as stringent as Mojave Desert AQMD Rule 462 (90 vs. 95% of minimum vapor recovery efficiency required to obtain a CARB certification). However, compliance records indicate that the actual control efficiency exceeds 95%. Together with other requirements in Rule 462, Rule 462 meets the RACM requirements.
463 [^]	Organic Liquid Storage (Amended 11/4/11)	Aboveground organic liquids storage tanks with 9,630 gallons or greater, a minimum true vapor pressure is 0.5 psia; tanks with 19,815 gallons or greater, a minimum true vapor pressure is 1.5 psia. The minimum control efficiency of a vapor recovery system is at 95%.	Texas Rule Chapter 115 (Amended 1/5/17) requires 95% control efficiency for aboveground or underground storage tanks storing VOC with a true vapor pressure of 1.5 psia. Exempted tank capacity varies by region ranging from 1,000 to 210,000 gallons. Mojave Desert Rule 463 (Amended 1/22/18) applies to aboveground and underground storage tanks with a capacity of 39,630 gallons or greater storing organic liquids with a true vapor pressure of 0.5 psia or greater.	Based on staff's evaluation, there are seven underground storage tanks storing organic liquids other than gasoline in South Coast AQMD. These storage tanks are either below the tank capacity threshold or store organic liquids that are below the vapor pressure threshold in other districts or agencies' rules. Therefore, the applicable sources in South Coast AQMD meet RACM level of control.
1106 [^]	Marine and Pleasure Craft Coatings (Amended 5/3/19)	VOC contents of marine coating categories range 340–730 g/L and VOC contents of pleasure craft coating categories range 330–780 g/L. For pleasure craft coatings, clear wood coatings-sealers emission limit 550 g/L.	Mojave Desert Rule 1106 (Amended 10/24/16) generally has the same limits as South Coast Rule 1106, except it has lower limit for clear wood finishes – sealers at 340 g/L (550 g/L in Rule 1106).	Rule 1106 varies in stringency when compared to other agencies' requirements. For almost all categories, Rule 1106 is as stringent as or more stringent than the other Agencies' rules and provides RACM level of control for this source category.

[#] Rules and regulations amended/adopted between February 2016 and August 2020 are included in this supplemental evaluation.

[^] This evaluation was conducted as part of the 2020 RACT (Draft Final Staff Report for 2015 8-Hour Ozone Standard Reasonably Available Control Technology (RACT) Demonstration, May 2020. Available at: <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/ract-draft-final-staff-report.pdf?sfvrsn=23>), and is included here for completeness.

* There are no analogous requirements in other air agencies that are more stringent than the South Coast AQMD rule being evaluated.

Table 6-10 (Continued)
Evaluation of Applicable South Coast AQMD Rules and Regulations for RACM Demonstration – VOC Rules

<u>RULE NO</u>	<u>RULE TITLE</u>	<u>CURRENT RULE REQUIREMENTS</u>	<u>OTHER AGENCIES' RULES THAT ARE MORE STRINGENT[#]</u>	<u>RACM EVALUATION</u>
1107	Coating of Metal Parts and Products (Amended 2/7/20)	Coating-specific emission limits of 2.3–3.5 lbs/gal. Air pollution control system is required at least 95% control efficiency (or 5 ppmv outlet of emission control system). At least 90% emission collection efficiency is required from the sources of VOC emissions. Solvent cleaning operations must comply with Rule 117L.	Antelope Valley Rule 1107 (Amended 4/21/20) and Mojave Desert Rule 1115 (Amended 6/8/20) generally have the similar coating-specific limits as South Coast Rule 1107. Overall minimum control efficiency is 90%.	Rule 1107 meets or exceeds RACM requirements. For example, Prefabricated Architectural Component VOC limits are 2.3–2.8 lbs/gal for Air-Dried coating, whereas similar rules at Antelope Valley and Mojave Desert have VOC limits of 3.5 lbs/gal for the same category. For almost all coating-specific categories, Rule 1107 is as stringent as or more stringent than the other districts' rules, and provides RACM level of control for this source category.
1113 [^]	Architectural Coatings (Amended 2/5/16)	Coating-specific VOC emission limits of 50–730 g/L. VOC limits for Colorants range from 50–600 g/L of colorant.	n/a*	Meets RACM.
1122 [^]	Solvent Degreasers (Amended 5/1/09)	Contain various work practice and design requirements.	n/a*	Meets RACM.
1128 [^]	Paper, Fabric and Film Coating Operations (Amended 3/8/96)	For Paper, fabric, and film coating and wash primers, VOC emission limit is less than 265 g/L. For plastisol, VOC emission limit is less than 20 g/L. Control system with at least 95% control efficiency (or 50 ppmv outlet) and 90% capture efficiency.	n/a*	Meets RACM.
1136	Wood Products Coatings (Amended 6/14/96)	VOC limit for wood products coatings is in the range of 120–750 g/L. A VOC limit for high-solid stains is 350 g/L.	Mojave Desert Rule 1114 (Amended 8/24/20) has the similar VOC limits for wood products coatings and a VOC limit for high-solid stains is 240 g/L.	Rule 1136 varies in stringent when compared to other agencies' requirements. For almost all categories, Rule 1136 is as stringent as the other agency's rule and provides RACM level of control for this source category.
1138 [^]	Control of Emissions from Restaurant Operations (Adopted 11/14/97)	Pursuant to the Protocol Determination of PM and VOC Emissions from Restaurant Operations of Rule 1138, 83% reduction of VOC emissions from chain-driven charbroilers are required.	San Joaquin Valley Rule 4692 (Amended 6/21/18) requires 86% reduction of VOC emissions from chain-driven charbroilers.	Rule 1138 is primarily intended to reduce PM emissions. However, existing controls are expected to achieve similar level of VOC reductions because San Joaquin Valley requires chain-driven charbroilers/catalytic oxidizers combinations be certified by South Coast AQMD test protocol that are deemed compliant with their Rule 4692. South Coast AQMD Rule 1138 VOC control requirements are similar to San Joaquin Valley Rule 4692 and meet RACM.

[#] Rules and regulations amended/adopted between February 2016 and August 2020 are included in this supplemental evaluation.

[^] This evaluation was conducted as part of the 2020 RACT (Draft Final Staff Report for 2015 8-Hour Ozone Standard Reasonably Available Control Technology (RACT) Demonstration, May 2020. Available at: <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/ract-draft-final-staff-report.pdf?sfvrsn=23>), and is included here for completeness.

* There are no analogous requirements in other air agencies that are more stringent than the South Coast AQMD rule being evaluated.

Table 6-10 (Concluded)**Evaluation of Applicable South Coast AQMD Rules and Regulations for RACM Demonstration – VOC Rules**

<u>RULE NO</u>	<u>RULE TITLE</u>	<u>CURRENT RULE REQUIREMENTS</u>	<u>OTHER AGENCIES' RULES THAT ARE MORE STRINGENT[#]</u>	<u>RACM EVALUATION</u>
1143 [^]	Consumer Paint Thinners and Multi-purpose Solvents (Amended 12/3/10)	Set VOC content of 25 g/l for consumer paint thinner and multi-purpose solvent beginning 1/1/2011	n/a*	Meets RACM.
1145 [^]	Plastic, Rubber, Leather and Glass Coatings (Amended 12/4/2009)	VOC limits: 50–800 g/L (0.4–6.7 lbs/gal). Average provisions and add-on control at 95% control efficiency (50 ppmv outlet), 90% capture efficiency. High transfer coating equipment (e.g. HVLP). Solvent cleaning operations must comply with Rule 1171.	n/a*	Meets RACM.
1162 [^]	Polyester Resin Operations (Amended 7/8/05)	VOC limits (monomer content) from 10-48% by weight or alternatively 90% control efficiency for add-on control.	Mojave Desert Rule 1162 (Amended 4/23/18) VOC limit: <ul style="list-style-type: none"> Tooling Resin Atomized (spray) is 30% weight average monomer (South Coast AQMD Rule 1162's limit for Other Polyester Resin Materials is 35% monomer by weight as applied) Mojave Desert limits the weighted average monomer VOC content for fiberglass boat manufacturing operations (South Coast AQMD has no limits specifically for boat manufacturing operations). 	Rule 1162 varies in stringency when compared to other agencies' requirements. For almost all categories, Rule 1162 is as stringent as the other agency's rule, and provides RACM level of control for this source category.
1168 [^]	Adhesive and Sealant Applications (Amended 10/6/17)	VOC content limit for Foam Insulation Sealants is 250 g/L with a future VOC limit of 50 g/L in 2023.	n/a*	Meets RACM.
1171 [^]	Solvent Cleaning Operations (Amended 5/1/09)	VOC content limit in a solvent for general solvent cleaning operations is 25 g/L.	n/a*	Meets RACM.

[#] Rules and regulations amended/adopted between February 2016 and August 2020 are included in this supplemental evaluation.

[^] This evaluation was conducted as part of the 2020 RACT (Draft Final Staff Report for 2015 8-Hour Ozone Standard Reasonably Available Control Technology (RACT) Demonstration, May 2020. Available at: <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/ract-draft-final-staff-report.pdf?sfvrsn=23>), and is included here for completeness.

* There are no analogous requirements in other air agencies that are more stringent than the South Coast AQMD rule being evaluated.

TABLE 6-11
Evaluation of Applicable South Coast AQMD Rules and Regulations for RACM Demonstration – NOx Rules

RULE NO	RULE TITLE	CURRENT RULE REQUIREMENTS	OTHER AGENCIES' RULES THAT ARE MORE STRINGENT[#]	RACM EVALUATION
1111	Reduction of NOx Emissions from Natural-Gas-Fired, Fan-Type Central Furnaces (Amended 9/4/20)	For mobile home furnaces, NOx emission limits: 14 ng/J For condensing, non-condensing, and weatherized home furnaces, NOx limits: 14 ng/J	n/a*	Meets RACM.
1121	Control of Nitrogen Oxides from Residential Type, Natural Gas-Fired Water Heaters (Amended 9/3/04)	For natural gas-fired water heaters rated < 75,000 Btu/hr, NOx emission limits: <ul style="list-style-type: none"> • 55 ppmv for mobile home • 30 ppmv for residential home • 15 ppmv for water heaters ≤ 50 gallons 	n/a*	Meets RACM.
1146 [^] 1146.1 [^] 1146.2 [^]	<p>Rule 1146 - Emissions of Oxides of Nitrogen from Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters (Amended 12/7/18)</p> <p>Rule 1146.1 - Emissions of Oxides of Nitrogen from Small Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters (Amended 12/7/18)</p> <p>Rule 1146.2 - Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters (Amended 12/7/18)</p>	<p>Rule 1146 - For industrial and commercial boilers, steam generators, and process heaters > 5 MMBtu/hr:</p> <ul style="list-style-type: none"> • Gaseous fuel: 30 ppm • Non-gaseous fuel: 40 ppm • Landfill gas: 25 ppm • Digester gas: 15 ppm • Atmospheric units: 12 ppm • Group I units, natural gas ≥ 75 MMBtu/hr: 5 ppm • Group II units, gaseous fuels ≥ 20 and < 70 MMBtu/hr: 5-9 ppm • Group III units, gaseous fuels ≥ 5 and < 20 MMBtu/hr: 7-9 ppm • Thermal fluid heaters: 12 ppm <p>Rule 1146.1 - For industrial and commercial boilers, steam generators, and process heaters between 2 and 5 MMBtu/hr using the following fuels:</p> <ul style="list-style-type: none"> • Landfill gas: 25 ppm • Digester gas: 15 ppm • Natural gas using non-fire-tube boilers: 9 ppm • Natural using fire-tube boilers: 7 ppm • Thermal fluid heaters: 12 ppm • All other units: 30 ppm <p>Rule 1146.2 - For water heaters, small boilers, and process heaters < 2 MMBtu/hr using natural gas: NOx emission limit 20 ppm.</p>	n/a*	Meets RACM.

[#] Rules and regulations amended/adopted between February 2016 and August 2020 are included in this supplemental evaluation.

[^] This evaluation was conducted as part of the 2020 RACT (Draft Final Staff Report for 2015 8-Hour Ozone Standard Reasonably Available Control Technology (RACT) Demonstration, May 2020. Available at: <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/ract-draft-final-staff-report.pdf?sfvrsn=23>), and is included here for completeness.

* There are no analogous requirements in other air agencies that are more stringent than the South Coast AQMD rule being evaluated.

In addition to the supplemental RACM evaluation, an evaluation was also conducted for the following area source categories to identify potential control measures. Since the adoption of the 2016 AQMP, several air districts have revised their wood-burning rules to incorporate more stringent requirements. In addition, California has passed a suite of bills that seek to reduce greenhouse gas emissions from various sectors including electricity generation, as well as residential and commercial buildings. Hence, a further evaluation of feasible measures is warranted for these source categories. The following section provides an update of these regulations and policies, and an assessment of whether they could be considered RACM for these source categories for Coachella Valley.

i. Residential and Commercial Buildings

The South Coast Air Basin and the Coachella Valley are home to more than 17 million residents, representing approximately 44 percent of the population in California, who reside in about 6 million housing units and utilize commercial space for shopping, entertainment, and places of employment. The energy consumption in the residential and commercial buildings is a direct and indirect source of criteria pollutants and greenhouse gas emissions. In 2018, residential and commercial fuel combustion accounted for 21.4 tpd of NO_x in the South Coast Air Basin and 0.51 tpd of NO_x in Coachella Valley. The majority of NO_x emissions within the residential and commercial buildings are from water heating and space heating. In South Coast AQMD, Rule 1111 reduces NO_x emissions from residential and commercial gas-fired fan-type residential space heating furnaces. The rule applies to manufacturers, distributors, sellers, and installers of such furnaces. Rule 1111 was amended in 2009 to require Ultra-Low NO_x furnaces (14 ng/J) by 2014, and was subsequently amended to extend the compliance date with a mitigation fee option. The current NO_x emission limit is set at 14 ng/J, which is the most stringent emission limit in California. NO_x emissions from residential natural-gas fired water heaters are regulated by Rule 1121. The rule was amended in December 1999 to lower the emission limit from 40 ng/J to 20 ng/J on July 1, 2002 and 10 ng/J on January 1, 2005. In 2004, the implementation date of the final rule limit of 10 ng/J was delayed to 2006-2008 as more time was needed because a number of national safety, energy and environmental standards were delayed and needed to be met concurrently with the Rule 1121 final limit. The existing NO_x limit of 10 ng/J is still the most stringent emission limit for natural gas fired water heaters in California.

For the residential and commercial buildings, there are opportunities to require and accelerate the replacement of existing equipment with cleaner zero- or near-zero emissions alternatives. The 2016 AQMP includes control measures for the applications of zero or near-zero NO_x emissions appliances in the residential and commercial sectors (CMB-02), additional enhancement in reducing energy use in existing residential buildings (ECC-03), and co-benefits from existing residential and commercial building energy efficiency mandates (ECC-02). These three control measures combined are anticipated to achieve 2.6 tpd of NO_x reductions by 2023. A key element of the 2016 AQMP is to use private and public funding to help further the development and

deployment of the advanced cleaner technologies such as zero emission and near-zero emission technologies, and also identify co-benefits from existing programs (e.g., climate and energy efficiency). In January 2019, the South Coast AQMD Governing Board awarded 26 emission reduction incentive projects, totaling over \$47 million from several South Coast AQMD mitigation and penalty funds, to support the 2016 AQMP's goals. Of the 26 projects, 15 were selected to implement commercially available zero or near-zero control technologies as well as to support infrastructure for implementation of cleaner fuels. These projects are anticipated to result in approximately 88 tpy of NO_x and 2 tpy of PM_{2.5} emissions reductions, with the majority of the projects implemented in environmental justice communities. Additionally, 11 stationary and mobile source technology demonstration projects were funded. Upon successful demonstration and deployment, these projects have the potential to provide additional long-term NO_x and VOC emission reductions. The awarded projects are consistent with the commitments in various 2016 AQMP control measures including MOB-14, CMB-02, CMB-04, and ECC-03.

Since the adoption of the 2016 AQMP, California Legislature passed a suite of bills that seek to reduce greenhouse gas emissions from various sectors including electricity generation as well as residential and commercial buildings. In 2018, California passed SB 100 (California Renewables Portfolio Standard Program: Emissions of Greenhouse Gases), which sets new standards to California's renewable portfolio by requiring the state to use 50 percent renewable electricity by 2026, 60 percent renewable electricity by 2030, and 100 percent carbon-free electricity by 2045. In addition, two new laws directed towards the state's building sector, AB 3232 (Zero-emissions Buildings and Sources of Heat Energy) and SB 1477 (Low-emissions Buildings and Sources of Heat Energy), were signed in 2018. AB 3232 requires the California Energy Commission (CEC) to assess, by January 1, 2021, the potential for reducing GHG emissions from California's residential and commercial buildings to 40 percent below 1990 levels by 2030. The assessment will identify key options and policies for increasing heating efficiency while reducing carbon emissions from the state's commercial and residential buildings. SB 1477 helps promote and implement clean heating technology in the state by providing \$50 million per year through 2023 to encourage market-based development and adoption of low-emission, clean heating technologies for buildings. In 2018, Governor Brown also signed Executive Order B-55-18, committing California to total, economy-wide carbon neutrality by 2045.

Overall, California sets ambitious goals to promote clean technologies and decrease energy use in California's existing and new building stock. Reducing, managing, and changing the way energy is used in the commercial and residential sectors can provide additional emission reductions, reduce energy costs, and provide multiple environmental benefits. These state climate policies will result in NO_x reduction co-benefits in the mid to long term time frame. An evaluation of the benefits of these existing and emerging energy programs to NO_x reduction will be included in the 2022 AQMP. South Coast AQMD will continue to evaluate opportunities for additional feasible

NO_x reductions in existing and new residential and commercial buildings through regulatory or incentive-based programs.

Based on the above analysis, we conclude that for this source category, no other feasible measures would result in additional emission reductions for the 1997 ozone standard.

ii. Residential Fuel Combustion – Wood Combustion

Residential wood combustion is an area source category with significant PM_{2.5} emissions and considerable VOC emissions. Most wood-burning devices in the South Coast AQMD are fireplaces or wood stoves (or wood-burning heaters). Since the 2016 AQMP, other California air districts and another state agency have revised their wood-burning rules to incorporate more stringent requirements. Hence, a further evaluation of feasible measures is warranted for this source category.

South Coast AQMD Rule 445 (Wood-Burning Devices) was adopted in March 2008 to implement the PM_{2.5} Control Measure BCM-03 of the 2007 AQMP to reduce PM_{2.5} emissions from wood-burning devices. Rule provisions apply to manufacturers, vendors, commercial firewood sellers, and persons owning or operating a wood-burning device. The rule prohibits burning of products not intended for use as fuel, the sale of unseasoned wood (currently from July 1 through the end of February), and mandates curtailment of wood-burning on “No-Burn” days. Wood-burning curtailment is mandatory on No-Burn days when ambient PM_{2.5} concentration is forecast to exceed a threshold limit. Exemptions are included for low income households, where the device is the sole source of heating or no natural gas service is available within 150 feet of the property line, geographic elevations 3,000 feet or higher above mean sea level, and ceremonial fires. The rule was amended in May 2013 to implement Control Measure BCM-01 in the 2012 AQMP. The 2013 amendments expanded the wood-burning curtailment or No-Burn day restrictions by lowering the curtailment threshold from 35 to 30 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$), establishing criteria for Basin-wide curtailment, and also setting standards for commercially sold solid-fuel labeling. In June 2020, Rule 445 was amended to implement the backstop Contingency Control Measure BCM-09 in the 2016 AQMP and to address the CAA contingency measure requirements for the PM_{2.5} standards. The 2020 amendments extended the No-Burn day requirement Basin-wide when the daily PM_{2.5} air quality is forecast to exceed 30 $\mu\text{g}/\text{m}^3$ in any source receptor area and would also automatically lower the No-Burn day thresholds subject to specific contingency measure triggers as set forth in 40 CFR Section 51.1014(a).

The following section provides an evaluation of recently adopted rules and regulations by other agencies for residential wood burning.

*San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) Rule 4901
(Wood Burning Fireplaces and Wood Burning Heaters, Amended 6/20/2019)*

SJVUAPCD Rule 4901 includes a tiered mandatory curtailment program that establishes different curtailment thresholds for each county based on the type of devices. During a level one episodic woodburning curtailment, operation of wood burning fireplaces and unregistered wood burning heaters is prohibited, but properly operated, registered wood burning devices may be used. During a level two episodic woodburning curtailment, operation of any wood burning device is prohibited. In the “hot spot” counties of Madera, Fresno, and Kern, the level one PM_{2.5} threshold is 12 µg/m³, and the level two PM_{2.5} threshold is 35 µg/m³. In the remaining counties in the District (San Joaquin, Stanislaus, Merced, Kings, and Tulare), the level one PM_{2.5} threshold is 20 µg/m³, and the level two PM_{2.5} threshold is 65 µg/m³. In addition, Rule 4901 prohibits the sale or transfer any real property which contains a wood burning heater without first assuring that each wood burning heater included in the real property is EPA Phase II Certified or has a more stringent certification for wood-burning devices under the New Source Performance Standards (NSPS) at the time of purchase or installation, as well as removal or installation of an EPA certified wood-burning heater that meets the requirements of NSPS at the time of installation during a major fireplace remodel which also requires a building permit. South Coast AQMD Rule 445 prohibits remodeling of fireplaces. Existing fireplaces constructed prior the effective date of the rule may be repaired within the existing footprint where there is a health/safety issue.

Bay Area Air Quality Management District (BAAQMD) Regulation 6 Rule 3 (Wood-Burning Devices, Amended 11/20/2019)

Under BAAQMD Rule 6-3, the Air District can issue a Winter Spare the Air Alert and require a Mandatory Burn Ban when air quality is forecast to be unhealthy due to elevated levels of fine particulate matter with some exemptions that allow wood burning. The rule provides for limited exemptions in the following areas: (i) sole source of heat, (ii) non-functional, permanently installed heater, and (iii) loss of natural gas and/or electric power. In 2019, BAAQMD revised its wood-burning rule to provide for curtailments year-round. When the air quality is forecasted to be unhealthy due to ambient levels of particulate matter exceeding 35 µg/m³, burning wood or any solid fuels is prohibited in the Bay Area.

Utah Administrative Code R307-302-3 (No-Burn Periods for Particulates, Effective 2/1/2017)

Under Utah Administrative Code R307-302-3, when the ambient concentration of PM_{2.5} measured by monitors in Box Elder, Cache, Davis, Salt Lake, Tooele, Utah or Weber counties are forecasted to reach or exceed 25 µg/m³, a mandatory no-burn period for solid fuel burning devices goes into effect. The mandatory no-burn periods will only apply to those counties identified by the director. A person within the geographical boundaries is prohibited from using a solid fuel burning device unless it is the sole source of heat for an entire residence and registered with the director.

Analysis of Feasible Measures for Residential Fuel Combustion (South Coast AQMD Rule 445)

Currently, South Coast AQMD Rule 445 applies to the South Coast Air Basin only. South Coast Air Basin is in Serious nonattainment with respect to both the 2006 24-hour PM_{2.5} standard and 2012 annual PM_{2.5} standard. In contrast, Coachella Valley is in attainment of both PM_{2.5} standards. Since Rule 445 primarily targets to reduce PM_{2.5} emissions, the existing curtailment program is implemented during cooler months (November 1 to end of February) when PM_{2.5} levels are high and “No-Burn” days are called based on a PM_{2.5} threshold. Given high ozone days occur during warmer months and the PM_{2.5} levels in Coachella Valley are typically low, extending the existing Rule 445 requirements for the cooler months to Coachella Valley would not result in “No-Burn” days in Coachella Valley nor quantifiable emission reduction benefits for the 1997 ozone standard. The requirements in Rule 445 – Wood-Burning Device will be further evaluated during the rule amendment process currently underway to address the CAA requirements for contingency measures in the event of failure to attain an ozone standard or meet a significant milestone demonstrating progress towards attainment.

II. CARB Mobile and Area Sources

The CAA requires ozone SIPs to include a RACM demonstration. This section demonstrates that California’s mobile source and consumer products measures meet RACM.

RACM Requirements

Section 172(c)(1) of the CAA requires SIPs to provide for the implementation of RACM as expeditiously as practicable. The U.S. EPA has interpreted RACM to be those emission control measures that are technologically and economically feasible and when considered in aggregate, would advance the attainment date by at least one year.

Given the severity of California’s air quality challenges, CARB has implemented the most stringent mobile source emissions control program in the nation. CARB’s comprehensive strategy to reduce emissions from mobile sources includes stringent emissions standards for new vehicles, in-use programs to reduce emissions from existing vehicle and equipment fleets, cleaner fuels that minimize emissions, and incentive programs to accelerate the penetration of the cleanest vehicles beyond that achieved by regulations alone. Taken together, California’s mobile source program meets RACM requirements in the context of ozone nonattainment.

To meet RACM requirements and achieve its emissions reductions goals, California continues to develop new programs to strengthen its overall mobile source program and to achieve new emissions reductions from mobile sources. CARB developed its *2016 State Strategy for the State Implementation Plan*²⁵ (State SIP Strategy) through a multi-step measure development process, including extensive public consultation, to develop and evaluate potential strategies for mobile

²⁵ CARB State SIP Strategy.

source categories under CARB's regulatory authority that could contribute to expeditious attainment of the standard.

First, CARB developed a series of technology assessments for heavy-duty mobile source applications and the fuels necessary to power them²⁶ along with ongoing review of advanced vehicle technologies for the light-duty sector in collaboration with U.S. EPA and the National Highway Traffic Safety Administration (NHTSA). CARB staff then used a scenario planning tool to examine the magnitude of technology penetration necessary, as well as how quickly technologies need to be introduced to meet attainment of the standard.

CARB staff released a discussion draft Mobile Source Strategy²⁷ for public comment in October 2015. This strategy specifically outlined a coordinated suite of proposed actions to not only meet federal air quality standards, but also achieve greenhouse gas emission reduction targets, reduce petroleum consumption, and decrease health risk from transportation emissions over the next 15 years. CARB staff held a public workshop on October 16, 2015 in Sacramento, and on October 22, 2015, CARB held a public Board meeting to update the Board and solicit public comment on the Mobile Source Strategy in Diamond Bar.

Staff continued to work with stakeholders to refine the measure concepts for incorporation into related planning efforts including the 75 ppb 8-hour ozone SIPs. On May 16, 2016, CARB released an updated Mobile Source Strategy and on May 17, 2016 CARB released the proposed State SIP strategy for a 45-day public comment period. The mobile source emissions reductions commitments included in the Coachella Valley ozone SIP represent the emissions reductions achieved through the measures in the State SIP Strategy that are relevant in Coachella Valley.

The current mobile source program and proposed measures included in the State SIP Strategy provide attainment of the 75 ppb and 70 ppb 8-hour ozone standards as expeditiously as practicable and meet RFP requirements. Moving forward, CARB staff is working to evaluate further potential emission reduction strategies. On March 25, 2020, CARB held a public webinar to discuss the development of the 2020 Mobile Source Strategy which takes an integrated planning approach to identify the regulatory and programmatic strategies needed to achieve all of California's targets.

RACM For Mobile Sources

Waiver Approvals

While the Act preempts most states from adopting emission standards and other emission-related requirements for new motor vehicles and engines, it allows California to seek a waiver or

²⁶ CARB Technology and Fuel Assessments webpage (<http://www.arb.ca.gov/msprog/tech/tech.htm>).

²⁷ CARB 2016 Mobile Source Strategy webpage (<https://ww2.arb.ca.gov/resources/documents/2016-mobile-source-strategy>).

authorization from the federal preemption to enact emission standards and other emission-related requirements for new motor vehicles and engines and new and in-use off-road vehicles and engines that are at least as protective as applicable federal standards, except for locomotives and engines used in farm and construction equipment which are less than 175 hp.

Over the years, California has received waivers and authorizations for over 100 regulations. The most recent California standards and regulations that have received waivers and authorizations are Advanced Clean Cars (including ZEV and LEV III) for Light-Duty vehicles, and On-Board Diagnostics, Heavy-Duty Idling, Malfunction and Diagnostics System, In-Use Off-Road Diesel Fleets, Large Spark Ignition Fleet, Mobile Cargo Handling Equipment for Heavy-Duty engines. Other Authorizations include Off-Highway Recreational Vehicles and the Portable Equipment Registration Program.

Finally, CARB obtained an authorization from U.S. EPA to enforce adopted emission standards for off-road engines used in yard trucks and two-engine sweepers. CARB adopted the off-road emission standards as part of its “Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants from In-Use Heavy-Duty Diesel-Fueled Vehicles” (Truck and Bus Regulation). The bulk of the regulation applies to in-use heavy-duty diesel on-road motor vehicles with a gross vehicle weight rating in excess of 14,000 pounds, which are not subject to preemption under Section 209(a) of the Act and do not require a waiver under Section 209(b).

The waiver and authorizations California has received are integral to this successful mobile source program. However, recent U.S. EPA action threatens this success and California’s ability to achieve emissions reductions needs to meet the NAAQs. In September 2019, the U.S. Department of Transportation’s NHTSA and U.S. EPA took action to provide nationwide uniform fuel economy and greenhouse gas emission standards for automobile and light duty trucks and withdrew the waiver granted to California in January 2013 as it relates to California’s GHG and ZEV programs.²⁸

Light- and Medium-Duty Vehicles

Light- and medium-duty vehicles are currently regulated under California’s ACC program including the Low-Emission Vehicle III (LEV III) and ZEV programs. Other California programs such as the 2012 Governor’s Executive Order to put 1.5 million zero-emission vehicles on the road by 2025,²⁹ and California’s Reformulated Gasoline program (CaRFG) will produce substantial and cost-effective emission reductions from gasoline-powered vehicles. CARB is also active in implementing programs for owners of older dirtier vehicles to retire them early. The “car scrap”

²⁸ U.S. EPA One National Program Rule webpage (<https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-one-national-program-federal-preemption-state>).

²⁹ Executive Order B-16-2012.

programs, like the Enhanced Fleet Modernization Program, and Clean Vehicle Rebate Project provide monetary incentives to replace old vehicles with zero-emission vehicles. The Air Quality Improvement Program (AQIP), is a voluntary incentive program to fund clean vehicle.

Taken together, California's emission standards, fuel specifications, and incentive programs for on-road light- and medium-duty vehicles represent all measures that are technologically and economically feasible within California.

Heavy-Duty Vehicles

California's heavy-duty vehicle emissions control program includes requirements for increasingly tighter new engine standards and address vehicle idling, certification procedures, on-board diagnostics, emissions control device verification, and in-use vehicles. This program is designed to achieve an on-road heavy-duty diesel fleet with 2010 engines emitting 98 percent less NOx and PM2.5 than trucks sold in 1986. Most recently in the ongoing efforts to go beyond federal standards and achieve further reductions, CARB adopted the Optional Reduced Emissions Standards for Heavy-Duty Engines regulation in 2014 that establishes the new generation of optional NOx emission standards for heavy-duty engines.

The recent in-use control measures include On-Road Heavy-Duty Diesel Vehicle (In-Use) Regulation, Drayage (Port or Rail Yard) Regulation, Public Agency and Utilities Regulation, Solid Waste Collection Vehicle Regulation, Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation, ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling, Heavy-Duty Diesel Vehicle Inspection Program, Periodic Smoke Inspection Program, Fleet Rule for Transit Agencies, Lower-Emission School Bus Program, and Heavy-Duty Truck Idling Requirements. In addition, CARB's significant investment in incentive programs provides an additional mechanism to achieve maximum emission reductions from this source sector.

Taken together, California's emission standards, fuel specifications, and incentive programs for heavy-duty vehicles represent all measures that are technologically and economically feasible within California.

Off-Road Vehicles and Engines

California regulations for off-road equipment include not only increasingly stringent standards for new off-road diesel engines, but also in-use requirements and idling restrictions. The Off-Road Regulation is an extensive program designed to accelerate the penetration of the cleanest equipment into California's fleets, and impose idling limits on off-road diesel vehicles. The program goes beyond emission standards for new engines through comprehensive in-use requirements for legacy fleets. Engines and equipment used in agricultural processes are unique to each process and are often re-designed and tailored to their particular use. Fleet turnover to cleaner engines is the focus for these engines.

Taken together, California's comprehensive suite of emission standards, fuel specifications, and incentive programs for off-road vehicles and engines represent all measures that are technologically and economically feasible within California and when considered in aggregate, would advance the attainment date by at least one year.

Other Sources and Fuels

The emission limits established for other mobile source categories, coupled with U.S. EPA waivers and authorization of preemption establish that California's programs for motorcycles, recreational boats, off-road recreational vehicles, cargo handling equipment, and commercial harbor craft sources meet the requirements for RACM. Cleaner burning fuels also play an important role in reducing emissions from motor vehicles and engines as CARB has adopted a number of more stringent standards for fuels sold in California, including the Reformulated Gasoline program, low sulfur diesel requirements, and the Low Carbon Fuel Standard. These fuel standards, in combination with engine technology requirements, ensure that California's transportation system achieves the most effective emission reductions possible.

Taken together, California's emission standards, fuel specifications, and incentive programs for other mobile sources and fuels represent all measures that are technologically and economically feasible within California.

Mobile Source Summary for RACM

California's long history of comprehensive and innovative emissions control has resulted in the most stringent mobile source control program in the nation. U.S. EPA has previously acknowledged the strength of the program in their approval of CARB's regulations and through the waiver process. In its 2019 approval³⁰ of the South Coast's 8-hour ozone plan which included the State's current program and new measure commitments, U.S. EPA found that there were no further reasonably available control measures that would advance attainment of the standard in South Coast. Since then, CARB has continued to substantially enhance and accelerate reductions from our mobile source control programs through the implementation of more stringent engine emissions standards, in-use requirements, incentive funding, and other policies and initiatives as described in the preceding sections.

The CARB process for developing the proposed State measures included an extensive public process and is consistent with the U.S. EPA RACM guidance. Through this process CARB found that with the current mobile source control program and proposed measures, there are no additional reasonable available control measures that would advance attainment of the 2008 8-hour ozone standard in Coachella Valley. There are no reasonable regulatory control measures excluded from use in this plan; therefore, there are no emissions reductions associated with unused regulatory

³⁰ 84 FR 52005 (October 1, 2019).

control measures. As a result, California's mobile source control programs fully meet the requirements for RACM.

RACM for Consumer Products

Consumer products are defined as chemically formulated products used by household and institutional consumers. For 30 years, CARB has taken actions pertaining to the regulation of consumer products. Three regulations have set VOC limits for 129 consumer product categories. These regulations, referred to as the Consumer Product Program, have been amended frequently, and progressively stringent VOC limits and reactivity limits have been established. These are Regulation for Reducing VOC Emissions from Antiperspirants and Deodorants; Regulation for Reducing Emissions from Consumer Products; and Regulation for Reducing the Ozone Formed from Aerosol Coating Product Emissions, and the Tables of Maximum Incremental Reactivity Values. Additionally, a voluntary regulation, the Alternative Control Plan has been adopted to provide compliance flexibility to companies. The program's most recent rulemaking occurred in 2018 with amends to Consumer Products Regulation and Method 310 to include an alternate compliance option and updated dates of test procedures.

U.S. EPA also regulates consumer products. U.S. EPA's consumer products regulation was promulgated in 1998, however, federal consumer products VOC limits have not been revised since their adoption. U.S. EPA also promulgated reactivity limits for aerosol coatings. As with the general consumer products, California's requirements for aerosol coatings are more stringent than the U.S. EPA's requirements. Other jurisdictions, such as the Ozone Transport Commission states, have established VOC limits for consumer products which are modeled after the California program. However, the VOC limits in those states typically lag those applicable in California.

In summary, California's Consumer Products Program, with the most stringent VOC requirements applicable to consumer products, meets RACM.

III. Transportation Control Strategies and Transportation Control Measures

By listing them separately, the CAA Section 182(d)(1)(A) differentiates between Transportation Control Strategies (TCS) and transportation control measures (TCM), and thus provides for a wide range of strategies and measures as options to offset growth in emissions from VMT growth.

CARB's motor vehicle control program includes a variety of strategies and measures including new engine standards and in-use programs (e.g., smog check, vehicle scrap, fleet rules, and idling restrictions).

SCAG is responsible for developing and implementing TCMs. However, there are no TCMs in the ozone SIP for the Coachella Valley because upwind emissions from the South Coast Air Basin largely influence air quality in the Coachella Valley. It is important to note that all reasonably

available TCMs have been implemented by SCAG in the South Coast Air Basin as documented and approved by U.S. EPA in the 2016 AQMP Appendix IV-C Regional Transportation Strategy and Control Measures.

Based on the provisions in Section 182(d)(1)(A) and the clarifications provided in the U.S. EPA guidance, any combination of TCSs and TCMs may be used to meet the requirement to offset growth in emissions resulting from VMT growth. Since 1990 when this requirement was established, California has adopted more than sufficient enforceable transportation control strategies and measures to meet the requirement to offset the growth in emissions from VMT growth.

Contingency Measures

Clean Air Act Sections 172(c)(9) and 182(c)(9) require contingency measures if an ozone nonattainment area fails to meet the RFP milestones or attain the national primary ambient air quality standard by the attainment date. A rule amendment to Rule 445, Wood-burning Devices, is underway to include potential contingency provisions for Coachella Valley as an Extreme nonattainment area.

VMT Offset

For areas designated as Severe or Extreme, the CAA requires states to submit enforceable transportation control strategies (TCSs) and transportation control measures (TCMs) to offset any growth in emissions from growth in vehicle miles travelled (VMT) or numbers of vehicle trips.

For Coachella Valley, in its Severe nonattainment plan for the 1997 ozone standard, a VMT offset demonstration was conducted for the attainment year of 2018. This demonstration was part of the 2007 AQMP, which was approved by the U.S. EPA in 2017.³¹ The U. S. EPA has also proposed approval of the VMT offset demonstration for the 2008 ozone NAAQS for Coachella Valley, which has an attainment year of 2026.

As an Extreme nonattainment area for the 1997 ozone standard, a new VMT offset demonstration is required for the attainment year of 2023. ~~A VMT offset demonstration is currently being developed and will be included in the Draft Final Extreme Area Plan. The VMT offset demonstration will be addressed through a separate public process through CARB.~~

Revised Major Stationary Source Definition

Under the Severe nonattainment designation, the definition of major stationary sources (also referred to as major polluting facility in South Coast AQMD rules) includes facilities with a PTE of 25 tons per year or higher of VOC or NOx. Following reclassification to an Extreme nonattainment area, the threshold for major stationary sources in Coachella Valley will be lowered

³¹ 82 FR 26854.

to include facilities with a PTE of 10 tons per year or higher of VOC or NO_x since VOC and NO_x are precursors for ozone. This change makes the definition stricter and will potentially cause two existing and any new facilities to be subject to more stringent permitting requirements. Amendments to Regulations XIII – New Source Review, XX – Regional Clean Air Incentives Market, and XXX - Title V are currently underway to address the major polluting threshold and the major modification threshold for New Source Review and RECLAIM New Source Review, and the applicability threshold for Title V permits. Proposed amendments for these three regulations and are tentatively scheduled to be considered at the Governing Board Hearing in December 2020.

Offset Requirement

Clean Air Act Section 182(e)(1) requires a modified offset ratio of 1.5 to 1 of total emission reductions of VOCs to total increased VOC emissions of each air pollutant (due to permit modifications), unless federal best available control technology (BACT) is required for all new or modified existing major sources. The Federal NSR requirements are reflected in South Coast AQMD Regulation XIII – New Source Review. South Coast AQMD’s regulations implement best available control technology (BACT) which is the equivalent of federal Lowest Achievable Emission Reduction (LAER) for major and non-major sources, and therefore an offset ratio of 1.2 to 1 is used for NSR offset requirements for all nonattainment criteria air contaminants (Rule 1303). South Coast AQMD’s New Source Review Regulations already include these requirements for VOC and NO_x sources, however, amendments are proposed to existing Regulation XIII provisions to change the offset ratio for CO from 1 to 1 in Coachella Valley to 1.2 to 1, making it consistent with the South Coast Air Basin.

Modifications at Major Stationary Sources

Clean Air Act Section 182(e)(2) requires any increase of emissions at a major stationary source to be considered as a modification and subject to NSR requirements. South Coast AQMD Regulation XIII requires any new or modified source that results in an emissions increase of any nonattainment air contaminant to be subject to NSR. Therefore, the modification requirement is already addressed in existing NSR rules. Regulation XIII major polluting facility and major modification threshold definitions for Coachella Valley are, however, proposed to be revised to be consistent with requirements for Extreme ozone nonattainment areas and federal NSR requirements.

Use of Clean Fuels or Advanced Control Technology for Boilers

Clean Air Act Section 182(e)(3) requires each new, modified, and existing electric utility and industrial and commercial boiler that emits more than 25 tpy of NO_x to burn a low polluting fuel or use advanced NO_x control technology. Existing boilers are already subject to South Coast AQMD Rule 1146 (Emissions of Oxides of Nitrogen from Industrial, Institutional and Commercial Boilers, Steam Generators, and Process Heaters) and Rule 1135 (Emissions of Oxides of Nitrogen from Electricity Generating Facilities), which reflects BARCT for existing equipment. Any new

or modified sources with emission increases are also subject to California BACT (federal lowest achievable emission rate (LAER) for the case of major sources) requirements. As such, the implementation of existing California BARCT and BACT already require new, modified, and existing electric utility and industrial and commercial boilers to use advanced NO_x control technology, and therefore, no additional action is needed upon reclassification.

Traffic Control Measures during Heavy Traffic Hours

Clean Air Act Section 182(e)(4) allows for control measure programs to reduce use of high polluting or heavy-duty vehicles during heavy traffic hours. These are not required measures and no additional actions are required upon reclassification.

New Technologies

Clean Air Act Section 182(e)(5) allows for Extreme nonattainment area attainment demonstrations to be based on the anticipated development of new technologies or improvement of existing control technologies. These long-term control measures are often referred to as “black box” measures and go beyond the short-term control measures that are based on known and demonstrated technologies. For Extreme nonattainment areas, the “black box” measures may be used as part of the attainment strategy. The ability to use 182(e)(5), however, ceases three years prior to the attainment date. As presented in Chapter 4 and 5 of this Plan, existing rules and regulations provide the needed reductions for attainment in 2023, and the use of these long-term measures is not needed for attainment demonstration.

NO_x Requirements

Pursuant to CAA Section 182(f), all provisions required for major stationary sources of VOC shall also apply to major stationary sources of NO_x as defined in 182(e)(1), including the modified offset ratio. Since the offset requirement for an Extreme nonattainment area has already been incorporated into South Coast AQMD’s existing NSR rules, there will not be any additional offset requirements due to reclassification of Coachella Valley to Extreme nonattainment.

7. CALIFORNIA ENVIRONMENTAL QUALITY ACT

Pursuant to the California Environmental Quality Act (CEQA) Guidelines Sections 15002(k) and 15061, the Coachella Valley Extreme Area Plan for 1997 8-Hour Ozone Standard is exempt from CEQA pursuant to CEQA Guidelines Sections 15061(b)(3) and 15308. Further, there is no substantial evidence indicating that any of the exceptions in CEQA Guidelines Section 15300.2 apply to the proposed project. A Notice of Exemption will be prepared pursuant to CEQA Guidelines Section 15062. If the proposed project is approved, ~~the Notice of Exemption will be filed with the county clerks of Los Angeles, Orange, Riverside, and San Bernardino counties. In addition,~~ the Notice of Exemption will be electronically filed with the State Clearinghouse to be posted on their CEQAnet Web Portal, which may be accessed via the following weblink: <https://ceqanet.opr.ca.gov/search/recent>. In addition, the Notice of Exemption will be electronically posted on the South Coast AQMD's webpage which can be accessed via the following weblink: <http://www.aqmd.gov/nav/about/public-notices/ceqa-notices/notices-of-exemption/noe---year-2020>. The electronic filing and posting of the Notice of Exemption is being implemented in accordance with Governor Newsom's Executive Orders N-54-20 and N-80-20 issued on April 22, 2020 and September 23, 2020, respectively, for the State of Emergency in California as a result of the threat of COVID-19.

8. PUBLIC PROCESS

The ~~Draft~~ Coachella Valley Extreme Area Plan was developed through a public process. The ~~Draft~~ Plan was presented to the AB 617 East Coachella Valley Community Steering Committee on August 26, 2020, ~~and the AQMP Advisory Group on September 3, 2020, and. It will be presented~~ to the South Coast AQMD's Mobile Source Committee on September 18, 2020, and the Local Government and Small Business Assistance Advisory Group on October 9, 2020. The updated emissions inventory and modeling was also discussed and presented at the Scientific, Technical, and Modeling Peer Review Group on August 20, 2020. The Draft Plan was released on September 11, 2020 for public review. South Coast AQMD staff ~~will hold~~ held a Public Consultation Meeting on September 25, 2020 to solicit information, comments, and suggestions from the public, affected businesses and stakeholders. Key comments made at the Public Consultation Meeting included the applicability and impacts on tribal lands, pollution around the Salton Sea area, and the impacts of lowering the major source threshold on local businesses. Two comment letters were also received as of October 13, 2020. Key comments included projected locomotive emissions impact on attainment demonstration, impact of climate change on local ozone levels, control strategies to reduce local emissions, need for additional air monitoring stations, and additional incentive funding for the Coachella Valley. Responses to these comments are provided in Chapter 9 of this Plan. A Public ~~hearing~~ Hearing is scheduled at the South Coast AQMD Governing Board Meeting on December 4, 2020. Following approval by the South Coast AQMD Governing Board, the Plan will be submitted for approval by the CARB Board at their Board meeting to be held on December 10–11, 2020, which will then be submitted to the U.S. EPA for inclusion into the SIP.

9. PUBLIC COMMENTS AND RESPONSES TO COMMENTS

Two comments letters were received during the comment period for the Draft Coachella Valley Extreme Area Ozone Plan. The comment letters and responses to comments are listed in this section.

Comment Letter #1
Anita Lee, U.S. EPA
October 13, 2020

From: Lee, Anita <Lee.Anita@epa.gov>
Sent: Tuesday, October 13, 2020 2:59 PM
To: Kalam Cheung <kcheung@aqmd.gov>
Cc: Zorik Pirveysian <ZPirveysian@aqmd.gov>; Sylvia.Vanderspek
(Sylvia.Vanderspek@arb.ca.gov) <Sylvia.Vanderspek@arb.ca.gov>; Kelly, ThomasP
<Kelly.ThomasP@epa.gov>
Subject: Coachella Valley Attainment Plan for 1997 Ozone NAAQS

Hi Kalam,

I think you may have already received this . . .

Thank you for the opportunity to comment on the Draft Coachella Valley Extreme Area Plan for the 1997 8-hour Ozone Standard (Draft Extreme Area Plan). The Draft Extreme Area Plan shows that NO_x emissions from trains will be cut from 2.4 tons per day (tpd) in 2018 to 1.7 tpd in 2023 (see Figures 3-8 and 3-9). The California Air Resources Board (CARB) has recently revised its estimates for locomotive emissions, particularly those associated with freight. (These revisions were discussed in CARB's Public Workshop for 2020 Locomotive Emission Inventory on September 3, 2020.) If the emissions estimates in the Draft Extreme Area Plan are not consistent with CARB's recent revisions for locomotive emissions, the final plan should include a revised estimate and a discussion of the significance of any change in projected emissions for the attainment demonstration.

1-1

Please let me know if you have any questions or concerns.

Thank you!
Anita

Anita Lee, PhD
Manager | Planning Office (ARD-2) | Air and Radiation Division | US EPA - Region 9
Desk: (415) 972-3958 | Work Cell: (415) 231-4710
Pronouns (she/hers)

Response to Comment 1-1

CARB is in the process of revising the emission estimates for locomotives. Draft estimates were presented at the September 3, 2020 workshop. CARB staff are still in the process of updating this information. Once the emission estimates are finalized, CARB staff will document the update and include the information in subsequent SIPs. The difference in the total locomotive NOx emissions between the CARB's draft estimates and the emissions included in this Plan is approximately 2.3 tons per day in 2023. Even if these increased emissions were considered, it will not affect the attainment of the 1997 8-hour ozone standard by 2023.

Comment Letter #2
Rebecca Zaragoza, Leadership Counsel for Justice and Accountability
October 13, 2020



October 13, 2020

Kalam Cheung, Program Supervisor
Planning, Rule Development, and Area Sources
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

Submitted Via Email

RE: Draft Coachella Valley Extreme Area Plan for the 1997 8-Hour Ozone National Ambient Air Quality Standard

Dear Program Supervisor Cheung:

On behalf of Leadership Counsel for Justice and Accountability (Leadership Counsel), we thank you for the opportunity to provide comments on the Draft Coachella Valley Extreme Area Plan for the 1997 8-Hour Ozone National Ambient Air Quality Standard (draft Plan). Leadership Counsel has engaged in the Eastern Coachella Valley (ECV) on several environmental justice and public health issues for over seven years. Since 2017, we have been extremely active within the AB 617 implementation process both at the state and local levels. Below we outline the concerns and recommendations that we have regarding the draft Plan.

2-1

Climate Change

According to the draft Plan, one of the primary causes of unusually high ozone levels in the Coachella Valley were due to “higher temperatures and stagnant weather conditions” (ES-1). This is an ongoing concern for the Coachella Valley, especially due to the increasingly hotter summer months, but also because of how rising temperatures are connected to climate change. We understand that the growing number of extreme heat days and hotter temperatures in recent years has contributed to the Coachella Valley’s inability to meet attainment. However, the draft Plan does not outline steps to address the impacts of climate change on local ozone levels. It is crucial for the air district to expand its mitigation and adaptation efforts within the Coachella Valley, particularly in the communities of Coachella, Thermal, Oasis, Mecca, and North Shore.

2-2

Control Strategy

Since the reclassification was presented to the community in 2019, Leadership Counsel has continuously expressed our concerns with the draft Plan’s Control Strategy of focusing the implementation of emission reduction strategies primarily in the South Coast Air Basin in order to reduce ozone levels in the Coachella Valley. While we understand the amount of emissions originating in the South Coast Air Basin contributes to non-attainment in the Coachella Valley, South Coast AQMD must take action within the Coachella Valley to improve air quality and public health.

In previous comments and through our participation in the public Consultation meetings, we have elevated the need for South Coast AQMD to enhance its mitigation and adaptation strategies that will simultaneously help reduce emissions locally and reduce the impacts that residents in the Coachella Valley will feel until attainment is reached. Developing and implementing diverse mitigation and adaptation strategies will help create healthier living conditions for residents in the Coachella Valley. These strategies, as have been discussed in AB 617 meetings, include air filtration in homes, schools, and workplaces; enhanced greening near sensitive receptors; and other protective measures that can block emissions from reaching residents.

2-3

The draft Plan also identifies that CARB and the U.S. EPA have primary jurisdiction over sources that contribute to 92% of the NOx emissions in the Coachella Valley. Given overlapping jurisdiction considerations, South Coast AQMD should also include coordination and collaboration strategies in the draft Plan to ensure emission sources are reduced.

2-4

In addition, we urge South Coast AQMD to strengthen its enforcement and regulatory actions on emission sources that are contributing to high ozone levels in the Coachella Valley. These actions should be implemented in the South Coast Air Basin, but also locally in the Coachella Valley. The draft Plan should include these actions and detail how South Coast AQMD plans on strengthening those even after attainment is reached. One strategy includes limiting indirect emissions from development sources and strengthening South Coast AQMD’s Indirect Source Rule. This can be addressed by promoting more effective and enforceable emission reduction measures, as well as implementing a fee mechanism for pollution not mitigated on-site.

2-5

In terms of the Eastern Coachella Valley, the draft Plan must also make the distinction between Thermal, Oasis, Mecca, and North Shore. Although the communities share zip codes, it’s important to identify them by name as they also have varying differences and experiences to air pollution exposure.

2-6

AB 617 and Air Monitoring

Another deficiency that affects our knowledge and understanding of ozone pollution and other air quality concerns in the Coachella Valley is the limited air monitoring. South Coast AQMD’s ozone monitoring is done in Palm Springs and Indio. As a result, the draft Plan identifies these two areas as having the highest concentration of ozone levels in the region. As part of the AB 617 program implementation in the ECV, we recommend that the Community Air Monitoring Plan expand the district’s ozone monitors to reach this region, especially the unincorporated communities.

2-6
(continued)

Incentive Funding

The draft Plan also outlines the opportunities of incentive funding as a way to reduce emissions. Recently, South Coast AQMD staff also announced that they would be receiving \$70 million in AB 617 incentive funding that can be used throughout the different AB 617 communities within their jurisdiction. In conjunction with CARB’s other incentive funding, South Coast AQMD should enhance its partnership efforts with local businesses and residents to encourage and ensure that these incentive funding programs are being used. In the past, we have not seen these programs used and South Coast AQMD should develop a tracking and evaluation system for how these funds are being used and what benefits they bring after implementation.

2-7

South Coast AQMD has a great opportunity to be proactive in its mission to protect our air quality and public health in all its jurisdiction, but particularly to increase its presence and efficacy in efforts within the Coachella Valley. Whether emissions are higher in urban areas, South Coast AQMD must also be providing mitigation and adaptation support to the region that’s being equally exposed to these emissions. Climate change is already having a strong impact on vulnerable populations and South Coast AQMD’s planning towards emission reduction should include ways of addressing the impacts of climate change.

Sincerely,

Rebecca Zaragoza
Senior Policy Advocate
Leadership Counsel for Justice and Accountability

Response to Comment 2-1

Thank you for your active participation and for providing comments on the Draft Coachella Valley Extreme Area Ozone Plan (Plan).

Response to Comment 2-2

As noted in the Plan, the unusually high ozone levels in 2017 and 2018, which were attributed to meteorological factors such as higher temperatures and stagnant weather conditions, were observed not only in the Coachella Valley, but also in the South Coast Air Basin, across California, and the Western United States. These conditions were conducive to the increased ozone concentrations because of higher rate of photochemical reactions in the atmosphere and/or changes in emissions (e.g., biogenic VOC emissions) associated with higher temperatures. The year-to-year variability in ozone is not uncommon in the historical record and a temporary increase in ozone is not necessarily reflective of a long-term trend. In fact, in 2019, the ozone concentrations were lower compared to 2017 and 2018. Also, despite the high temperatures observed in the Coachella Valley this year, the preliminary three-year averaged design value³² in 2020 is at 88 ppb, slightly lower than the 2019 design value (89 ppb), indicating that the Coachella Valley is on a downward trend toward attaining the 1997 8-hour ozone standard.

In order to evaluate the impact of meteorological factors and trends contributing to poor air quality, the South Coast AQMD initiated a study in 2019, which is currently underway and will hopefully advance our understanding of recent weather trends and their impact on air quality.

Response to Comment 2-3

Regional air quality modeling confirms that the high ozone levels observed in Coachella Valley are primarily attributed to the direct transport of ozone and its precursors (VOC and NOx) from the South Coast Air Basin (Basin) to the Coachella Valley and that the impact of local emission sources are not significant. Our recent modeling sensitivity analysis has also demonstrated that the Coachella Valley would not meet the 1997 8-hour ozone standard even if all local anthropogenic emissions were completely eliminated. Therefore, measures reducing local emissions would have very limited impact on ozone levels in the Coachella Valley.

The anticipated emission reductions from the existing (and recently adopted) rules and regulations adopted by South Coast AQMD and CARB with future effective dates will ensure that the Coachella Valley will meet the 1997 8-hour ozone standard in or before 2023.

With respect to local air quality issues associated with other pollutants, South Coast AQMD has been working to reduce exposure to harmful air pollutants in the Coachella Valley area. The local air quality improvement efforts will be further evaluated as part of the AB 617 Community Emission Reduction Plans (CERPs). South Coast AQMD staff will continue to consider and implement feasible mitigation measures and control strategies to help reduce local emissions and to minimize impact to the residents.

Response to Comment 2-4

The Plan reflects already adopted mobile and stationary source programs and regulations to meet the 8-hour ozone standard in Coachella Valley by 2023. Existing rules and regulations adopted by

³² Design value is defined as the 3-year average of the fourth highest daily max 8-hour average ozone in each year.

South Coast AQMD and CARB, as well as recently adopted regulations, will continue to reduce emissions in both the South Coast Air Basin and the Coachella Valley until and beyond the attainment year of 2023. Examples of existing mobile source regulations include CARB's On-Road Heavy-Duty Diesel Vehicles Regulation (also known as the Truck and Bus regulation) and Off-Road Diesel-Fueled Fleets Regulation which will result in significant reduction of NOx and PM2.5 emissions in both the Basin and the Coachella Valley. Refer to Chapter 4 of this Plan for more details on the existing and recently adopted rules and regulations. On-going additional emission reductions from mobile sources will be critical for meeting the 2008 8-hour ozone standards in the Basin and the Coachella Valley. As part of the development of 2022 AQMP, South Coast AQMD staff will continue to work with state and federal agencies to identify and implement new mobile source strategies.

Response to Comment 2-5

South Coast AQMD develops regional air quality management plans (AQMPs) that provide the blueprint to achieve the federal ambient air quality standards. The 2016 AQMP is the most recently adopted plan developed to provide a pathway to attain the 2008 ozone standard in the Coachella Valley by 2026 and in the South Coast Air Basin by 2031. The emission reduction strategies included in the 2016 AQMP go beyond the attainment year of 2023 and continue to 2031 and beyond, providing continued emission reductions in Coachella Valley. With respect to indirect mobile sources, the 2016 AQMP included five facility-based mobile source control measures targeting warehouse distribution centers, commercial airports, new or redevelopment projects, commercial marine ports, and railyard and intermodal facilities. The Proposed Rule 2305 (Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program), currently under development, will benefit both the South Coast Air Basin and the Coachella Valley. Mitigation fees are among the strategies that are being considered in the proposed rule.

Response to Comment 2-6

As discussed previously and also in this Plan, ozone is a regional pollutant and the high ozone levels observed in Coachella Valley are primarily attributed to regional transport. The Palm Springs and Indio air monitoring stations are strategically situated predominantly downwind of the densely populated Basin and predominantly downwind of the populated areas of the Coachella Valley, respectively, to represent the Coachella Valley's ozone air quality. Due to meteorology and close proximity to South Coast Air Basin, peak ozone levels occur in the northern and western Coachella Valley with concentrations lower further south and east. Palm Springs, located further west in the Coachella Valley, consistently shows higher levels of ozone than Indio, which is located southeast of Palm Springs, consistent with the results from air quality modeling. Locations even further east are expected to experience lower ozone levels than Indio. Therefore, the two existing monitors capture the highest ozone levels in Coachella Valley. However, additional air monitoring efforts are being considered as part of the AB 617 Eastern Coachella Valley CERPs.

Response to Comment 2-7

Incentive funding programs are extremely effective in accelerating the implementation of cleaner technologies and achieving emission reductions faster than regulations can achieve. The air quality benefits resulting from major incentive programs, such as the Carl Moyer program, the lawnmower and leaf blower exchange programs, and the Surplus Off-Road Opt-in (SOON) program, have been

quantified and described in the 2016 AQMP. As part of the Community Air Protection Program (CAPP), incentives program projects have been implemented in the Eastern Coachella Valley. AB 617 funding used for incentive projects for the Eastern Coachella Valley in 2018 and 2019 have been quantified and tracked, resulting in the emission reductions in the table below.

	<u>Estimated Annual Emission Reduction (tpy)</u>			<u>Total CAPP Year 1 & Year 2 Funds</u>
	<u>NOx</u>	<u>Diesel PM</u>	<u>VOC</u>	
<u>Eastern Coachella Valley</u>	<u>63.1</u>	<u>5.3</u>	<u>7.5</u>	<u>\$ 13,696,476.03</u>

A list of projects selected through the CAPP Incentives Program are available at <http://www.aqmd.gov/home/programs/business/community-air-protection-incentives#>. As incentive projects continue to be implemented, they will continue to be tracked as part of the AB 617 program. Additionally, new CAPP incentive funds will be available (i.e., Year 3 CAPP incentives). The AB 617 Eastern Coachella Valley CERP is still under development and will likely include incentive strategies as part of the CERP.

In addition, the South Coast AQMD has designated \$966,667 in Governing Board approved mitigation funding, along with additional co-funding from contractor obtained partnerships, to provide energy efficiency enhancement upgrades for residential homes within designated Environmental Justice areas in Indio and in the Coachella Valley. These upgrades will result in less energy required to cool and heat homes and less emissions from fuel combustion.

South Coast AQMD currently offers several financial incentives and programs for implementing new clean air technologies. For details of these programs, please visit our website at <http://www.aqmd.gov/home/programs>. South Coast AQMD will continue to enhance its partnership efforts with local businesses and residents to encourage and ensure that the incentive funding programs are being used. In terms of climate change, as described in Response to Comment 2-2, a comprehensive meteorological study is currently underway to evaluate the impact of meteorological factors and trends conducive to poor air quality.

Appendix I

Emissions Inventory by Major Source Category

- 2002
- 2018
- 2020
- 2023

Baseline Planning Inventory for 2002 (Tons/Day)			
	Source Category	VOC	NOx
Fuel Combustion			
	10 Electric Utilities	0.00	0.06
	50 Manufacturing and Industrial	0.06	0.15
	52 Food and Agricultural Processing	0.00	0.01
	60 Service and Commercial	0.15	0.51
	99 Other (Fuel Combustion)	0.01	0.14
Total Fuel Combustion		0.23	0.87
Waste Disposal			
	110 Sewage Treatment	0.00	0.00
	130 Incineration	0.00	0.01
	199 Other (Waste Disposal)	0.53	0.00
Total Waste Disposal		0.53	0.01
Cleaning and Surface Coatings			
	210 Laundering	0.00	0.00
	220 Degreasing	0.22	0.00
	230 Coatings and Related Processes	0.81	0.00
	240 Printing	0.04	0.00
	250 Adhesives and Sealants	0.10	0.00
	299 Other (Cleaning and Surface Coatings)	0.03	0.00
Total	Cleaning and Surface Coatings	1.19	0.00
Petroleum Production and Marketing			
	330 Petroleum Marketing	0.50	0.00
	Other (Petroleum Production and Marketing)	0.00	0.00
Total Petroleum Production and Marketing		0.50	0.00
Industrial Processes			
	410 Chemical	0.01	0.00
	420 Food and Agriculture	0.01	0.00
	430 Mineral Processes	0.01	0.00
	450 Wood and Paper	0.00	0.00
	Electronics	0.01	0.00
	499 Other (Industrial Processes)	0.11	0.00
Total Industrial Processes		0.15	0.00
Solvent Evaporation			
	510 Consumer Products	2.48	0.00
	520 Architectural Coatings and Related Solvent	1.39	0.00
	530 Pesticides/Fertilizers	0.92	0.00
	540 Asphalt Paving/Roofing	0.02	0.00
Total Solvent Evaporation		4.82	0.00

(Continued)			
Baseline Planning Inventory for 2002 (Tons/Day)			
	Source Category	VOC	NOx
Miscellaneous Processes			
	610 Residential Fuel Combustion	0.09	0.50
	620 Farming Operations	0.07	0.00
	630 Construction and Demolition	0.00	0.00
	640 Paved Road Dust	0.00	0.00
	645 Unpaved Road Dust	0.00	0.00
	650 Fugitive Windblown Dust	0.00	0.00
	660 Fires	0.01	0.00
	670 Waste Burning and Disposal	0.02	0.02
	690 Cooking	0.02	0.00
	699 Other (Miscellaneous Processes)	0.00	0.00
Total Miscellaneous Processes		0.22	0.52
On-Road Motor Vehicles			
	710 Light Duty Passenger	4.56	3.86
	722 Light Duty Trucks-1 (up to 3750 lb.)	1.04	0.98
	723 Light Duty Trucks-2 (3751 to 5750 lb.)	1.32	2.13
	724 Medium Duty Trucks (5751-8500 lb.)	0.95	1.62
	732 Light Heavy Duty Gas Trucks-1 (8501-10000 lb.)	0.23	0.27
	733 Light Heavy Duty Gas Trucks-2 (10001-14000 lb.)	0.03	0.04
	734 Medium Heavy Duty Gas Trucks (14001-33000 lb.)	0.33	0.02
	736 Heavy Heavy Duty Gas Trucks (>33000 lb.)	0.03	0.10
	742 Light Heavy Duty Diesel Trucks-1 (8501-10000 lb.)	0.01	0.79
	743 Light Heavy Duty Diesel Trucks-2 (10001-14000 lb.)	0.00	0.26
	744 Medium Heavy Duty Diesel Trucks (14001-33000 lb.)	0.12	2.43
	746 Heavy Heavy Duty Diesel Trucks (>33001 lb.)	1.52	28.07
	750 Motorcycles	0.26	0.05
	760 Heavy Duty Diesel Urban Buses	0.01	0.14
	762 Heavy Duty Gas Urban Buses	0.00	0.00
	771 School Buses - Gas	0.01	0.01
	772 School Buses - Diesel	0.01	0.10
	777 Other Buses - Gas	0.00	0.02
	778 Other Buses - Motor Coach - Diesel	0.00	0.04
	779 All Other Buses - Diesel	0.00	0.04
	780 Motor Homes	0.02	0.09
Total On-Road Motor Vehicles		10.47	41.07
Other Mobile Sources			
	810 Aircraft	0.06	0.16
	820 Trains	0.35	6.27
	840 Recreational Boats	1.14	0.16
	850 Off-Road Recreational Vehicles	0.37	0.00
	860 Off-Road Equipment	2.14	4.53
	870 Farm Equipment	0.15	0.66
	890 Fuel Storage and Handling	0.54	0.00
Total Other Mobile Sources		4.76	11.77
Entrained Road Dust			
	Paved Road Dust	0.00	0.00
	Unpaved Road and Travel Dust	0.00	0.00
Total Entrained Road Dust		0.00	0.00
Total	Stationary and Area Sources	7.63	1.40
Total	On-Road Vehicles	10.47	41.07
Total	Other Mobile	4.76	11.77
Total	Entrained Road Dust	0.00	0.00
Total - All Sources		22.85	54.24

Baseline Planning Inventory for 2018 (Tons/Day)			
	Source Category	VOC	NOx
Fuel Combustion			
	10 Electric Utilities	0.01	0.11
	50 Manufacturing and Industrial	0.16	0.29
	52 Food and Agricultural Processing	0.00	0.00
	60 Service and Commercial	0.12	0.30
	99 Other (Fuel Combustion)	0.01	0.63
Total Fuel Combustion		0.31	1.33
Waste Disposal			
	110 Sewage Treatment	0.01	0.00
	130 Incineration	0.00	0.00
	199 Other (Waste Disposal)	0.96	0.00
Total Waste Disposal		0.97	0.00
Cleaning and Surface Coatings			
	210 Laundering	0.00	0.00
	220 Degreasing	0.26	0.00
	230 Coatings and Related Processes	1.28	0.00
	240 Printing	0.02	0.00
	250 Adhesives and Sealants	0.23	0.00
	299 Other (Cleaning and Surface Coatings)	0.02	0.00
Total Cleaning and Surface Coatings		1.82	0.00
Petroleum Production and Marketing			
	330 Petroleum Marketing	0.34	0.00
Total Petroleum Production and Marketing		0.34	0.00
Industrial Processes			
	410 Chemical	0.08	0.00
	420 Food and Agriculture	0.03	0.00
	430 Mineral Processes	0.02	0.00
	440 Metal Processes	0.00	0.00
	450 Wood and Paper	0.00	0.00
	499 Other (Industrial Processes)	0.07	0.00
Total Industrial Processes		0.21	0.00
Solvent Evaporation			
	510 Consumer Products	2.58	0.00
	520 Architectural Coatings and Related Solvent	0.36	0.00
	530 Pesticides/Fertilizers	0.31	0.00
	540 Asphalt Paving/Roofing	0.06	0.00
Total Solvent Evaporation		3.32	0.00

(Continued)			
Baseline Planning Inventory for 2018 (Tons/Day)			
Source Category		VOC	NOx
Miscellaneous Processes			
	610 Residential Fuel Combustion	0.09	0.26
	620 Farming Operations	0.07	0.00
	630 Construction and Demolition	0.00	0.00
	640 Paved Road Dust	0.00	0.00
	645 Unpaved Road Dust	0.00	0.00
	650 Fugitive Windblown Dust	0.00	0.00
	660 Fires	0.01	0.00
	670 Waste Burning and Disposal	0.01	0.00
	690 Cooking	0.05	0.00
	699 Other (Miscellaneous Processes)	0.00	0.00
Total Miscellaneous Processes		0.22	0.26
On-Road Motor Vehicles			
	710 Light Duty Passenger	1.24	0.65
	722 Light Duty Trucks-1 (up to 3750 lb.)	0.41	0.24
	723 Light Duty Trucks-2 (3751 to 5750 lb.)	0.67	0.56
	724 Medium Duty Trucks (5751-8500 lb.)	0.65	0.57
	732 Light Heavy Duty Gas Trucks-1 (8501-10000 lb.)	0.10	0.08
	733 Light Heavy Duty Gas Trucks-2 (10001-14000 lb.)	0.02	0.02
	734 Medium Heavy Duty Gas Trucks (14001-33000 lb.)	0.03	0.06
	736 Heavy Heavy Duty Gas Trucks (>33000 lb.)	0.00	0.00
	742 Light Heavy Duty Diesel Trucks-1 (8501-10000 lb.)	0.01	0.39
	743 Light Heavy Duty Diesel Trucks-2 (10001-14000 lb.)	0.00	0.15
	744 Medium Heavy Duty Diesel Trucks (14001-33000 lb.)	0.05	1.09
	746 Heavy Heavy Duty Diesel Trucks (>33001 lb.)	0.28	7.08
	750 Motorcycles	0.41	0.09
	760 Heavy Duty Diesel Urban Buses	0.01	0.04
	762 Heavy Duty Gas Urban Buses	0.00	0.00
	771 School Buses - Gas	0.00	0.00
	772 School Buses - Diesel	0.00	0.08
	777 Other Buses - Gas	0.00	0.01
	778 Other Buses - Motor Coach - Diesel	0.00	0.02
	779 All Other Buses - Diesel	0.00	0.02
	780 Motor Homes	0.00	0.03
Total On-Road Motor Vehicles		3.89	11.18
Other Mobile Sources			
	810 Aircraft	0.08	0.24
	820 Trains	0.10	2.36
	840 Recreational Boats	0.60	0.13
	850 Off-Road Recreational Vehicles	0.40	0.01
	860 Off-Road Equipment	1.78	2.46
	870 Farm Equipment	0.08	0.37
	890 Fuel Storage and Handling	0.25	0.00
Total Other Mobile Sources		3.30	5.56
Entrained Road Dust			
	Paved Road Dust	0.00	0.00
	Unpaved Road and Travel Dust	0.00	0.00
Total Entrained Road Dust		0.00	0.00
Total	Stationary and Area Sources	7.19	1.59
Total	On-Road Vehicles	3.89	11.18
Total	Other Mobile	3.30	5.56
Total	Entrained Road Dust	0.00	0.00
Total - All Sources		14.38	18.33

Baseline Planning Inventory for 2020 (Tons/Day)			
	Source Category	VOC	NOx
Fuel Combustion			
	10 Electric Utilities	0.00	0.05
	50 Manufacturing and Industrial	0.18	0.34
	52 Food and Agricultural Processing	0.00	0.00
	60 Service and Commercial	0.14	0.37
	99 Other (Fuel Combustion)	0.00	0.08
Total Fuel Combustion		0.33	0.84
Waste Disposal			
	110 Sewage Treatment	0.00	0.00
	130 Incineration	0.00	0.03
	199 Other (Waste Disposal)	1.03	0.00
Total Waste Disposal		1.04	0.03
Cleaning and Surface Coatings			
	210 Laundering	0.01	0.00
	220 Degreasing	0.31	0.00
	230 Coatings and Related Processes	1.43	0.00
	240 Printing	0.03	0.00
	250 Adhesives and Sealants	0.27	0.00
	299 Other (Cleaning and Surface Coatings)	0.03	0.00
Total Cleaning and Surface Coatings		2.07	0.00
Petroleum Production and Marketing			
	330 Petroleum Marketing	0.43	0.00
Total Petroleum Production and Marketing		0.43	0.00
Industrial Processes			
	410 Chemical	0.10	0.00
	420 Food and Agriculture	0.03	0.00
	430 Mineral Processes	0.02	0.00
	440 Metal Processes	0.00	0.00
	450 Wood and Paper	0.00	0.00
	499 Other (Industrial Processes)	0.08	0.01
Total Industrial Processes		0.23	0.01
Solvent Evaporation			
	510 Consumer Products	2.66	0.00
	520 Architectural Coatings and Related Solvent	0.38	0.00
	530 Pesticides/Fertilizers	0.30	0.00
	540 Asphalt Paving/Roofing	0.08	0.00
Total Solvent Evaporation		3.42	0.00

(Continued)			
Baseline Planning Inventory for 2020 (Tons/Day)			
Source Category		VOC	NOx
Miscellaneous Processes			
	610 Residential Fuel Combustion	0.09	0.26
	620 Farming Operations	0.07	0.00
	630 Construction and Demolition	0.00	0.00
	640 Paved Road Dust	0.00	0.00
	645 Unpaved Road Dust	0.00	0.00
	650 Fugitive Windblown Dust	0.00	0.00
	660 Fires	0.01	0.00
	670 Waste Burning and Disposal	0.01	0.00
	690 Cooking	0.05	0.00
	699 Other (Miscellaneous Processes)	0.00	0.00
Total Miscellaneous Processes		0.22	0.26
On-Road Motor Vehicles			
	710 Light Duty Passenger	1.03	0.51
	722 Light Duty Trucks-1 (up to 3750 lb.)	0.33	0.18
	723 Light Duty Trucks-2 (3751 to 5750 lb.)	0.58	0.43
	724 Medium Duty Trucks (5751-8500 lb.)	0.57	0.43
	732 Light Heavy Duty Gas Trucks-1 (8501-10000 lb.)	0.08	0.06
	733 Light Heavy Duty Gas Trucks-2 (10001-14000 lb.)	0.02	0.01
	734 Medium Heavy Duty Gas Trucks (14001-33000 lb.)	0.02	0.05
	736 Heavy Heavy Duty Gas Trucks (>33000 lb.)	0.00	0.00
	742 Light Heavy Duty Diesel Trucks-1 (8501-10000 lb.)	0.01	0.30
	743 Light Heavy Duty Diesel Trucks-2 (10001-14000 lb.)	0.00	0.12
	744 Medium Heavy Duty Diesel Trucks (14001-33000 lb.)	0.04	0.92
	746 Heavy Heavy Duty Diesel Trucks (>33001 lb.)	0.22	6.27
	750 Motorcycles	0.41	0.09
	760 Heavy Duty Diesel Urban Buses	0.00	0.01
	762 Heavy Duty Gas Urban Buses	0.00	0.00
	771 School Buses - Gas	0.00	0.00
	772 School Buses - Diesel	0.00	0.08
	777 Other Buses - Gas	0.00	0.00
	778 Other Buses - Motor Coach - Diesel	0.00	0.01
	779 All Other Buses - Diesel	0.00	0.02
	780 Motor Homes	0.00	0.03
Total On-Road Motor Vehicles		3.33	9.53
Other Mobile Sources			
	810 Aircraft	0.08	0.26
	820 Trains	0.07	2.08
	840 Recreational Boats	0.54	0.12
	850 Off-Road Recreational Vehicles	0.40	0.01
	860 Off-Road Equipment	1.82	2.31
	870 Farm Equipment	0.07	0.33
	890 Fuel Storage and Handling	0.24	0.00
Total Other Mobile Sources		3.23	5.10
Entrained Road Dust			
	Paved Road Dust	0.00	0.00
	Unpaved Road and Travel Dust	0.00	0.00
Total Entrained Road Dust		0.00	0.00
Total	Stationary and Area Sources	7.74	1.14
Total	On-Road Vehicles	3.33	9.53
Total	Other Mobile	3.23	5.10
Total	Entrained Road Dust	0.00	0.00
Total - All Sources		14.30	15.77

Baseline Planning Inventory for 2023 (Tons/Day)				
	Source Category		VOC	NOx
Fuel Combustion				
	10	Electric Utilities	0.00	0.05
	50	Manufacturing and Industrial	0.20	0.38
	60	Service and Commercial	0.14	0.37
	99	Other (Fuel Combustion)	0.00	0.08
Total Fuel Combustion			0.35	0.89
Waste Disposal				
	110	Sewage Treatment	0.00	0.00
	130	Incinerators	0.00	0.03
	199	Other (Waste Disposal)	1.23	0.00
Total Waste Disposal			1.23	0.03
Cleaning and Surface Coatings				
	210	Laundering	0.01	0.00
	220	Degreasing	0.35	0.00
	230	Coatings and Related Process Solvents	1.55	0.00
	240	Printing	0.03	0.00
	250	Sealants & Adhesives	0.30	0.00
	299	Other (Cleaning and Surface Coatings)	0.03	0.00
Total Cleaning and Surface Coatings			2.27	0.00
Petroleum Production and Marketing				
	330	Petroleum Marketing	0.42	0.00
Total Petroleum Production and Marketing			0.42	0.00
Industrial Processes				
	410	Chemical	0.11	0.00
	420	Food and Agriculture	0.03	0.00
	430	Mineral Processes	0.03	0.00
	440	Metal Processes	0.00	0.00
	450	Wood and Paper	0.00	0.00
	499	Other (Industrial Processes)	0.08	0.01
Total Industrial Processes			0.25	0.01
Solvent Evaporation				
	510	Consumer Products	2.80	0.00
	520	Architectural Coatings and Related Solvents	0.40	0.00
	530	Pesticides/Fertilizers	0.29	0.00
	540	Asphalt Paving/Roofing	0.08	0.00
Total Solvent Evaporation			3.57	0.00

(Continued)			
Baseline Planning Inventory for 2023 (Tons/Day)			
	Source Category	VOC	NOx
Miscellaneous Processes			
	610 Residential Fuel Combustion	0.09	0.25
	620 Farming Operations	0.07	0.00
	630 Construction and Demolition	0.00	0.00
	650 Fugitive Windblown Dust	0.00	0.00
	660 Fires	0.01	0.00
	670 Waste Burning and Disposal	0.01	0.00
	690 Cooking	0.05	0.00
	699 Other (Miscellaneous Processes)	0.00	0.00
Total Miscellaneous Processes		0.23	0.25
On-Road Motor Vehicles			
	710 Light Duty Passenger	0.88	0.40
	722 Light Duty Trucks-1 (up to 3750 lb.)	0.28	0.14
	723 Light Duty Trucks-2 (3751 to 5750 lb.)	0.54	0.32
	724 Medium Duty Trucks (5751-8500 lb.)	0.50	0.30
	732 Light Heavy Duty Gas Trucks-1 (8501-10000 lb.)	0.06	0.05
	733 Light Heavy Duty Gas Trucks-2 (10001-14000 lb.)	0.01	0.01
	734 Medium Heavy Duty Gas Trucks (14001-33000 lb.)	0.02	0.04
	736 Heavy Heavy Duty Gas Trucks (>33000 lb.)	0.00	0.00
	742 Light Heavy Duty Diesel Trucks-1 (8501-10000 lb.)	0.01	0.20
	743 Light Heavy Duty Diesel Trucks-2 (10001-14000 lb.)	0.00	0.08
	744 Medium Heavy Duty Diesel Trucks (14001-33000 lb.)	0.00	0.43
	746 Heavy Heavy Duty Diesel Trucks (>33001 lb.)	0.14	4.65
	750 Motorcycles	0.44	0.10
	760 Heavy Duty Diesel Urban Buses	0.00	0.01
	762 Heavy Duty Gas Urban Buses	0.00	0.00
	771 School Buses - Gas	0.00	0.00
	772 School Buses - Diesel	0.00	0.08
	777 Other Buses - Gas	0.00	0.00
	778 Other Buses - Motor Coach - Diesel	0.00	0.01
	779 All Other Buses - Diesel	0.00	0.01
	780 Motor Homes	0.00	0.02
Total On-Road Motor Vehicles		2.90	6.85
Other Mobile Sources			
	810 Aircraft	0.08	0.28
	820 Trains	0.06	1.74
	840 Recreational Boats	0.46	0.11
	850 Off-Road Recreational Vehicles	0.37	0.01
	860 Commercial/Industrial Mobile Equipment	1.95	1.88
	870 Farm Equipment	0.06	0.28
	890 Fuel Storage and Handling	0.23	0.00
Total Other Mobile Sources		3.22	4.30
Entrained Road Dust			
	Paved Road Dust	0.00	0.00
	Unpaved Road and Travel Dust	0.00	0.00
Total Entrained Road Dust		0.00	0.00
Total	Stationary and Area Sources	8.32	1.18
Total	On-Road Vehicles	2.90	6.85
Total	Other Mobile	3.22	4.30
Total	Entrained Road Dust	0.00	0.00
Total - All Sources		14.44	12.33

Appendix II

South Coast AQMD Existing Rules and Regulations

TABLE II-1
South Coast AQMD Regulation IV (Prohibitions) Rules

Rule Number	Rule Title	Adoption Date
Rule 429	Start-Up and Shutdown Exemption Provisions for Oxides of Nitrogen	12/20/90
Rule 442	Usage of Solvents	12/15/20
Rule 443.1	Labeling of Materials Containing Organic Solvents	12/05/86
Rule 461	Gasoline Transfer and Dispensing	04/06/12
Rule 462	Organic Liquid Loading	05/14/99
Rule 463	Organic Liquid Storage	11/04/11
Rule 464	Wastewater Separators	12/07/90
Rule 465	Refinery Vacuum-Producing Devices or Systems	08/13/99
Rule 474	Fuel Burning Equipment - Oxides of Nitrogen	12/04/81

TABLE II-2
South Coast AQMD Regulation XI (Source Specific Standards) Rules

Rule Number	Rule Title	Adoption Date
Rule 1100	Implementation Schedule for NOx Facilities	01/10/20
Rule 1103	Pharmaceutical and Cosmetics Manufacturing Operations	03/12/19
Rule 1104	Wood Flat Stock Coating Operations	08/13/99
Rule 1106	Marine and Pleasure Craft Coatings	05/13/19
Rule 1107	Coating of Metal Parts and Products	02/07/20
Rule 1109	Emissions of Oxides of Nitrogen from Boilers and Process Heaters in Petroleum Refineries	08/05/88
Rule 1110.2	Emissions from Gaseous - and Liquid-Fueled Engines	11/01/19
Rule 1111	Reduction of NOx Emissions from Natural-Gas-Fired, Fan-Type Central Furnaces	12/06/19
Rule 1112	Emissions of Oxides of Nitrogen from Cement Kilns	06/06/86
Rule 1113	Architectural Coatings	02/05/16
Rule 1115	Motor Vehicle Assembly Line Coating Operations	05/02/95
Rule 1117	Emissions of Oxides of Nitrogen from Glass Melting Furnaces	01/06/84
Rule 1118.1	Control of Emissions from Non-Refinery Flares	01/04/19
Rule 1121	Control of Nitrogen Oxides from Residential Type, Natural-Gas-Fired Water Heaters	09/03/04
Rule 1122	Solvent Degreasers	05/01/09
Rule 1124	Aerospace Assembly and Component Manufacturing Operations	09/21/01
Rule 1125	Metal Container, Closure, and Coil Coating Operations	03/07/08
Rule 1126	Magnet Wire Coating Operations	01/13/95
Rule 1127	Emission Reductions from Livestock Waste	08/06/04
Rule 1128	Paper, Fabric, and Film Coating Operations	03/08/96
Rule 1129	Aerosol Coatings	03/08/96
Rule 1130	Graphic Arts	05/02/14
Rule 1130.1	Screen Printing Operations	12/13/96
Rule 1131	Food Product Manufacturing and Processing Operations	06/06/03
Rule 1132	Further Control of VOC Emissions from High-Emitting Spray Booth Facilities	05/05/06
Rule 1133.3	Emission Reductions from Greenwaste Composting Operations	07/08/11
Rule 1135	Emissions of Oxides of Nitrogen from Electricity Generating Facilities	11/02/18
Rule 1135.1	Controlling of Emission of Oxides of Nitrogen from Electric Power Generating Equipment	03/10/82
Rule 1136	Wood Products Coatings	06/14/96
Rule 1138	Control of Emissions from Restaurant Operations	11/14/97
Rule 1143	Consumer Paint Thinners and Multi-Purpose Solvents	12/03/10
Rule 1144	Metalworking Fluids and Direct-Contact Lubricants	07/09/10
Rule 1145	Plastic, Rubber, Leather, and Glass Coatings	12/04/09
Rule 1146	Emissions of Oxides of Nitrogen from Industrial, Institutional and Commercial Boilers, Steam Generators, and Process Heaters	12/07/18
Rule 1146.1	Emissions of Oxides of Nitrogen from Small Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters	12/07/18
Rule 1146.2	Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters	12/07/18
Rule 1147	NOx Reductions from Miscellaneous Sources	07/07/17
Rule 1148.1	Oil and Gas Production Wells	09/04/15
Rule 1149	Storage Tank and Pipeline Cleaning and Degassing	05/02/08
Rule 1150.1	Control of Gaseous Emissions from Municipal Solid Waste Landfills	04/01/11
Rule 1151	Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations	09/05/14
Rule 1153	Commercial Bakery Ovens	01/13/95
Rule 1153.1	Emissions of Oxides of Nitrogen from Commercial Food Ovens	11/07/14
Rule 1159	Nitric Acid Units – Oxides of Nitrogen	11/06/85
Rule 1166	Volatile Organic Compound Emissions from Decontamination of Soil	05/11/01
Rule 1168	Adhesive and Sealant Applications	10/06/17
Rule 1171	Solvent Cleaning Operations	05/01/09
Rule 1173	Control of Volatile Organic Compound Leaks and Releases from Components at Petroleum Facilities and Chemical Plants	02/06/09
Rule 1174	Control of Volatile Organic Compound Emissions from the Ignition of Barbecue Charcoal	10/05/90
Rule 1176	VOC Emissions from Wastewater Systems	09/13/96
Rule 1177	Liquefied Petroleum Gas Transfer and Dispensing	06/01/12
Rule 1178	Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities	04/06/18

TABLE II-3

South Coast AQMD Regulation XX (REgional CLean Air Incentives Market (RECLAIM)) Rules

Rule Number	Rule Title	Adoption Date
<u>Rule 2000</u>	General	05/06/05
<u>Rule 2001</u>	Applicability	07/12/19
<u>Rule 2002</u>	Allocations for Oxides of Nitrogen (NOx) and Oxides of Sulfur (SOx)	10/05/18
<u>Rule 2004</u>	Requirements	04/06/07
<u>Rule 2005</u>	New Source Review for RECLAIM	12/04/15
<u>Rule 2006</u>	Permits	05/11/01
<u>Rule 2007</u>	Trading Requirements	04/06/07
<u>Rule 2009</u>	Compliance Plan for Power Producing Facilities	01/07/05
<u>Rule 2009.1</u>	Compliance Plan for Forecast Reports for Non Power Producing Facilities	05/11/01
<u>Rule 2010</u>	Administrative Remedies and Sanctions	04/06/07
<u>Rule 2012</u>	Requirements for Monitoring, Reporting, and Recordkeeping for Oxides of Nitrogen (NOx) Emissions	05/06/05
<u>Rule 2015</u>	Backstop Provisions	06/04/04
<u>Rule 2020</u>	RECLAIM Reserve	05/11/01

Appendix III

CARB Existing Regulations

Appendix III

CARB Existing Regulations

Board Action	Hearing Date
Procedures for the Exemption of Add-On and Modified Part(s) for On-Road Vehicles/Engines: The updated aftermarket part procedures incorporate language reflecting current vehicle and engine emissions related technologies and standards. It also clarifies the requirements to improve review, testing, and approval timing to get products to market sooner.	7/23/20
Advanced Clean Trucks Regulation: The requirements for truck manufacturers sell zero-emission trucks in California and a one time requirement for large entities to report about their facilities, types of truck services used, and fleet of vehicles.	6/25/20
Updates to the 2019 Architectural Coatings Suggested Control Measure: The amended 2019 Architectural Coatings Suggested Control Measure to add a new coating category for Photovoltaic Coatings and establish a limit on the volatile organic content of the coatings.	5/28/20
Amendments to the Regulation on the Commercialization of Alternative Diesel Fuels: The amendments to the ADF Regulation to reinforce the emissions certification testing requirements and require biodiesel additives and ADF formulations to be certified according to new certification procedures. The amendments reinforce the originally intended efficacy of additives or alternative diesel formulations certified to mitigate potential oxides of nitrogen (NOx) emissions increases from the use of biodiesel.	4/23/20
San Joaquin Valley Agricultural Equipment Incentive Measure: The San Joaquin Valley Agricultural Equipment Incentive Measure for submission to the United States Environmental Protection Agency as a revision to the California State Implementation Plan (SIP). The measure achieves SIP creditable emission reductions from agricultural equipment incentive projects.	12/13/19
Amendments to the Regulation for Limiting Ozone Emissions from Indoor Air Cleaning Devices: The amendments to the air cleaner regulation, which limits ozone emissions from air cleaning devices.	12/12/19
Control Measure for Ocean-Going Vessels At Berth: The Regulation would take effect in 2021 and is designed to achieve further emissions from vessels at berth to reduce adverse health impacts to communities surrounding ports and terminals throughout California. These benefits would be achieved by including new vessel categories (such as vehicle carriers and tanker vessels), new ports, and independent marine terminals.	12/5/19
Amendments to the Low Carbon Fuel Standard: The amendments to the Low Carbon Fuel Standard (LCFS) Regulation, focusing on strengthening the program's cost containment provisions and ensuring that LCFS residential charging credit revenue value benefits disadvantaged and low-income communities.	11/21/19
Zero-Emission Airport Shuttle Regulation: The regulation will transition combustion powered airport shuttles to zero-emission vehicles and will apply to private and public fixed destination shuttles that serve California's commercial airports.	6/27/19
Updates to the Architectural Coatings Suggested Control Measure: The updates to the SCM would reduce volatile organic compound (VOC) limits for several coating categories, create two new coatings categories, and set limits for colorants (tints) added to architectural coatings at the point of sale. The updated SCM would serve as a model rule and assist air districts in their efforts to further reduce VOC emissions to meet ambient air quality standards for ozone.	5/23/19
Amendments to the Regulation for the Certification of Vapor Recovery Systems for Cargo Tanks: The amendments to the Certification of Vapor Recovery Systems on Cargo Tanks Regulation that establish a regulatory mechanism to periodically evaluate program costs and subsequently adjust the certification fee to recover these costs, per the authority under the Health and Safety Code section 41962. In addition, the amendments will establish: (1) a requirement for a public meeting prior to adjusting fees, (2) an effective date of January 1 following a fee revision, (3) the cost of replacement decals, and (4) procedures to request a certification fee refund.	4/25/19
Amendments to the Red Sticker Program for Off-Highway Recreational Vehicles: The amendments to the Red Sticker Program for Off-Highway Recreation Vehicles (OHRV). OHRV are primarily used in public State parks and federally designated lands, as well as on private tracks. The goal of the amendments is to end the current red sticker program which allows for CARB certification of OHRV that do not meet emissions standards. The amendments include provisions that end the certification of new red sticker vehicles, end riding restrictions on public lands for existing red sticker vehicles, establish new OHRV emissions standards, and increase incentives for fleet emissions averaging and zero emission OHRV. The amendments are intended to cause emissions reductions from OHRV in California while ensuring availability for California dealers and riders.	4/25/19
Amendments to the On-Road Heavy-Duty Diesel-Fueled Residential and Commercial Solid Waste Collection Vehicles Regulation to Include Heavy Cranes: The amendments include two distinct changes to the regulation, (1) to ensure that compliant SWCVs do not experience registration delays at the California Department of Motor Vehicles due to recent changes in California law; (2) to provide a more cost-effective compliance option for specialized heavy cranes.	1/24/19

Board Action	Hearing Date
Innovative Clean Transit Regulation, a Replacement of the Fleet Rule for Transit Agencies: The Innovative Clean Transit (ICT) Regulation that requires California transit agencies to gradually transition their buses to zero-emission technologies. The ICT regulation is structured to allow transit agencies to take advantage of incentive programs by acting early and in a manner to implement plans that are best suited for their own situations.	12/14/18
California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms Regulation: The Cap-and-Trade Regulation amendments are intended to conform with the requirements in AB 398, respond to Board direction in Resolution 17-21, and enhance program implementation and oversight. The amendments include changes to provisions relating to free allocation for minimizing leakage and transition assistance, offsets usage limits and criteria related to direct environmental benefits in the State, and cost containment.	12/13/18
Amendments to the Regulation for the Mandatory Reporting of Greenhouse Gas Emissions: The Mandatory Reporting of Greenhouse Gas Emissions amendments are targeted revisions to clarify the existing regulation related to how entities report their greenhouse gas emissions to support the Cap-and-Trade Program, and to ensure the data that are collected for CARB's climate change programs are complete and accurate.	12/13/18
Revisions to On Board Diagnostic System Requirements, Including the Introduction of Real Emissions Assessment Logging, for Heavy Duty Engines, Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles and Engine: The amendments to the heavy-duty (HD) On Board Diagnostic (OBD) and medium-duty OBD II requirements update the monitoring requirements for gasoline and diesel vehicles, to require more data parameters to be tracked and reported by the engine/vehicle, and to clarify and improve the regulation where necessary.	11/15/18
California Certification Procedures for Light-Duty Engine Packages for Use in New Light-Duty Specially-Produced Motor Vehicles for 2019 and Subsequent Model Years: The California Regulation and Certification Procedures for Light-Duty Engine Packages for Use In New Light-Duty Specially-Produced Motor Vehicles for 2019 And Subsequent Model Years.	10/25/18
Amendments to California Specifications for Fill Pipes and Openings of Motor Vehicle Fuel Tanks: The amendments to Vehicle Fill Pipe Specifications to help ensure new motor vehicle fill pipes are compatible and form a good seal with Phase II recovery nozzles that are certified for use at California gasoline stations as a means to reduce overpressure.	10/25/18
Amendments to Enhanced Vapor Recovery Regulations to Standardize Gas Station Nozzle Spout Dimensions to Help Address Storage Tank Overpressure: The amendments to Enhanced Vapor Recovery Regulations to standardize gas station nozzle spout dimensions to improve compatibility with newer motor vehicle fill pipes. This compatibility is necessary to reduce air ingestion at the nozzle, which will help reduce storage tank overpressure conditions.	10/25/18
Amendments to the Low-Emission Vehicle III Greenhouse Gas Emission Regulation: The amendments to the Low-Emission Vehicle III greenhouse gas emission regulation to clarify that the "deemed to comply" option for model years 2021 through 2025 is applicable only if the currently adopted federal regulations remain in effect.	9/27/18
Amendments to the Low Carbon Fuel Standard Regulation and to the Regulation on Commercialization of Alternative Diesel Fuels: The amendments designed to strengthen the Low Carbon Fuel Standard (LCFS) regulation through 2030 in line with the Senate Bill 32 greenhouse gas reduction goals. The amendments would enhance LCFS credit for zero-emission vehicle fueling infrastructure per Governor Brown's Executive Order B-48-18, a protocol to enable credit generation for carbon capture and sequestration projects, expand fuel types and vehicle applications to which the LCFS regulation applies (including adding alternative jet fuel), improve crediting for innovative actions at petroleum refineries, and establish an independent third-party verification and verifier accreditation system to ensure accuracy of LCFS reported data. The amendments also include a number of technical changes to improve, simplify, streamline, and clarify the regulation	9/27/18
Amendments to California Emission Control System Warranty Regulations and Maintenance Provisions for 2022 and Subsequent Model Year On-Road Heavy-Duty Diesel Vehicles with Gross Vehicle Weight Rating Greater Than 14,000 Pounds and Heavy-Duty Diesel Engines in Such Vehicles: The amendments to the California warranty and maintenance provisions for on-road heavy-duty (HD) diesel vehicles, and the engines used in such vehicles. Currently, because the warranty mileage period is disproportionate to the actual service lives of many modern HD vehicles and engines, vehicle owners have no incentive to pay for repairs of emissions-related problems that do not adversely affect fuel economy or performance, which results in additional emissions. The amendments lengthen both the existing warranty periods and minimum maintenance intervals so as to reduce emissions by incentivizing vehicle owners to perform required maintenance and to seek more timely repairs, and to encourage manufacturers to design and produce more durable parts.	6/28/18
Amendments to the Heavy-Duty Vehicle Inspection Program and Periodic Smoke Inspection Program: The amendments lower the allowable opacity limit for HD vehicles operating in California for both the HDVIP and PSIP, establish reporting requirements for the PSIP and smoke tester training requirements, and allow 2013 model year and newer engines to report on-board diagnostic data in lieu of performing the annual PSIP smoke test.	5/25/18
Amendments to the Consumer Products Regulation and Method 310: The amendments to the consumer products regulation established an alternate compliance option for multi-purpose lubricant (MPL) products.	5/25/18

Board Action	Hearing Date
Regulation for Prohibitions on Use of Certain Hydrofluorocarbons in Stationary Refrigeration and Foam End-Uses: The regulation provides prohibitions on the use of certain high-global warming potential hydrofluorocarbons (HFC) in stationary refrigeration and foam end-uses. The objective is to preserve HFC emissions reductions expected from the federal Significant New Alternatives Policy (SNAP) Rules for certain end-uses for which compliance dates have either already passed or are imminent.	3/23/18
Funding Agricultural Replacement Measures for Emission Reductions Program Guidelines: The Guidelines outline the California Air Resources Board's plans for expending these funds in a manner consistent with the legislative direction from two bills, existing statutes, and regulations. The Guidelines describe district funding allocations, eligible project categories and criteria, program implementation details, and the justification for these investments.	3/23/18
California Greenhouse Gas Emissions Standards for Medium- and Heavy-Duty Engines and Vehicles, and Proposed Amendments to the Tractor-Trailer Greenhouse Gas Regulation: The new, more stringent California Phase 2 GHG emission standards are largely harmonize with the federal Phase 2 standards, and proposed amendments to the Tractor-Trailer GHG regulation to harmonize California's Tractor-Trailer GHG regulation with the proposed Phase 2 trailer standards. The California Phase 2 GHG standards are needed to meet the mandates of both AB 32 and of SB 32, and the California HSC.	2/8/18
Amendments to the Airborne Toxic Control Measure For Diesel Particulate Matter from Portable Engines Rated at 50 Horsepower and Greater – and to the Statewide Portable Equipment Registration Program Regulation: The amendments provide more time for cleaner engine replacement while preserving the expected emission reductions, and make other improvements to the ATCM. PERP will have corresponding amendments and make other improvements to the program.	11/16/17
Amendments to California's Evaluation Procedures for New Aftermarket Catalytic Converters: The amendments are for procedures used to evaluate and approve aftermarket catalytic converters designed for use on California passenger cars and trucks to allow them to be used for Low Emission Vehicle III emission standards.	9/28/17
Amendments to the Market-Based Compliance Mechanism Regulation (Cap-and-Trade Regulation): The amendments to the Cap-and-Trade Program extend major provisions of the Program beyond 2020, to broaden the Program through linkage with Ontario, Canada, to prevent emissions leakage in the most cost-effective manner through appropriate allocation to entities, to clarify compliance obligations for certain sectors, and to enhance ARB's ability to implement and oversee the Cap-and-Trade Program.	7/27/17
Amendments to the Regulation for the Mandatory Reporting of Greenhouse Gas Emissions: The amendments to the Regulation for the Mandatory Reporting of Greenhouse Gas Emissions are to ensure the reported GHG data are accurate and fully support the California Cap-and-Trade Regulation.	6/29/17
Revisions to the Carl Moyer Memorial Air Quality Standards Attainment Program Guidelines: The updated Carl Moyer Memorial Air Quality Standards Attainment Program 2017 Guidelines implement changes directed by Senate Bill 513 and redesign the Program to meet California's need to transition to the very low and zero-emission technologies of the future.	4/27/17
Amendments to the Evaporative Emission Requirements for Small Off-Road Engines: The amendments address to non-compliance of small off-road engines (SORE) with existing evaporative emission standards, as well as amendments to streamline the certification process by harmonizing where feasible with federal requirements.	11/17/16
Regulation to Provide Certification Flexibility for Innovative Heavy-Duty Engine and California Certification and Installation Procedures for Medium and Heavy-Duty Vehicle Hybrid Conversion Systems: This regulation's certification flexibility is tailored to encourage development and market launch of heavy-duty engines meeting California's optional low oxides of oxides of nitrogen emission standards, robust heavy-duty hybrid engines, and high-efficiency heavy-duty engines.	10/20/16
Amendments to the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms Regulations: The amendments would extend major provisions of the Regulation beyond 2020; link the Regulation with Ontario, Canada; continue cost-effective prevention of emission leakage through allowance allocations to entities; and enhance Program implementation and oversight.	9/22/16
Amendments to the Mandatory Reporting of Greenhouse Gas Emissions: The amendments are to ensure reported GHG data are accurate and fully support the California Cap on Greenhouse Gas Emissions and Market Based Compliance Mechanisms and comply with the U.S. EPA Clean Power Plan.	9/22/16
Amendments to the Large Spark-Ignition Engine Fleet Requirements Regulation: The amendment establish new reporting and labeling requirements and extend existing recordkeeping requirements. The regulatory amendments are expected to improve the reliability of the emission reductions projected for the existing LSI Fleet Regulation by increasing enforcement effectiveness and compliance rates.	7/21/16
Evaluation Procedure for New Aftermarket Diesel Particulate Filters Intended as Modified Parts for 2007 through 2009 Model Year On-Road Heavy-Duty Diesel Engines: The amendment would establish a path for exempting aftermarket modified part DPFs intended for 2007 through 2009 on-road heavy-duty diesel engines from the prohibitions of the current vehicle code. Also, incorporate a new procedure for the evaluation of such DPFs.	4/22/16

Board Action	Hearing Date
Amendments to the Regulation for Small Containers of Automotive Refrigerant: The amendments to the Regulation for Small Containers of Automotive Refrigerant clarify any existing requirement that retailers must transfer the unclaimed consumer deposits to the manufacturers, clarify how the manufacturers spend the money, set the refundable consumer deposit at \$10, and require additional language on the container label.	4/22/16
Amendments to the Portable Fuel Container Regulation: Amendments to the Portable Fuel Container (PFC) regulation, which include requiring certification fuel to contain 10 percent ethanol, harmonizing aspects of the Board's PFC certification and test procedures with those of the U.S. EPA, revising the ARB's certification process, and streamlining, clarifying, and increasing the robustness of ARB's certification and test procedures.	2/18/16
Technical Status and Proposed Revisions to On-Board Diagnostic System Requirements and Associated Enforcement Provisions for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles and Engines (OBD II): Amendments to the OBD II regulations that update requirements to account for LEV III applications and monitoring requirements for gasoline and diesel vehicles, and clarify and improve the regulation; also, updates to the associated OBD II enforcement regulation to align it with the proposed amendments to the OBD II regulations and a minor amendment to the definition of "emissions-related part" in title 13, CCR section 1900.	9/25/15
2015 Low Carbon Fuel Standard (LCFS) Amendments (2 of 2): The Low Carbon Fuel Standard, which includes updates and revisions to the regulation now in effect. The regulation was first presented to the Board at its February 2015 public hearing, at which the Board directed staff to make modifications to the proposal.	9/24/15
Regulation on the Commercialization of Alternative Diesel Fuels (2 of 2): Regulation governing the introduction of alternative diesel fuels into the California commercial market, including special provisions for biodiesel.	9/24/15
CA Cap on GHG Emissions and Market-Based Compliance Mechanisms (2 of 2): Amendments to the Cap and Trade Regulation to include a new Rice Cultivation Compliance Offset Protocol and an update to the United States Forest Compliance Offset Protocol that would include project eligibility in parts of Alaska.	6/25/15
Intermediate Volume Manufacturer Amendments to the Zero Emission Vehicle Regulation (2 of 2): Amendments regarding intermediate volume manufacturer compliance obligations under the Zero Emission Vehicle regulation.	5/21/15
2015 Amendments to Certification Procedures for Vapor Recovery Systems at Gasoline Dispensing Facilities—Aboveground Storage Tanks and Enhanced Conventional Nozzles: Amendments would establish new performance standards and specifications for nozzles used at fleet facilities that exclusively refuel vehicles equipped with onboard vapor recovery systems, would provide regulatory relief for owners of certain existing aboveground storage tanks, and would ensure that mass-produced vapor recovery equipment matches the specifications of equipment evaluated during the ARB certification process.	4/23/15
Proposed Regulation for the Commercialization of Alternative Diesel Fuels (1 of 2): Regulation governing the introduction of alternative diesel fuels into the California commercial market, including special provisions for biodiesel. This is the first of two hearings on the item, and the Board will not take action to approve the proposed regulation.	2/19/15
Evaporative Emission Control Requirements for Spark-Ignition Marine Watercraft: Regulation for controlling evaporative emissions from spark-ignition marine watercraft. The proposed regulation will harmonize, to the extent feasible, with similar federal requirements, while adding specific provisions needed to support California's air quality needs.	2/19/15
2015 Low Carbon Fuel Standard (LCFS) Amendments (1 of 2): The amendments for the Low Carbon Fuel Standard includes a re-adoption of the existing Low Carbon Fuel Standard with updates and revisions. This is the first of two hearings on the item, and the Board will not take action to approve the proposed regulation.	2/19/15
CA Cap on GHG Emissions and Market-Based Compliance Mechanisms to Add the Rice Cultivation Projects and Updated U.S. Forest Projects Protocols (1 of 2): Updates to the Cap and Trade Regulation to include a new Rice Cultivation Compliance Offset Protocol and an update to the United States Forest Compliance Offset Protocol that would include project eligibility in parts of Alaska.	12/18/14
2014 Amendments to ZEV Regulation: Additional compliance flexibility to ZEV manufacturers working to bring advanced technologies to market.	10/23/14
LEV III Criteria Pollutant Requirements for Light- and Medium-Duty Vehicles the Hybrid Electric Vehicle Test Procedures, and the HD Otto-Cycle and HD Diesel Test Procedures: Applies to the 2017 and subsequent model years.	10/23/14
Amendments to Mandatory Reporting Regulation for Greenhouse Gases: Further align reporting methods with USEPA methods and factors, and modify reporting requirements to fully support implementation of California's Cap and Trade program.	9/19/14

Board Action	Hearing Date
Amendments to the California Cap on Greenhouse Gas Emissions and Market Based Compliance Mechanisms: Technical revisions to Mandatory Reporting of Greenhouse Gas Emissions Regulation to further align reporting methods with U.S.EPA update methods and factors, and modify reporting requirements to fully support implementation of California's Cap and Trade program.	9/18/14
Amendments to the AB 32 Cost of Implementation Fee Regulation: Amendments to the regulation to make it consistent with the revised mandatory reporting regulation, to add potential reporting requirements, and to incorporate requirements within the mandatory reporting regulation to streamline reporting.	9/18/14
Revisions to the Carl Moyer Memorial Air Quality Standards Attainment Program Guidelines for On-Road Heavy-Duty Trucks: Revisions to 1) reduce surplus emission reduction period, 2) reduce minimum CA usage requirement, 3) prioritize on-road funding to small fleets, 4) include light HD vehicles 14000-19500 lbs, and 5) clarify program specifications.	7/24/14
Amendments to Enhanced Fleet Modernization (Car Scrap) Program: Amendments consistent with SB 459 which requires ARB to increase benefits for low-income California residents, promote cleaner replacement vehicles, and enhance emissions reductions.	6/26/14
Proposed Approval of Amendments to CA Cap on GHG Emissions and Market-Based Compliance Mechanisms : Second hearing of two, continued from October 2013.	4/24/14
Truck and Bus Rule Update: Amendments to the Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen, and Other Criteria Pollutants From In-Use On-Road Diesel-Fueled Vehicles: increasing low-use vehicle thresholds, allowing owners to newly opt-in to existing flexibility provisions, adjusting "NOx exempt" vehicle provisions, and granting additional time for fleets in certain areas to meet PM filter requirements.	4/24/14
Heavy-Duty GHG Phase I: On-Road Heavy-Duty GHG Emissions Rule, Tractor-Trailer Rule, Commercial Motor Vehicle Idling Rule, Optional Reduced Emission Standards, Heavy-Duty Hybrid-Electric Vehicles Certification Procedure: New GHG standards for MD and HD engines and vehicles identical to those adopted by the USEPA in 2011 for MYs 2014-18.	12/12/13
Agricultural equipment SIP credit rule: Incentive-funded projects must be implemented using Carl Moyer Program Guidelines; must be surplus, quantifiable, enforceable, and permanent, and result in emission reductions that are eligible for SIP credit.	10/25/13
Mandatory Report of Greenhouse Gas Emissions: Approved a regulation that establishes detailed specifications for emissions calculations, reporting, and verification of GHG emission estimates from significant sources.	10/25/13
CA Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms: Technical revisions to the Mandatory Reporting of Greenhouse Gas Emissions Regulation to further align reporting methods with U.S.EPA, update factors, and modify definitions to maintain consistency with the Cap and Trade program.	10/25/13
Zero emission vehicle test procedures: Existing certification test procedures for plug-in hybrid vehicles need to be updated to reflect technology developments. The ZEV regulation will require minor modifications to address clarity and implementation issues.	10/24/13
Consumer Products: Antiperspirants, Deodorants, Test Method 310, Aerosol Coatings, Proposed Repeal of Hairspray Credit): Amendments to require various consumer products to reformulate to reduce VOC or reactivity content to meet specified limits, and to clarify various regulatory provisions, improve enforcement, and add analytical procedures.	9/26/13
Alternative fuel certification procedures: Amendments to current alternative fuel conversion certification procedures for motor vehicles and engines that will allow small volume conversion manufacturers to reduce the upfront demonstration requirements and allow systems to be sold sooner with lower certification costs than with the current process, beginning with MY 2018.	9/26/13
Vapor Recovery for Gasoline Dispensing Facilities: Amendments to certification and test procedures for vapor recovery equipment used on cargo tanks and at gasoline dispensing facilities.	7/25/13
Off-highway recreational vehicle evaporative emission control: Set evaporative emission standards to control hydrocarbon emissions from Off-Highway Recreational Vehicles. The running loss, hot soak, and diurnal performance standards can be met by using proven automobile type control technology.	7/25/13
Gasoline and diesel fuel test standards: The amendments add test standards for the measurement of prohibited oxygenates at trace levels specified in existing regulations.	1/25/13
LEV III and ZEV Programs for Federal Compliance Option: The amendments deem compliance with national GHG new vehicle standards in 2017-2025 as compliance with California GHG standards for the same model years.	11/15/12 12/6/12 EO
Consumer products (automotive windshield washing fluid): The amendments add portions of 14 California counties to the list of areas with freezing temperatures where 25% VOC content windshield washing fluid could be sold.	10/18/2012 EO 03/15/13
GHG mandatory reporting, Fee Regulation, and Cap and Trade 2012: The amendments eliminate emission verification for facilities emitting less than 25,000 MTCO ₂ e and make minor changes in definitions and requirements.	9/20/12 11/2/12 EO

Board Action	Hearing Date
Amendments to Verification Procedure, Warranty and In-Use Compliance Requirements for In-Use Strategies to Control Emissions from Diesel Engines: Approved amendments to the verification procedure used to evaluate diesel retrofits through emissions, durability, and field testing. Amendments will lower costs associated with required in-use compliance testing, streamline the in-use compliance process, and will extend time allowed to complete verifications.	8/23/2012 EO 07/02/13
Amendments to On-Board Diagnostics (OBD I and II) Regulations: Approved amendments to the light- and medium-duty vehicle and heavy-duty engine OBD regulations.	8/23/2012 EO 06/26/13
Cap and Trade: Amendments to CA Cap on GHG Emissions and Market-Based Compliance Mechanisms, and Amendments Allowing Use of Compliance Instruments Issued by Linked Jurisdictions: Amends Cap-and-Trade and compliance mechanisms to add security to the market system and to aid in implementation. Amendments include first auction rules, offset registry, market monitoring provisions, and information gathering necessary for the financial services operator.	6/28/12 7/31/12 EO
Vapor recovery defect list: The amendments add defects and verification procedures for equipment approved since 2004, and make minor changes to provide clarity	6/11/12 EO
Tractor-Trailer GHG Regulation: Emergency Amendment: The emergency amendment to correct a drafting error and delay the registration date for participation in the phased compliance option	2/29/2012 2/29/12 EO
Advanced Clean Cars (ACC) Regulation: Low-Emission Vehicles and GHG: The more stringent criteria emission standards for MY 2015-2025 light and medium duty vehicles (LEV III), amended GHG emission standards for model year 2017-2025 light and medium duty vehicles (LEV GHG), amended ZEV Regulation to ensure the successful market penetration of ZEVs in commercial volumes, amended hydrogen fueling infrastructure mandate of the Clean Fuels Outlet regulation, and amended cert fuel for light duty vehicles from an MTBE-containing fuel to an E10 certification fuel.	1/26/12
Zero Emission Vehicle (ZEV): The amendments increase compliance flexibility, add two new vehicle category credits, increase credits for 300 mile FCVs, increase requirements for ZEVs and TZEVs, eliminate credit for PZ expand applicability to smaller manufacturers, base ZEV credits on range, and make other minor changes in cr	1/26/12
Amendments to Low Carbon Fuel Standard Regulation: The amendments address several aspects of the regulation, including: reporting requirements, credit trading, regulated parties, opt-in and opt-out provisions, definitions, and other clarifying language.	12/16/11 10/10/12 EO
Amendments to Small Off-Road Engine and Tier 4 Off-Road Compression-Ignition Engine Regulations And Test Procedures; also “Recreational Marine” Spark-Ignition Marine Engine Amendments (Recreational Boats): Aligns California test procedures with U.S. EPA test procedures and requires off-road CI engine manufacturers to conduct in-use testing of their entire product lines to confirm compliance with previously established Not-To-Exceed emission thresholds.	12/16/2011 10/25/12 EO
Regulations and Certification Procedures for Engine Packages used in Light-Duty Specially Constructed Vehicles (Kit Cars): Ensures that certified engine packages, when placed into any Kit Car, would meet new vehicle emission standards, and be able to meet Smog Check requirements.	11/17/11 9/21/12 EO
Amendments to the California Reformulated Gasoline Regulations: Corrects drafting errors in the predictive model, deletes outdated regulatory provisions, updates the notification requirements, and changes the restrictions on blending CARBOB with other liquids.	10/21/11 8/24/12 EO
Amendments to the In-Use Diesel Transport Refrigeration Units (TRU) ATCM: Mechanisms to improve compliance rates and enforceability.	10/21/11 8/31/12 EO
Amendments to the AB 32 Cost of Implementation Fee Regulation: Clarifies requirements and regulatory language, revises definitions.	10/20/11 8/21/12 EO
Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms Regulation, Including Compliance Offset Protocols: Greenhouse Gas Emissions Cap-and-Trade Program, including compliance offset protocols and multiple pathways for compliance.	10/21/11 8/21/12 EO
Amendments to the Regulation for Cargo Handling Equipment (CHE) at Ports and Intermodal Rail Yards (Port Yard Trucks Regulation): Provides additional compliance flexibility, and maintains anticipated emissions reductions. As applicable to yard trucks and two-engine sweepers.	9/22/11 8/2/12 EO
Amendments to the Enhanced Vapor Recovery Regulation for Gasoline Dispensing Facilities: New requirement for low permeation hoses at gasoline dispensing facilities.	9/22/11 7/26/12 EO
Amendments to Cleaner Main Ship Engines and Fuel for Ocean-Going Vessels: Adjusts the offshore regulatory boundary. Aligns very low sulfur fuel implementation deadlines with new federal requirements.	6/23/11 9/13/12 EO
Particulate Matter Emissions Measurement Allowance For Heavy-Duty Diesel In-Use Compliance Regulation: Emission measurement allowances provide for variability associated with the field testing required in the regulation.	6/23/11
Low Carbon Fuel Standard Carbon Intensity Lookup Table Amendments: Adds new pathways for vegetation-based fuels	2/24/11
Amendments to Cleaner In-Use Heavy-Duty On-Road Diesel Trucks and LSI Fleets Regulations: Amends five regulations to provide relief to fleets adversely affected by the economy, and take into account the fact that emissions are lower than previously predicted.	12/16/10 9/19/11 EO

Board Action	Hearing Date
Tractor-Trailer GHG Regulation Amendment: Enacts administrative changes to increase compliance flexibility and reduce costs	12/16/10
Amendments to Cleaner In-Use Off-Road Diesel-Fueled Fleets Regulation: Amendments provide relief to fleets adversely affected by the economy, and take into account the fact that emissions are lower than previously predicted.	12/16/10 10/28/11 EO
In-Use On-Road Diesel-Fueled Heavy-Duty Drayage Trucks at Ports and Rail Yard Facilities: Amendments add flexibility to fleets' compliance schedules, mitigate the use of noncompliant trucks outside port and rail properties, and provide transition to the Truck and Bus regulation.	12/16/10 9/19/11 EO
Amendments to the Regulation for Mandatory Reporting of Greenhouse Gas Emissions: Changes requirements to align with federal greenhouse gas reporting requirements adopted by US EPA.	12/16/10 10/28/11 EO
Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms Regulation: Establishes framework and requirements for Greenhouse Gas Emissions Cap-and-Trade Program, including compliance offset protocols.	12/16/10 10/26/11 EO
Amendments to the Consumer Products Regulation: The amendments set new or lower VOC limits for some categories, prohibit certain toxic air contaminants, high GWP compounds, and surfactants toxic to aquatic species. Also changes Method 310, used to determine aromatic content of certain products.	11/18/10 9/29/11 EO
Amendment of the ATCM for Diesel Transportation Refrigeration Units (TRU): Amendments expand the compliance options and clarify the operational life of various types of TRUs.	11/18/10 2/2/11 EO
Amendments to the ATCM for Stationary Compression Ignition Engines: The amendments closely align the emission limits for new emergency standby engines in the ATCM with the emission standards required by the federal Standards of Performance.	10/21/10 3/25/11 EO
Diesel Vehicle Periodic Smoke Inspection Program: The amendments exempt medium duty diesel vehicles from smoke inspection requirements if complying with Smog Check requirements.	10/21/10 8/23/11 EO
Renewable Electricity Standard Regulation: The regulation requires electricity providers to obtain at least 33% of their retail electricity sales from renewable energy resources by 2020.	9/23/10
Energy Efficiency at Industrial Facilities: The standards for the reporting of GHG emissions and the feasibility of emissions controls by the largest GHG-emitting stationary sources.	7/22/10 5/9/11 EO
Amendments to Commercial Harbor Craft Regulation: The amendments require the use of cleaner engines in diesel-fueled crew and supply, barge, and dredge vessels.	6/24/10 4/11/11 EO
Accelerated Introduction of Cleaner Line-Haul Locomotives: Agreement with railroads sets prescribed reductions in diesel risk and target years through 2020 at four major railyards.	6/24/10
Amendments to New Passenger Motor Vehicle Greenhouse Gas Emission Standards: The amendments deeming compliance with EPA's GHG standards as compliance with California's standards in 2012 through 2016 model years.	2/25/2010 03/29/10
Sulfur Hexafluoride (SF6) Regulation: The regulation reduces emissions of sulfur hexafluoride (SF6), a high-GWP GHG, from high-voltage gas-insulated electrical switchgear.	2/25/10 12/15/10 EO
Amendments to the Statewide Portable Equipment Registration Regulation and Portable Engine ATCM: The amendments extend the deadline for removal of certain uncertified portable engines for one year.	1/28/10 8/27/10 EO 12/8/10 EO
Diesel Engine Retrofit Control Verification, Warranty, and Compliance Regulation Amendments: The amendments require per-installation compatibility assessment, performance data collection, and reporting of additional information, and enhance enforceability.	1/28/10 12/6/10 EO
Stationary Equipment High-GWP Refrigerant Regulation: The regulation reduces emissions of high-GWP refrigerants from stationary non-residential equipment.	12/1/09 9/14/10 EO
Amendments to Limit Ozone Emissions from Indoor Air Cleaning Devices: The amendments delay the labeling compliance deadlines by one to two years and to make minor changes in testing protocols.	12/9/09
Emission Warranty Information Reporting Regulation Amendments: Repealed the 2007 regulation and readopted the 1988 regulation with amendments to implement adverse court decision.	11/19/09 9/27/10 EO
Amendments to Maximum Incremental Reactivity Tables: Added many new compounds and modified reactivity values for many existing compounds in the tables to reflect new research data.	11/3/09 7/23/10 EO
AB 32 Cost of Implementation Fee Regulation: AB 32 authorizes ARB to adopt by regulation a schedule of fees to be paid by sources of greenhouse gas emissions regulated pursuant to AB 32. Also, a fee regulation to support the administrative costs of AB 32 implementation.	9/24/2009 05/06/10 EO
Passenger Motor Vehicle Greenhouse Gas Limits Amendments: The amendments grant credits to manufacturers for compliant vehicles sold in other states that have adopted California regulations.	9/24/09 2/22/10 EO
Consumer Products Amendments: The amendments set new VOC limits for multi-purpose solvent and paint thinner products and lower the existing VOC limit for double phase aerosol air fresheners.	9/24/09 8/6/10 EO
Amendments to In-Use Off-Road Diesel-Fueled Fleets Regulation: The amendments implement legislatively directed changes and provide additional incentives for early action.	7/23/09 12/2/09 EO 6/3/10 EO

Board Action	Hearing Date
Methane Emissions from Municipal Solid Waste Landfills: The regulation requires smaller and other uncontrolled landfills to install gas collection and control systems, and also requires existing and newly installed systems to operate optimally.	6/25/09 5/5/10 EO
Cool Car Standards: The regulation requires the use of solar management window glass in vehicles up to 10,000 lb GVWR.	6/25/09
Enhanced Fleet Modernization (Car Scrap): The guidelines for a program to scrap up to 15,000 light duty vehicles statewide.	6/25/09 7/30/10 EO
Amendments to Heavy-Duty On-Board Diagnostics Regulations: The amendments to the light and medium-duty vehicle and heavy duty engine OBD regulations.	5/28/2009 4/6/10 EO
Smog Check Improvements: The amendments implement changes in state law and SIP commitments adopted by ARB between 1996 and 2007.	5/7/09 by BAR 6/9/09 EO
AB 118 Air Quality Improvement Program Guidelines: The Air Quality Improvement Program provides for up to \$50 million per year for seven years beginning in 2009-10 for vehicle and equipment projects that reduce criteria pollutants, air quality research, and advanced technology workforce training. The AQIP Guidelines describe minimum administrative, reporting, and oversight requirements for the program, and provide general criteria for how the program shall be implemented.	04/23/09 08/28/09 EO
Pesticide Element: Reduce volatile organic compound (VOC) emissions from the application of agricultural field fumigants in the South Coast, Southeast Desert, Ventura County, San Joaquin Valley, and Sacramento Metro federal ozone nonattainment areas.	4/20/09 10/12/09 EO (2) 8/2/11 EO
Low Carbon Fuel Standard: Approved new standards to lower the carbon content of fuels.	4/20/09 11/25/09 EO
Pesticide Element for San Joaquin Valley: DPR Director approved pesticide ROG emission limit of 18.1 tpd and committed to implement restrictions on non-fumigant pesticide use by 2014 in the San Joaquin Valley.	4/7/09 DPR
Tire Pressure Inflation Regulation: The regulation requires automotive service providers to perform tire pressure checks as part of every service.	3/26/09 2/4/10 EO
Sulfur Hexafluoride from Non-Utility and Non-Semiconductor Applications: The regulation phases out use of Sulfur Hexafluoride over the next several years.	2/26/09 11/12/09 EO
Semiconductor Operations: The regulation to set standards to reduce fluorinated gas emissions from the semiconductor and related devices industry.	2/26/09 10/23/09 EO
Plug-In Hybrid Electric Vehicles Test Procedure Amendments: Amendments to test procedures to address plug-in-hybrid electric vehicles.	1/23/09 12/2/09 EO
In-Use Off-Road Diesel-Fueled Fleets Amendments: Makes administrative changes to recognize delays in the supply of retrofit control devices.	1/22/09
Small Containers of Automotive Refrigerant: The regulation reduces leakage from small containers, a container deposit and return program, and require additional container labeling and consumer education requirements.	1/22/09 1/5/10 EO
Aftermarket Critical Emission Parts on Highway Motorcycles: Allows for the sale of certified critical emission parts by aftermarket manufacturers.	1/22/09 6/19/09 EO
Heavy-Duty Tractor-Trailer Greenhouse Gas (GHG) Reduction: The regulation reduces greenhouse gas emissions by improving long haul tractor and trailer efficiency through use of aerodynamic fairings and low rolling resistance tires.	12/11/08 10/23/09 EO
Cleaner In-Use Heavy-Duty Diesel Trucks (Truck and Bus Regulation): The regulation reduces diesel particulate matter and oxides of nitrogen through fleet modernization and exhaust retrofits. Makes enforceability changes to public fleet, off-road equipment, and portable equipment regulations.	12/11/08 10/19/09 EO 10/23/09 EO
Large Spark-Ignition Engine Amendments: The amendments reduce evaporative, permeation, and exhaust emissions from large spark-ignition (LSI) engines equal to or below 1 liter in displacement.	11/1/08 3/12/09 EO
Small Off-Road Engine (SORE) Amendments: The amendments address the excessive accumulation of emission credits.	11/21/08 2/24/10 EO
Proposed AB 118 Air Quality Guidelines for the Air Quality Improvement Program and the Alternative and Renewable Fuel and Vehicle and Technology Program: The California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007 (AB 118) requires ARB to develop guidelines for both the Alternative and Renewable Fuel and Vehicle Technology Program and the Air Quality Improvement Program to ensure that both programs do not adversely impact air quality.	09/25/08 EO 05/20/09
Portable Outboard Marine Tanks and Components (part of Additional Evaporative Emission Standards): The regulation establishes permeation and emission standards for new portable outboard marine tanks and components.	9/25/08 7/20/09 EO
Cleaner Fuel in Ocean Going Vessels: The regulation requires use of low sulfur fuel in ocean-going ship main engines, and auxiliary engines and boilers.	7/24/08 4/16/09 EO

Board Action	Hearing Date
Spark-Ignition Marine Engine and Boat Amendments: Provides optional compliance path for > 500 hp sterndrive/inboard marine engines.	7/24/08 6/5/09 EO
Consumer Products Amendments: The amendments add volatile organic compound (VOC) limits for seven additional categories and lower limits for twelve previously regulated categories.	6/26/08 5/5/09 EO
Zero emission vehicles: Updated California's ZEV requirements to provide greater flexibility with respect to fuels, technologies, and simplifying compliance pathways. Amendments give manufacturers increased flexibility to comply with ZEV requirements by giving credit to plug-in hybrid electric vehicles and establishing additional ZEV categories in recognition of new developments in fuel cell vehicles and battery electric vehicles.	3/27/08 12/17/08 EO
Amendments to the Verification Procedure, Warranty, and In-Use Compliance Requirements for In-Use Strategies to Control Emissions from Diesel Engines: Adds verification requirements for control technologies that only reduce NOx emissions, new reduction classifications for NOx reducing technologies, new testing requirements, and conditional extensions for verified technologies.	1/24/08 12/4/08 EO
Mandatory Report of Greenhouse Gas Emissions: The regulation establishes detailed specifications for emissions calculations, reporting, and verification of GHG emission estimates from significant sources.	12/6/07 10/12/08 EO
Gaseous Pollutant Measurement Allowances for In-Use Heavy-Duty Diesel Compliance: Measurement accuracy margins are to be determined through an ongoing comprehensive testing program performed by an independent contractor. Amendments include these measurement accuracy margins into the regulation.	12/6/07 10/14/08 EO
Ocean-Going Vessels While at Berth (aka Ship Hoteling) - Auxiliary Engine Cold Ironing and Clean Technology: The regulation reduces emissions from auxiliary engines on ocean-going ships while at-berth.	12/6/07 10/16/08 EO
In-Use On-Road Diesel-Fueled Heavy-Duty Drayage Trucks at Ports and Rail Yard Facilities: The regulation establishes emission standards for in-use, heavy-duty diesel-fueled vehicles that transport cargo to and from California's ports and intermodal rail facilities.	12/6/07 10/12/08 EO
Commercial Harbor Craft: The regulation establishes in-use and new engine emission limits for both auxiliary and propulsion diesel engines on ferries, excursion vessels, tugboats, and towboats.	11/15/07 9/2/08 EO
Suggested Control Measure for Architectural Coatings Amendments: The amendments reduce the recommended VOC content of 19 categories of architectural coatings.	10/26/07
Aftermarket Catalytic Converter Requirements: The amendments establish more stringent emission performance and durability requirements for used and new aftermarket catalytic converters offered for sale in California.	10/25/07 2/21/08 NOD
Limiting Ozone Emissions from Indoor Air Cleaning Devices: The ozone emission limit of 0.050 ppm for portable indoor air cleaning devices in response to requirements of AB 2276 (2006).	9/27/07 8/7/08 EO
Pesticide Commitment for Ventura County in 1994 SIP: The substitution of excess ROG emission reductions from state motor vehicle program for 1994 SIP reduction commitment from pesticide application in Ventura County.	9/27/07 11/30/07 EO
In-Use Off-Road Diesel Equipment: The regulation requires off-road diesel fleet owners to modernize their fleets and install exhaust retrofits.	7/26/07 4/4/08 EO
Emission Control and Environmental Performance Label Regulations: The amendments add a Global Index Label and modify the format of the Smog Index Label on new cars.	6/21/07 5/2/08 EO
Vapor Recovery from Aboveground Storage Tanks: The regulation establish new performance standards and specifications for the vapor recovery systems and components used with aboveground storage tanks.	6/21/07 5/2/08 EO
CaRFG Phase 3 amendments: The amendments mitigate the increases in evaporative emissions from on-road motor vehicles resulting from the addition of ethanol to gasoline.	6/14/07 4/25/08 EO 8/7/08 EO
Formaldehyde from Composite Wood Products: The ATCM limit formaldehyde emissions from hardwood plywood, particleboard, and medium density fiberboard to the maximum amount feasible.	4/26/07 3/5/08 EO
Portable equipment registration program (PERP) and airborne toxic control measure for diesel-fueled portable engines: The amendment allow permitting of Tier 0 portable equipment engines used in emergency or low use duty and to extend permitting of certain Tier 1 and 2 "resident" engines to 1/1/10.	3/22/07 7/31/07 EO
Perchloroethylene Control Measure Amendments: The amendments to the Perchloroethylene ATCM to prohibit new Perc dry cleaning machines beginning 2008 and phase out all Perc machines by 2023.	1/25/07 11/7/07 EO
Amendments to Emission Warranty Information Reporting & Recall Regulations: The amendments tighten the provisions for recalling vehicles for emissions-related failures, helping ensure that corrective action is taken to vehicles with defective emission control devices or systems.	12/7/06 3/22/07 10/17/07 EO
Voluntary accelerated vehicle retirement regulations: The amendments authorize the use of remote sensing to identify light-duty high emitters and that establish protocols for quantifying emissions reductions from high emitters proposed for retirement.	12/7/06
Emergency regulation for portable equipment registration program (PERP), airborne toxic control measures for portable and stationary diesel-fueled engines	12/7/06
Amendments to the Hexavalent Chromium ATCM: The amendments require use of best available control technology on all chrome plating and anodizing facilities.	12/7/06

Board Action	Hearing Date
Consumer Products Regulation Amendments: The amendments set lower emission limits in 15 product categories.	11/17/06 9/25/07 EO
Requirements for Stationary Diesel In-Use Agricultural Engines: The amendments to the stationary diesel engine ATCM which set emissions standards for in-use diesel agricultural engines.	11/16/06 7/3/07 NOD
Ships - Onboard Incineration: The amendments to cruise ship incineration ATCM to include all oceangoing ships of 300 gross registered tons or more.	11/16/06 9/11/07 EO
Zero Emission Bus: The amendments postpone the 15 percent purchase requirement three years for transit agencies in the diesel path and one to two years for transit agencies in the alternative fuel path, in order to keep pace with developments in zero emission bus technology, and adding an Advanced Demonstration requirement to offset emission losses.	10/19/06 8/27/07 EO
Distributed generation certification: The amendments improve the emissions durability and testing requirements, adding waste gas emission standards, and eliminating a redundant PM standard in the current 2007 emission standards.	10/19/06 5/17/07 NOD
Heavy-Duty Diesel In-Use Compliance Regulation: The amendments to the heavy-duty diesel engine regulations and test procedures create a new in-use compliance program conducted by engine manufacturers. The amendments would help ensure compliance with applicable certification standards throughout an engine's useful life.	9/28/06 7/19/07 NOD
Revisions to OBD II and the Emission Warranty Regulations: The amendments to the OBD II regulation provide for improved emission control monitoring including air-fuel cylinder imbalance monitoring, oxygen sensor monitoring, catalyst monitoring, permanent fault codes for gasoline vehicles and new thresholds for diesel vehicles.	9/28/06 8/9/07 EO
Off-Highway Recreational Vehicle Amendments: The amendments to the Off-Highway Recreational Vehicle Regulations including harmonizing evaporative emission standards with federal regulations, expanding the definition of ATVs, modifying labeling requirements, and adjusting riding seasons.	7/20/06 6/1/07 EO
Portable Equipment Registration Program (PERP) Amendments: The amendments to the Statewide Portable Equipment Registration program include installation of hour meters on equipment, and revisions to recordkeeping, reporting, and fees.	6/22/06 11/13/06 NOD
Heavy Duty Vehicle Service Information: The amendments to the Service Information Rule require manufacturers to make available diagnostic equipment and information for sale to the aftermarket.	6/22/06 5/3/07 EO
LEV II technical amendments: The amendments to evaporative emission test procedures, four-wheel drive dynamometer provisions, and vehicle label requirements.	6/22/06 9/27/06 NOD
Dry Cleaning ATCM Amendments: The amendments to the Dry Cleaning ATCM limit siting of new dry cleaners, phase out use of Perc at co-residential facilities, phase out higher emitting Perc sources at other facilities, and require enhanced ventilation at existing and new Perc facilities.	5/25/06
Forklifts and other Large Spark Ignition (LSI) Equipment: The regulation reduces emissions from forklifts and other off-road spark-ignition equipment by establishing more stringent standards for new equipment, and requiring retrofits or engine replacement on existing equipment. Aligns EPA's standards for 2007 and more stringent standards for 2010.	5/25/06 3/2/07 EO
Enhanced Vapor Recovery Amendments: The amendments to the vapor recovery system regulation and revised test procedures.	5/25/06
Diesel Retrofit Technology Verification Procedure: The amendments to the Diesel Emission In-use Control Strategy Verification Procedure to substitute a 30% increase limit in NOx concentration for an 80% reduction requirement from PM retrofit devices.	3/23/06 12/21/06 NOD
Heavy duty vehicle smoke inspection program amendments: The amendments impose a fine on trucks not displaying a current compliance certification sticker.	1/26/06 12/4/06 EO
Ocean-going Ship Auxiliary Engine Fuel: The regulation requires ships to use cleaner marine gas oil or diesel to power auxiliary engines within 24 nautical miles of the California coast.	12/8/05 10/20/06 EO
Diesel Cargo Handling Equipment: The regulation requires new and in-use cargo handling equipment at ports and intermodal rail yards to reduce emissions by utilizing best available control technology.	12/8/05 6/2/06 EO
Public and Utility Diesel Truck Fleets: The regulation reduces diesel particulate matter emissions from heavy duty diesel trucks in government and private utility fleets.	12/8/05 10/4/06 EO
Cruise ships – Onboard Incineration: The Air Toxic Control Measure prohibits cruise ships from conducting onboard incineration within three nautical miles of the California coast.	11/17/05 2/1/06 NOD
Inboard Marine Engine Rule Amendments: The amendments to the 2001 regulation include additional compliance options for manufacturers.	11/17/05 9/26/06 EO
Heavy-Duty Diesel Truck Idling Technology: The regulation limits sleeper truck idling to 5 minutes. Allows alternate technologies to provide cab heating/cooling and power.	10/20/05 9/1/06 EO
Automotive Coating Suggested Control Measure: The SCM for automotive coatings for adoption by air districts. The measure will reduce the VOC content of 11 categories of surface protective coatings.	10/20/05
2007-09 Model-year heavy duty urban bus engines and the fleet rule for transit agencies: The amendments to align urban bus emission limits with on-road heavy duty truck emission limits and allow for the purchase of non-complying buses under the condition that bus turnover increase to offset NOx increases.	10/20/05 10/27/05 7/28/06 EO

Board Action	Hearing Date
Portable fuel containers (part 2 of 2): The amendments revise spout and automatic shutoff design.	9/15/05 7/28/06 EO
Portable Fuel Containers (part 1 of 2): The amendments include kerosene containers in the definition of portable fuel containers.	9/15/05 11/9/05 NOD
2007-09 Model-year heavy duty urban bus engines and the fleet rule for transit agencies: The amendments require all transit agencies in SCAQMD to purchase only alternate fuel versions of new buses.	9/15/05 Superseded by 10/20/05
Reid vapor pressure limit emergency rule: The amendments relax Reid vapor pressure limit to accelerate fuel production for Hurricane Katrina victims.	9/8/05 Operative for September and October 2005 only
Heavy-Duty Truck OBD: The regulation requires on-board diagnostic (OBD) systems for new gas and diesel trucks, similar to the systems on passenger cars.	7/21/05 12/28/05 EO
Definition of Large Confined Animal Facility: The regulation defines the size of a large CAF for the purposes of air quality permitting and reduction of ROG emissions to the extent feasible.	6/23/05 4/13/06 EO
ATCM for stationary compression ignition engines: The emergency amendments (3/17/05) and permanent amendments (5/26/05) relax the diesel PM emission limits on new stationary diesel engines to current off-road engine standards to respond to the lack of availability of engines meeting the original ATCM standard.	3/17/05 5/26/05 7/29/05 EO
Transit Fleet Rule: The amendments add emission limits for non-urban bus transit agency vehicles, require lower bus and truck fleet-average NOx and PM emission limits, and clarify emission limits for CO, NMHC, and formaldehyde.	2/24/05 10/19/05 NOD
Thermal Spraying ATCM: The regulation reduces emissions of hexavalent chromium and nickel from thermal spraying operations.	12/9/04 7/20/05 EO
Tier 4 Standards for Small Off-Road Diesel Engines (SORE): The new emission standards for off-road diesel engines are phased in between 2008 and 2015.	12/9/04 10/21/05 EO
Emergency Regulatory Amendment Delaying the January 1, 2005 Implementation Date for the Diesel Fuel Lubricity Standard: The emergency regulation delays the lubricity standard compliance deadline by five months to respond to fuel pipeline contamination problems.	11/24/04 12/10/04 EO
Enhanced vapor recovery compliance extension: The amendments to the EVR regulation extend the compliance date for onboard refueling vapor recovery compatibility to the date of EVR compliance.	11/18/04 2/11/05 EO
CaRFG Phase 3 amendments: The amendments correcting errors and streamlining requirements for compliance and enforcement of CaRFG Phase 3 regulations from 1999.	11/18/04
Clean diesel fuel for harbor craft and intrastate locomotives: The regulation requires harbor craft and locomotives operating solely within California to use clean diesel fuel.	11/18/04 3/16/05 EO
Nonvehicular Source, Consumer Product, and Architectural Coating Fee Regulation Amendment: The amendments to fee regulations to collect supplemental fees when authorized by the Legislature.	11/18/04
Greenhouse gas limits for motor vehicles: The regulation sets the first ever greenhouse gas emission standards on light and medium duty vehicles starting with the 2009 model year.	9/24/04 8/4/05 EO
Gasoline vapor recovery system equipment defects list: The addition of defects to the VRED list for use by compliance inspectors.	8/24/04 6/22/05 EO
Unihose gasoline vapor recovery systems: The emergency regulation and an amendment delay the compliance date for unihose installation to the date of dispenser replacement.	7/22/04 11/24/04 EO
General Idling Limits for Diesel Trucks: The regulation limits idling of heavy-duty diesel trucks operating in California to five minutes, with exceptions for sleeper cabs.	7/22/04
Consumer Products: The regulation reduces ROG emissions from 15 consumer products categories, prohibit the use of 3 toxic compounds in consumer products, ban the use of PDCB in certain products, allow for the use of Alternative Control Plans, and revise Test Method 310.	6/24/04 5/6/05 EO
Urban bus engines/fleet rule for transit agencies: The amendments allow for the purchase of hybrid diesel buses and revise the zero emission bus demonstration and purchase timelines.	6/24/04
Engine Manufacturer Diagnostics: The regulation would require model year 2007 and later heavy duty truck engines to be equipped with engine diagnostic systems to detect malfunctions of the emission control system.	5/20/04
Chip Reflash: The voluntary program and a backstop regulation reduce heavy duty truck NOx emissions through the installation of new software in the engine's electronic control module.	3/25/04 3/21/05 EO
Portable equipment registration program (PERP): The amendments allow uncertified engines to be registered until December 31, 2005, to increase fees, and to modify administrative requirements.	2/26/04 1/7/05 EO 6/21/05 EO
Portable Diesel Engine ATCM: The regulation reduces diesel PM emissions from portable engines through a series of emission standards that increase in stringency through 2020.	2/26/04 1/4/05 EO

Board Action	Hearing Date
California motor vehicle service information rule: The amendments allow for the purchase of heavy duty engine emission-related service information and diagnostic tools by independent service facilities and aftermarket parts manufacturers.	1/22/04 5/20/04
Transportation Refrigeration Unit ATCM: The regulation reduces diesel PM emissions from transport refrigeration units by establishing emission standards and facility reporting requirements to streamline inspections.	12/11/03 2/26/04 11/10/04 EO
Diesel engine verification procedures: The amendments reduced warranty coverage to the engine only, delayed the NOx reduction compliance date to 2007, added requirements for proof-of-concept testing for new technology, and harmonized durability requirements with those of U.S. EPA.	12/11/03 2/26/04 10/17/04
Chip Reflash: The voluntary program and a backstop regulation reduce heavy duty truck NOx emissions through the installation of new software in the engine's electronic control module.	12/11/03 3/27/04 3/21/05 EO
Revised tables of maximum incremental reactivity values: The addition of 102 more chemicals with associated maximum incremental reactivity values to existing regulation allowing these chemicals to be used in aerosol coating formulations.	12/3/03
Stationary Diesel Engines ATCM: The regulation reduces diesel PM emissions from stationary diesel engines through the use of clean fuel, lower emission standards, operational practices.	11/20/03 12/11/03 2/26/2004 9/27/04 EO
Solid waste collection vehicles: The regulation reduces toxic diesel particulate emissions from solid waste collection vehicles by over 80 percent by 2010. This measure is part of ARB's plan to reduce the risk from a wide range of diesel engines throughout California.	9/25/03 5/17/04 EO
Small off-road engines (SORE): The more stringent emission standards for the engines used in lawn and garden and industrial equipment, such as string trimmers, leaf blowers, walk-behind lawn mowers, generators, and lawn tractors.	9/25/03 7/26/04 EO
Off-highway recreational vehicles: Changes to riding season restrictions.	7/24/03
Clean diesel fuel: The regulation reduces sulfur levels and set a minimum lubricity standard in diesel fuel used in vehicles and off-road equipment in California, beginning in 2006.	7/24/03 5/28/04 EO
Ozone Transport Mitigation Amendments: The amendments require upwind districts to (1) have the same no-net-increase permitting thresholds as downwind districts, and (2) Implement "all feasible measures."	5/22/03 10/2/03 NOD
Zero emission vehicles: The Updated California's ZEV requirements support the fuel cell car development and expand sales of advanced technology partial ZEVs (like gasoline-electric hybrids) in the near-term, while retaining a role for battery electric vehicles.	3/27/03 12/19/03 EO
Heavy duty gasoline truck standards: Aligned its existing rules with new, lower federal emission standards for gasoline-powered heavy-duty vehicles starting in 2008.	12/12/02 9/23/03 EO
Low emission vehicles II: Minor administrative changes.	12/12/02 9/24/03 EO
Gasoline vapor recovery systems test procedures: The amendments add advanced vapor recovery technology certification and testing standards.	12/12/02 7/1/03 EO 10/21/03 EO
CaRFG Phase 3 amendments: The amendments allow for small residual levels of MTBE in gasoline while MTBE is being phased out and replaced by ethanol.	12/12/02 3/20/03 EO
School bus Idling: The measure requires school bus drivers to turn off the bus or vehicle engine upon arriving at a school and restart it no more than 30 seconds before departure in order to limit children's exposure to toxic diesel particulate exhaust.	12/12/02 5/15/03 EO
California Interim Certification Procedures for 2004 and Subsequent Model Year Hybrid-Electric Vehicles in the Urban Transit Bus and Heavy-Duty Vehicle Classes Regulation Amendment: The amendments allow diesel-path transit agencies to purchase alternate fuel buses with higher NOx limits, establish certification procedures for hybrid buses, and require lower fleet-average PM emission limits.	10/24/02 9/2/03 EO
CaRFG Phase 3 amendments: The amendments delay removal of MTBE from gasoline by one year to 12/31/03.	7/25/02 11/8/02 EO
Diesel retrofit verification procedures, warranty, and in-use compliance requirements: The regulations specify test procedures, warranty, and in-use compliance of diesel engine PM retrofit control devices.	5/16/02 3/28/03 EO
On-board diagnostics for cars: The changes to the On-Board Diagnostic Systems (OBD II) regulation to improve the effectiveness of OBD II systems in detecting motor vehicle emission-related problems.	4/25/02 3/7/03 EO
Voluntary accelerated light duty vehicle retirement regulations: Establishes standards for a voluntary accelerated retirement program.	2/21/02 11/18/02 EO
Residential burning: The measure reduces emissions of toxic air contaminants from outdoor residential waste burning by eliminating the use of burn barrels and the outdoor burning of residential waste materials other than natural vegetation.	2/21/02 12/18/02 EO

Board Action	Hearing Date
California motor vehicle service information rule: The regulation requires light- and medium-duty vehicle manufacturers to offer for sale emission-related service information and diagnostic tools to independent service facilities and aftermarket parts manufacturers.	12/13/01 7/31/02 EO
Vapor recovery regulation amendments: The amendments expand the list of specified defects requiring equipment to be removed from service.	11/15/01 9/27/02 EO
Distributed generation guidelines and regulations: The regulations require the permitting by ARB of distributed generation sources that are exempt from air district permitting and approved guidelines for use by air districts in permitting non-exempt units.	11/15/01 7/23/02 EO
Low emission vehicle regulations (LEV II): The amendments apply PM emission limits to all new gasoline vehicles, extend gasoline PZEV emission limits to all fuel types, and streamline the manufacturer certification process.	11/15/01 8/6/02 EO
Gasoline vapor recovery systems test methods and compliance procedures: The amendments add test methods for new technology components, streamline test methods for liquid removal equipment, and***.	10/25/01 7/9/02 EO
Heavy-duty diesel trucks: The amendments to emissions standards harmonize with EPA regulations for 2007 and subsequent model year new heavy-duty diesel engines.	10/25/01
Automotive coatings: The Air Toxic Control Measure which prohibits the sale and use in California of automotive coatings containing hexavalent chromium or cadmium.	9/20/01 9/2/02 EO
Inboard and sterndrive marine engines: The lower emission standards for 2003 and subsequent model year inboard and sterndrive gasoline-powered engines in recreational marine vessels.	7/26/01 6/6/02 EO
Asbestos from construction, grading, quarrying, and surface mining: The Airborne Toxic Control Measure for construction, grading, quarrying, and surface mining operations requiring dust mitigation for construction and grading operations, road construction and maintenance activities, and quarries and surface mines to minimize emissions of asbestos-laden dust.	7/26/01 6/7/02 EO
Zero emission vehicle infrastructure and standardization of electric vehicle charging equipment: The amendments to the ZEV regulation alter the method of quantifying production volumes at joint-owned facilities and to add specifications for standardized charging equipment.	6/28/01 5/10/02 EO
Pollutant transport designation: The amendments add two transport couples to the list of air basins in which upwind areas are required to permit thresholds no less stringent than those in downwind areas.	4/26/01
Zero emission vehicle regulation amendments: The amendments reduce the numbers of ZEVs required in future years, add a PZEV category and grant partial ZEV credit, modify the ZEV range credit, allow hybrid-electric vehicles partial ZEV credit, grant ZEV credit to advanced technology vehicles, and grant partial ZEV credit for several other minor new programs.	1/25/01 12/7/01 EO 4/12/02 EO
Heavy duty diesel engines supplemental test procedures: The amendments extend "Not-To-Exceed" and EURO III supplemental test procedure requirements through 2007 when federal requirements will include these tests.	12/7/00
Light and medium duty low emission vehicle alignment with federal standards: The amendments require light and medium duty vehicles sold in California to meet the more restrictive of state or federal emission standards.	12/7/00 12/27/00 EO
Exhaust emission standards for heavy duty gas engines: The amendments establish 2005 emission limits for heavy duty gas engines that are equivalent to federal limits.	12/7/00 12/27/00 EO
CaRFG Phase 3 amendments: The amendments regulate the replacement of MTBE in gasoline with ethanol.	11/16/00 4/25/01 EO
CaRFG Phase 3 test methods: The amendments to gasoline test procedures quantify the olefin content and gasoline distillation temperatures.	11/16/00 7/11/01 EO 8/28/01 EO
Antiperspirant and deodorant regulations: The amendments relax a 0% VOC limit to 40% VOC limit for aerosol antiperspirants.	10/26/00
Diesel risk reduction plan: The plan to reduce toxic particulate from diesel engines through retrofits on existing engines, tighter standards for new engines, and cleaner diesel fuel.	9/28/00
Conditional rice straw burning regulations: The regulations limit rice straw burning to fields with demonstrated disease rates reducing production by more than 5 percent.	9/28/00
Asbestos from unpaved roads: Tightened an existing Air Toxic Control Measure to prohibit the use of rock containing more than 0.25% asbestos on unsurfaced roads.	7/20/00
Aerosol Coatings: The amendments replace mass-based VOC limits with reactivity-based limits, add a table of Maximum Incremental Reactivity values, add limits for polyolefin adhesion promoters, prohibit use of certain toxic solvents, and make other minor changes.	6/22/00 5/1/01 EO
Consumer products aerosol adhesives: The amendments delete a 25% VOC limit by 2002, add new VOC limits for six categories of adhesives, prohibit the use of toxic solvents, and add new labeling and reporting requirements.	5/25/00 3/14/01 EO
Automotive care products: The Air Toxic Control Measure eliminate use of perchloroethylene, methylene chloride, and trichloroethylene in automotive products such as brake cleaners and degreasers.	4/27/00 2/28/01 EO
Enhanced vapor recovery emergency regulation: A four-year term for equipment certifications.	5/22/01 EO

Board Action	Hearing Date
Enhanced vapor recovery: The amendments require the addition of components to reduce spills and leakage, adapt to onboard vapor recovery systems, and continuously monitor system operation and report equipment leaks immediately.	3/23/00 7/25/01 EO
Agricultural burning smoke management: The amendments add marginal burn day designations, require day-specific burn authorizations by districts, and smoke management plans for larger prescribed burn projects.	3/23/00 1/22/01 EO
Urban transit buses: The public transit bus fleet rule and emissions standards for new urban buses that mandates a lower fleet-average NOx emission limit, PM retrofits, lower sulfur fuel use, and purchase of specified percentages of zero emission buses in future years.	1/27/00 2/24/00 11/22/00 EO 5/29/01 EO
Small Off-Road (diesel) Equipment (SORE): The amendments conform with new federal requirements for lower and engine power-specific emission limits, and for the averaging, banking, and trading of emissions among SORE manufacturers.	1/28/00
CaRFG Phase 3 MTBE phase out: The regulations enable refiners to produce gasoline without MTBE while preserving the emissions benefits of Phase 2 cleaner burning gasoline.	12/9/99 6/16/00 EO
Consumer products – mid-term measures II: The regulation which adds emission limits for 2 new categories and tightens emission limits for 15 categories of consumer products.	10/28/99
Portable fuel cans: The regulation requiring that new portable fuel containers, used to refuel lawn and garden equipment, motorcycles, and watercraft, be spill-proof beginning in 2001.	9/23/99 7/6/00 EO
Clean fuels at service stations: The amendments rescinding requirements applicable to SCAB in 1994-1995, modifying the formula for triggering requirements, and allowing the Executive Officer to make adjustments to the numbers of service stations required to provide clean fuels.	7/22/99
Gasoline vapor recovery: The amendments certification and test methods.	6/24/99
Reformulated gasoline oxygenate: The amendments rescind the requirement for wintertime oxygenate in gasoline sold in the Lake Tahoe Air Basin and requiring the statewide labeling of pumps dispensing gasoline containing MTBE.	6/24/99
Marine pleasurecraft: The regulation controls emissions from spark-ignition marine engines, specifically, outboard marine engines and personal watercraft.	12/11/98 2/17/00 EO 6/14/00 EO
Voluntary accelerated light duty vehicle retirement: The regulation sets standards for voluntary accelerated retirement program.	12/10/98 10/22/99 EO
Off-highway recreational vehicles and engines: The amendments allow non-complying vehicles to operate in certain seasons and in certain ORV-designated areas.	12/10/98 10/22/99 EO
On-road motorcycles: Amended on-road motorcycle regulations, to lower the tailpipe emission standards for ROG and NOx.	12/10/98
Portable equipment registration program (PERP): The amendments exclude non-dredging equipment operating in OCS areas and equipment emitting hazardous pollutants, include NSPS Part 000 rock crushers, require SCR emission limits and onshore emission offsets from dredging equipment operating in OCS areas, set catalyst emission limits for gasoline engines, and relieve certain retrofitted engines from periodic source testing.	12/10/98
Liquid petroleum gas motor fuel specifications: The amendment rescinds 5% propene limit and extending 10% limit indefinitely.	12/11/98
Reformulated gasoline: The amendments rescind the RVP exemption for fuel with 10% ethanol and allow for oxygen contents up to 3.7% if the Predictive Model weighted emissions to not exceed original standards.	12/11/98
Consumer products: The amendments add new VOC test methods, to modify Method 310 to quantify low vapor pressure VOC (LVP-VOC) constituents, and to exempt LVP-VOC from VOC content limits	11/19/98
Consumer products: The amendments extend the 1999 VOC compliance deadline for several aerosol coatings, antiperspirants and deodorants, and other consumer products categories to 2002, to exempt methyl acetate from the VOC definition, and make other minor changes.	11/19/98
Low-emission vehicle program (LEV II): The regulations add exhaust emission standards for most sport utility vehicles, pick-up trucks and mini-vans, lowering tailpipe standards for cars, further reducing evaporative emission standards, and providing additional means for generating zero-emission vehicle credits.	11/5/98 9/17/99 EO
Off-road engine aftermarket parts: The implementation of a new program to test and certify aftermarket parts in gasoline and diesel, light-duty through heavy duty, engines used in off-road vehicles and equipment.	11/19/98 10/1/99 EO 7/18/00 EO
Off-road spark ignition engines: The new emission standards for small and large spark ignition engines for off-road equipment, a new engine certification program, an in-use compliance testing program, and a three-year phase-in for large LSI.	10/22/98
Gasoline deposit control additives: The amendments decertify pre-RFG additives, tighten the inlet valve deposit limits, add a combustion chamber deposit limit, and modify the test procedures to align with the characteristics of reformulated gasoline formulations.	9/24/98 4/5/99 EO

Board Action	Hearing Date
Stationary source test methods: The amendments to stationary source test methods align better with federal methods.	8/27/98 7/2/99 EO
Locomotive MOA for South Coast: The Memorandum of agreement (MOA) signed by ARB, U.S. EPA and major railroads to concentrate cleaner locomotives in the South Coast by 2010 and fulfill 1994 ozone SIP commitment.	7/2/98
Gasoline vapor recovery: The amendments to certification and test methods add methods for onboard refueling vapor recovery, airport refuelers, and underground tank interconnections, and make minor changes to existing methods.	5/21/98 8/27/98
Reformulated gasoline: The amendments rescind the wintertime oxygenate requirement, allow for sulfur content averaging, and make other minor technical amendments.	8/27/98
Ethylene oxide sterilizers: The amendments to the ATCM streamline source testing requirements, add EtO limits in water effluent from control devices, and make other minor changes.	5/21/98
Chrome platers: The amendments to ATCM harmonize with requirements of federal NESHAP standards for chrome plating and chromic acid anodizing facilities.	5/21/98
On-road heavy-duty vehicles: The amendments align on-road heavy duty vehicle engine emission standards with EPA's 2004 standards and align certification, testing, maintenance, and durability requirements with those of U.S. EPA.	4/23/98 2/26/99 EO
Small off-road engines (SORE): The amendments grant a one-year delay in implementation, relaxation of emissions standards for non-handheld engines, emissions durability requirements, averaging/banking/trading, harmonization with the federal diesel engine regulation, and modifications to the production line testing requirements.	3/26/98
Heavy duty vehicle smoke inspection program: The amendments require annual smoke testing, set opacity limits, and exempt new vehicles from testing for the first four years.	12/11/97 3/2/98 EO
Consumer products (hairspray credit program): The standards for the granting of tradable emission reduction credits achieved by sales of hairspray products having VOC contents less than required limits.	11/13/97
Light-duty vehicle off-cycle emissions: The standards to control excess emissions from aggressive driving and air conditioner use in light duty vehicles and added two light duty vehicle test methods for certification of new vehicles under these standards.	7/24/97 3/19/98 EO
Consumer products: The amendments add VOC limits to 18 categories of consumer products used in residential and industrial cleaning, automobile maintenance, and commercial poisons.	7/24/97
Enhanced evaporative emissions standards: The amendments extend the compliance date for ultra-small volume vehicle manufacturers by one year.	5/22/97
Emission reduction credit program: The standards for District establishment of ERC programs including certification, banking, use limitation, and reporting requirements.	5/22/97
Lead as a toxic air contaminant: The amendment designates inorganic lead as a toxic air contaminant.	4/24/97
Consumer products (hair spray): The amendments (1) delay a January 1, 1998, compliance deadline to June 1, 1999, (2) require progress plans from manufacturers, and (3) authorize the Executive Officer to require VOC mitigation when granting variances from the June 1, 1999 deadline.	3/27/97
Portable engine registration program (PERP): The standards for (1) the permitting of portable engines by ARB and (2) District recognition and enforcement of permits.	3/27/97
Liquefied petroleum gas: The amendments extend the compliance deadline from January 1, 1997, to January 1, 1999, for the 5% propene limit in liquefied petroleum gas used in motor vehicles.	3/27/97
Onboard diagnostics, phase II: The amendments extend the phase-in of enhanced catalyst monitoring, modify misfire detection requirements, add PVC system and thermostat monitoring requirements, and require manufacturers to sell diagnostic tools and service information to repair shops.	12/12/96
Consumer products: The amendments delay 25% VOC compliance date for aerosol adhesives, clarify portions of the regulation, exempt perchloroethylene from VOC definition, extend the sell-through time to three years, and add perchloroethylene reporting requirements.	11/21/96
Consumer products (test method): The amendment adds Method 310 for the testing of VOC content in consumer products.	11/21/96
Pollutant transport designation: The amendments modify transport couples from the Broader Sacramento area and add couples to the newly formed Mojave Desert and Salton Sea Air Basins.	11/21/96
Diesel fuel certification test methods: The amendments specify the test methods used for quantifying the constituents of diesel fuel.	10/24/96 6/4/97 EO
Wintertime requirements for utility engines & off-highway vehicles : The Optional hydrocarbon and NO _x standards for snow throwers and ice augers, raising CO standard for specialty vehicles under 25hp.	9/26/96
Large off-road diesel Statement of Principles: National agreement between ARB, U.S. EPA, and engine manufacturers to reduce emissions from heavy-duty off-road diesel equipment four years earlier than expected in the 1994 SIP for ozone.	9/13/96
Regulatory improvement initiative: Rescinded two regulations relating to fuel testing in response to Executive Order W-127-95.	5/30/96

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Zero emission vehicles: The amendments eliminate zero emission vehicle quotas between 1998 and 2002, and approved MOUs with seven automobile manufacturers to accelerate release of lower emission "49 state" vehicles.	3/28/96 7/24/96 EO
CaRFG variance requirements: The amendments add a per gallon fee on non-compliant gasoline covered by a variance and to made administrative changes in variance processing and extension.	1/25/96 2/5/96 EO 4/2/96 EO
Utility and lawn and garden equipment engines: The amendment relaxes the CO standard from 300 to 350 ppm for Class I and II utility engines.	1/25/96
National security exemption of military tactical vehicles: Such vehicles would not be required to adhere to exhaust emission standards.	12/14/95
CaRFG regulation amendments: The amendments allow for downstream addition of oxygenates and expansion of compliance options for gasoline formulation.	12/14/95
Required additives in gasoline (deposit control additives): Terms, definitions, reporting requirements, and test procedures for compliance are to be clarified.	11/16/95
CaRFG test method amendments: The amendments designate new test methods for benzene, aromatic hydrocarbon, olefin, and sulfur content of gasoline.	10/26/95
Motor vehicle inspection and maintenance program: Handled by BAR.	10/19/95 by BAR
Antiperspirants and deodorants, consumer products, and aerosol coating products: Ethanol exemption for all products, modifications to aerosol special requirements, modifications for regulatory language consistency, modifications to VOC definition.	9/28/95
Low emission vehicle (LEV III) standards: Reactivity adjustment factors, introduction of medium-duty ULEVs, window labels, and certification requirements and test procedures for LEVs.	9/28/95
Medium- and heavy-duty gasoline trucks: Expedited introduction of ultra-low emission medium-duty vehicles and lower NOx emission standards for heavy-duty gasoline trucks to fulfill a 1994 ozone SIP commitment.	9/1/95
Retrofit emission standards: all vehicle classes to be included in the alternate durability test plan, kit manufacturers to be allowed two years to validate deterioration factors under the test plan, update retrofit procedures allowing manufacturers to disable specific OBDs if justified by law.	7/27/95
Gasoline vapor recovery systems: Revised certification and test procedures.	6/29/95
Onboard refueling vapor recovery standards: 1998 and subsequent MY engine cars, LD trucks, and MD trucks less than 8500 GVWR.	6/29/1995 4/24/96 EO
Heavy duty vehicle exhaust emission standards for NOx: Amendments to standards and test procedures for 1985 and subsequent MY HD engines, amendments to emission control labels, amendments to Useful Life definition and HD engines and in-use vehicle recalls.	6/29/95
Aerosol coatings regulation: The regulation meets California Clean Air Act requirements and a 1994 ozone SIP commitment.	3/23/95
Periodic smoke inspection program: Delays start of PSIP from 1995 to 1996.	12/8/94
Onboard diagnostics phase II: The Amendments clarify regulation language, ensure maximum effectiveness, and address manufacturer concerns regarding implementation.	12/8/94
Alternative control plan (ACP) for consumer products: A voluntary, market-based VOC emissions cap upon a grouping of consumer products, flexible by manufacturer that will minimize overall costs of emission reduction methods and programs.	9/22/94
Diesel fuel certification: new specifications for diesel engine certification fuel, amended oxygen specification for CNG certification fuel, and amended commercial motor vehicle liquefied petroleum gas regulations.	9/22/94
Utility and lawn and garden equipment (UGLE) engines: Modification to emission test procedures, ECLs, defects warranty, quality-audit testing, and new engine compliance testing.	7/28/94
Evaporative emissions standards and test procedures: The evaporative emissions standards for medium-duty vehicles.	2/10/94
Off-road recreational vehicles: The emission control regulations for off-road motorcycles, all-terrain vehicles, go-karts, golf carts, and specialty vehicles.	1/1/94
Perchloroethylene from dry cleaners: The measure to control perchloroethylene emissions from dry cleaning operations.	10/1/93
Wintertime oxygenate program: The Amendments to the control time period for San Luis Obispo County, exemption for small retailers bordering Nevada, flexibility in gasoline delivery time, calibration of ethanol blending equipment, gasoline oxygen content test method.	9/9/93
Onboard diagnostic phase II	7/9/93
Urban transit buses: The amended regulation to tighten state NOx and particulate matter (PM) standards for urban transit buses beyond federal standards beginning in 1996.	6/10/93
1-year implementation delay in emission standards for utility engines	4/8/93

Board Action	Hearing Date
Non-ferrous metal melting: The Air Toxic Control Measure for emissions of cadmium, arsenic, and nickel from non-ferrous metal melting operations.	1/1/93
Certifications requirements for low emission passenger cars, light-duty trucks & medium duty vehicles	1/14/93
Airborne toxic control measure for emissions of toxic metals from non-ferrous metal melting	12/10/92
Periodic self-inspection program: Implemented state law establishing a periodic smoke self-inspection program for fleets operating heavy-duty diesel-powered vehicles.	12/10/92
Notice of general public interest for consumer products	11/30/92
Substitute fuel or clean fuel incorporated test procedures	11/12/92
New vehicle testing using CaRFG Phase 2 gasoline: The amendments require the use of CaRFG Phase 2 gasoline in the certification of exhaust emissions in new vehicle testing.	8/13/92
Standards and test procedures for alternative fuel retrofit systems	5/14/92
Alternative motor vehicle fuel certification fuel specification	3/12/92
Heavy-duty off-road diesel engines: The first exhaust emission standards and test procedures for heavy-duty off-road diesel engines beginning in 1996.	1/9/92
Consumer Products - Tier II: Tier II of regulations to reduce emissions from consumer products.	1/9/92
Wintertime oxygen content of gasoline: The regulation requiring the addition of oxygenates to gasoline during winter to satisfy federal Clean Air Act mandates for CO nonattainment areas.	12/1/91
CaRFG Phase 2: The CaRFG phase 2 specifications including lowering vapor pressure, reducing the sulfur, olefin, aromatic, and benzene content, and requiring the year-round addition of oxygenates to achieve reductions in ROG, NO _x , CO, oxides of sulfur (SO _x) and toxics.	11/1/91
Low emissions vehicles amendments revising reactivity adjust factor (RAF) provisions and a RAF for M85 transitional low emission vehicles	11/14/91
Onboard diagnostic, phase II	11/12/91
Onboard diagnostics for light-duty trucks and light & medium-duty motor vehicles	9/12/91
Utility and lawn & garden equipment: The first off-road mobile source controls under the California Clean Air Act regulating utility, lawn and garden equipment.	12/1/90
Control for abrasive blasting	11/8/90
Roadside smoke inspections of heavy-duty vehicles: The regulations implementing state law requiring a roadside smoke inspection program for heavy-duty vehicles.	11/8/90
Consumer Products Tier I: Tier I of standards to reduce emissions from consumer products.	10/11/90
CaRFG Phase I: CaRFG Phase I reformulated gasoline regulations to phase-out leaded gasoline, reduce vapor pressure, and require deposit control additives.	9/1/90
Low-emission vehicle (LEV) and clean fuels: The landmark LEV/clean fuel regulations which called for the gradual introduction of cleaner cars in California. The regulations also provided a mechanism to ensure the availability of alternative fuels when a certain number of alternative fuel vehicles are sold.	9/1/90
Evaporative emissions from vehicles: Modified test procedure to include high temperatures (up to 105 F) and ensure that evaporative emission control systems function properly on hot days.	8/9/90
Dioxins from medical waste incinerators: The Airborne Toxic Control Measure to reduce dioxin emissions from medical waste incinerators.	7/1/90
CA Clean Air Act guidance for permitting: Approved California Clean Air Act permitting program guidance for new and modified stationary sources in nonattainment areas.	7/1/90
Consumer products BAAQMD	6/14/90
Medium duty vehicle emission standards: The three new categories of low emission MDVs, required minimum percentages of production, and established production credit and trading.	6/14/90
Medium-duty vehicles: The test procedures for medium-duty vehicles to require whole-vehicle testing instead of engine testing. This modification allowed enforcement of medium-duty vehicle standards through testing and recall.	6/14/90
Ethylene oxide sterilizers: Airborne Toxic Control Measure to reduce ethylene oxide emissions from sterilizers and aerators.	5/10/90
Asbestos in serpentine rock: Airborne Toxic Control Measure for asbestos-containing serpentine rock in surfacing applications.	4/1/90
Certification procedure for aftermarket parts	2/8/90
Antiperspirants and deodorants: First consumer products regulation, setting standards for antiperspirants and deodorants.	11/1/89
Residential woodstoves: Suggested control measure for the control of emissions from residential wood combustion.	11/1/89
On-Board Diagnostic Systems II: The regulations implement the second phase of on-board diagnostic requirements which alert drivers of cars, light-trucks and medium-duty vehicles when the emission control system is not functioning properly.	9/1/89
Cars and light-duty trucks: The regulations reduce ROG and CO emissions from cars and light trucks by 35 percent.	6/1/89

Board Action	Hearing Date
Architectural coatings: Suggested control measure to reduce ROG emissions from architectural coatings.	5/1/89
Chrome from cooling towers: Airborne Toxic Control Measure to reduce hexavalent chromium emissions from cooling towers.	3/1/89
Reformulated Diesel Fuel: Regulations requiring the use of clean diesel fuel with lower sulfur and aromatic hydrocarbons beginning in 1993.	11/1/88
Vehicle Recall: The regulations implement a recall program which requires auto manufacturers to recall and fix vehicles with inadequate emission control systems (Vehicles are identified through in-use testing conducted by the ARB).	9/1/88
Suggested control measure for oil sumps: Suggested control measure to reduce emissions from sumps used in oil production operations.	8/1/88
Chrome platers: Airborne Toxic Control Measure to reduce emissions of hexavalent chromium emissions from chrome plating and chromic acid anodizing facilities.	2/1/88
Suggested control measure for boilers: Suggested control measure to reduce NOx emissions from industrial, institutional, and commercial boilers, steam generators and process heaters.	9/1/87
Benzene from service stations: The Airborne Toxic Control Measure to reduce benzene emissions from retail gasoline service stations (Also known as Phase II vapor recovery).	7/1/87
Agricultural burning guidelines: Amended existing guidelines to add provisions addressing wildland vegetation management.	11/1/86
Heavy-duty vehicle certification: Amended certification of heavy-duty diesel and gasoline-powered engines and vehicles to align with federal standards.	4/1/86
Cars and light-duty trucks: The regulations reduce NOx emissions from passenger cars and light-duty trucks by 40 percent.	4/1/86
Sulfur in diesel fuel: Removed exemption for small volume diesel fuel refiners.	6/1/85
On-Board Diagnostics I: The regulations require the use of on-board diagnostic systems on gasoline-powered vehicles to alert the driver when the emission control system is not functioning properly.	4/1/85
Suggested control measure for wood coatings: Suggested control measure to reduce emissions from wood furniture and cabinet coating operations.	3/1/85
Suggested control measure for resin manufacturing: Suggested control measure to reduce ROG emissions from resin manufacturing.	1/1/85

ATTACHMENT C



**South Coast
Air Quality Management District**

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SUBJECT: NOTICE OF EXEMPTION FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

PROJECT TITLE: COACHELLA VALLEY EXTREME AREA PLAN FOR 1997 8-HOUR OZONE STANDARD

Pursuant to the California Environmental Quality Act (CEQA) Guidelines, the South Coast Air Quality Management District (South Coast AQMD), as Lead Agency, has prepared a Notice of Exemption pursuant to CEQA Guidelines Section 15062 – Notice of Exemption for the project identified above.

If the proposed project is approved, the Notice of Exemption will be electronically filed with the State Clearinghouse of the Governor's Office of Planning and Research to be posted on their CEQAnet Web Portal which, upon posting, may be accessed via the following weblink: <https://ceqanet.opr.ca.gov/search/recent>. In addition, the Notice of Exemption will be electronically posted on the South Coast AQMD's webpage which can be accessed via the following weblink: <http://www.aqmd.gov/nav/about/public-notices/ceqa-notices/notices-of-exemption/noe---year-2020>. The electronic filing and posting of the Notice of Exemption is being implemented in accordance with Governor Newsom's Executive Orders N-54-20 and N-80-20 issued on April 22, 2020 and September 23, 2020, respectively, for the State of Emergency in California as a result of the threat of COVID-19.

**NOTICE OF EXEMPTION FROM THE
CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)**

To: Governor's Office of Planning and Research - State Clearinghouse 1400 Tenth St, Suite 222 Sacramento, CA 95814-5502	From: South Coast Air Quality Management District 21865 Copley Drive Diamond Bar, CA 91765
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Project Title: Coachella Valley Extreme Area Plan for 1997 8-Hour Ozone Standard

Project Location: The proposed project is located in the Coachella Valley portion, excluding tribal lands, of the South Coast Air Quality Management District (South Coast AQMD) jurisdiction. The Coachella Valley consists of the Riverside County portion of the Salton Sea Air Basin.

Description of Nature, Purpose, and Beneficiaries of Project: The Coachella Valley was reclassified from Severe-15 to Extreme nonattainment for the 1997 8-hour ozone National Ambient Air Quality Standard (standard) with an attainment date of June 15, 2024. To address the requirement by the United States Environmental Protection Agency to submit a revised State Implementation Plan by February 14, 2021, South Coast AQMD has developed the Coachella Valley Extreme Area Plan to demonstrate how attainment of 1997 8-hour ozone standard will be achieved as expeditiously as possible and by June 15, 2024 by: 1) including new information on the current air quality status; 2) updating the emissions inventory and the air quality modeling analysis for demonstrating attainment; 3) evaluating control strategies and emission reductions needed for attainment including Reasonably Available Control Technology and Reasonably Available Control Measures and the impact of existing and recently adopted rules and regulations by South Coast AQMD and California Air Resources Board (CARB); and 4) addressing other federal Clean Air Act requirements such as a Reasonable Further Progress demonstration. The Coachella Valley is expected to attain the 1997 8-hour ozone standard in 2023 based on the continued implementation of existing regulations and programs by the South Coast AQMD and CARB.

Public Agency Approving Project: South Coast Air Quality Management District	Agency Carrying Out Project: South Coast Air Quality Management District
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Exempt Status:

CEQA Guidelines Section 15061(b)(3) – Common Sense Exemption

CEQA Guidelines Section 15308 – Actions by Regulatory Agencies for Protection of the Environment

Reasons why project is exempt: South Coast AQMD, as Lead Agency, has reviewed the proposed project pursuant to: 1) CEQA Guidelines Section 15002(k) – General Concepts, the three-step process for deciding which document to prepare for a project subject to CEQA; and 2) CEQA Guidelines Section 15061 – Review for Exemption, procedures for determining if a project is exempt from CEQA. Since the proposed project relies on the continued implementation of existing regulations and programs by the South Coast AQMD and CARB to reduce emissions without proposing new requirements that would involve physical changes, it can be seen with certainty that there is no possibility that the proposed project may have a significant adverse effect on the environment. Therefore, the proposed project is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) – Common Sense Exemption. The proposed project is also categorically exempt from CEQA pursuant to CEQA Guidelines Section 15308 – Actions by Regulatory Agencies for Protection of the Environment, because the proposed project is designed to further protect or enhance the environment by demonstrating how attainment with the 1997 8-hour ozone standard for the Coachella Valley will be achieved. Further, there is no substantial evidence indicating that any of the exceptions to the categorical exemption pursuant to CEQA Guidelines Section 15300.2 apply to the proposed project.

Date When Project Will Be Considered for Approval (subject to change):

South Coast AQMD Governing Board Hearing: December 4, 2020

CEQA Contact Person: Kendra Reif	Phone Number: (909) 396-3479	Email: kreif@aqmd.gov	Fax: (909) 396-3982
Regulation Contact Person: Jong Hoon Lee	Phone Number: (909) 396-3903	Email: jhlee@aqmd.gov	Fax: (909) 396-3324

Date Received for Filing: _____

Signature: _____

(Signed Upon Board Approval)

Barbara Radlein
Program Supervisor, CEQA
Planning, Rule Development, and Area Sources



Coachella Valley Extreme Area Plan for 1997 8-hour Ozone Standard

**Board Meeting
December 4, 2020**



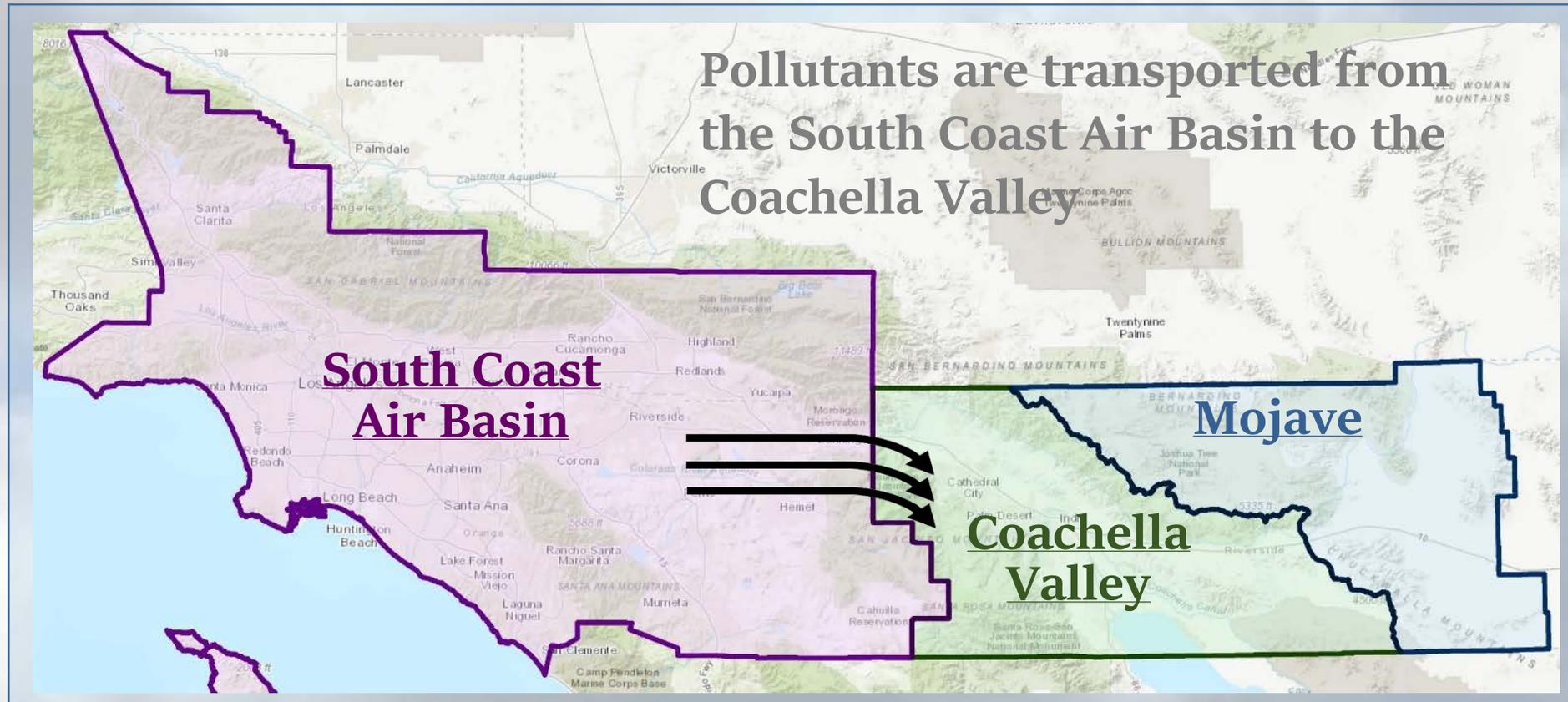
Ozone National Ambient Air Quality Standards

Coachella Valley Attainment Status

Criteria Pollutant	Averaging Time	Designation	Attainment Date
Ozone (O ₃)	(1979) 1-Hour (0.12 ppm)	Attainment	11/15/2007 (attained 12/31/2013)
	(1997) 8-Hour (0.08 ppm)	Nonattainment (Extreme)	6/15/2024
	(2008) 8-Hour (0.075 ppm)	Nonattainment (Severe)	7/20/2027
	(2015) 8-Hour (0.070 ppm)	Nonattainment (Severe)	8/3/2033

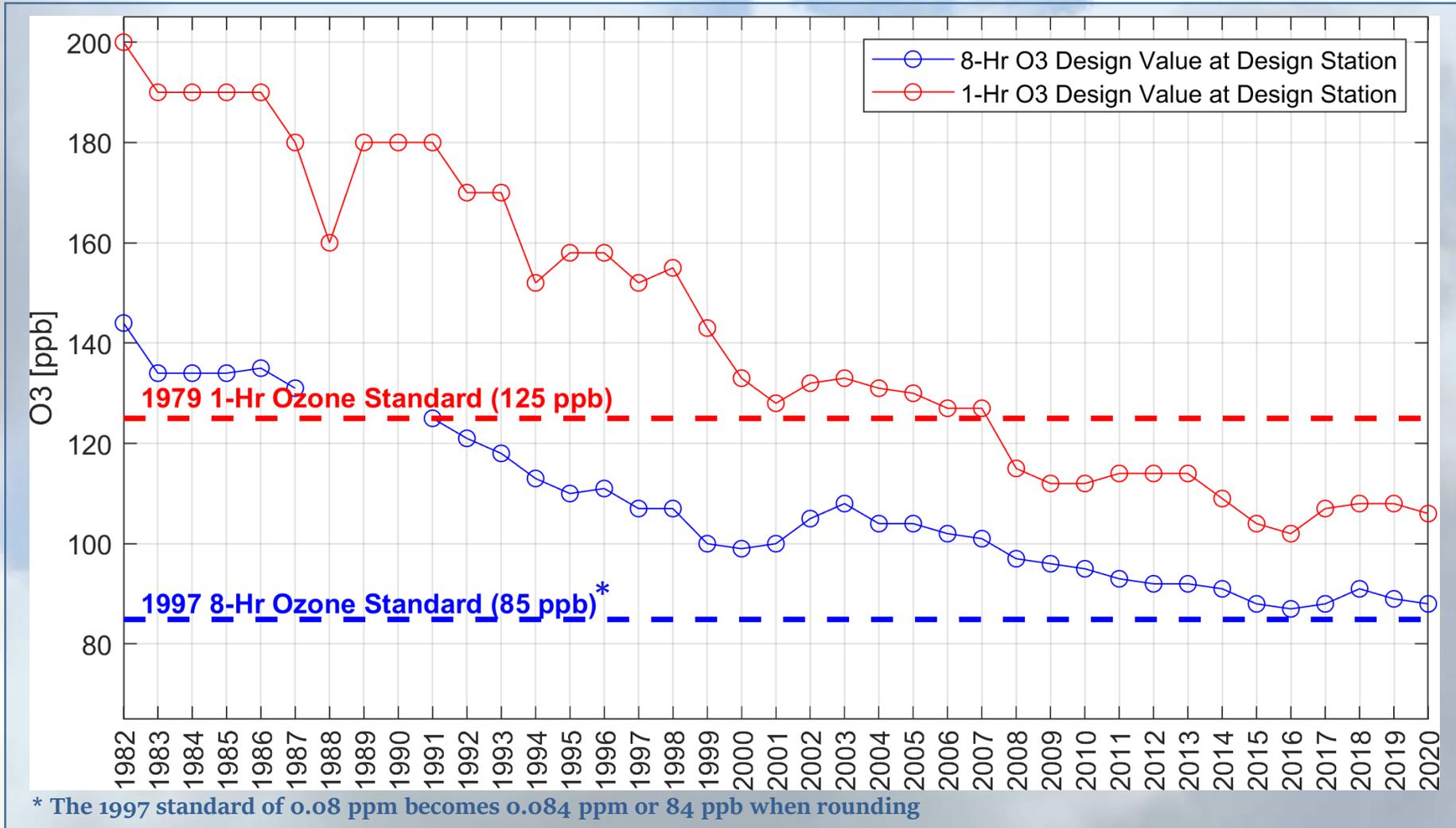
Air Quality Setting

- Ozone exceedances in Coachella Valley are primarily due to the direct transport of ozone and its precursors from the South Coast Air Basin





Ozone Trend in Coachella Valley (Design Value)





1997 8-hour Ozone Attainment Status

- **Coachella Valley was previously classified as a “Severe” nonattainment area, with an attainment date of June 15, 2019**
 - **Monitoring data (2016-2018) showed that the area did not attain the standard by the deadline**
- **In July 2019, Coachella Valley was granted a voluntary reclassification from “Severe” to “Extreme” by the U.S. EPA**
 - **New attainment date is June 15, 2024**
 - **Stricter permitting requirements on stationary sources (lower major source threshold)**
 - **A revision to the State Implementation Plan (SIP) is required (due February 2021)**



Extreme Area Plan – Key Requirements

Emission Inventory and Attainment Demonstration

- ⑩ Updated emissions inventory;
- ⑩ Expeditious attainment expected by 2023 based on baseline emissions (existing regulations)

Control Strategy Analysis

- ⑩ Continued implementation of control strategy in 2016 Air Quality Management Plan
- ⑩ Analysis of Reasonably Available Control Technology / Reasonably Available Control Measures (RACT/RACM)

Reasonable Further Progress

- ⑩ Achieved based on reductions in baseline emissions

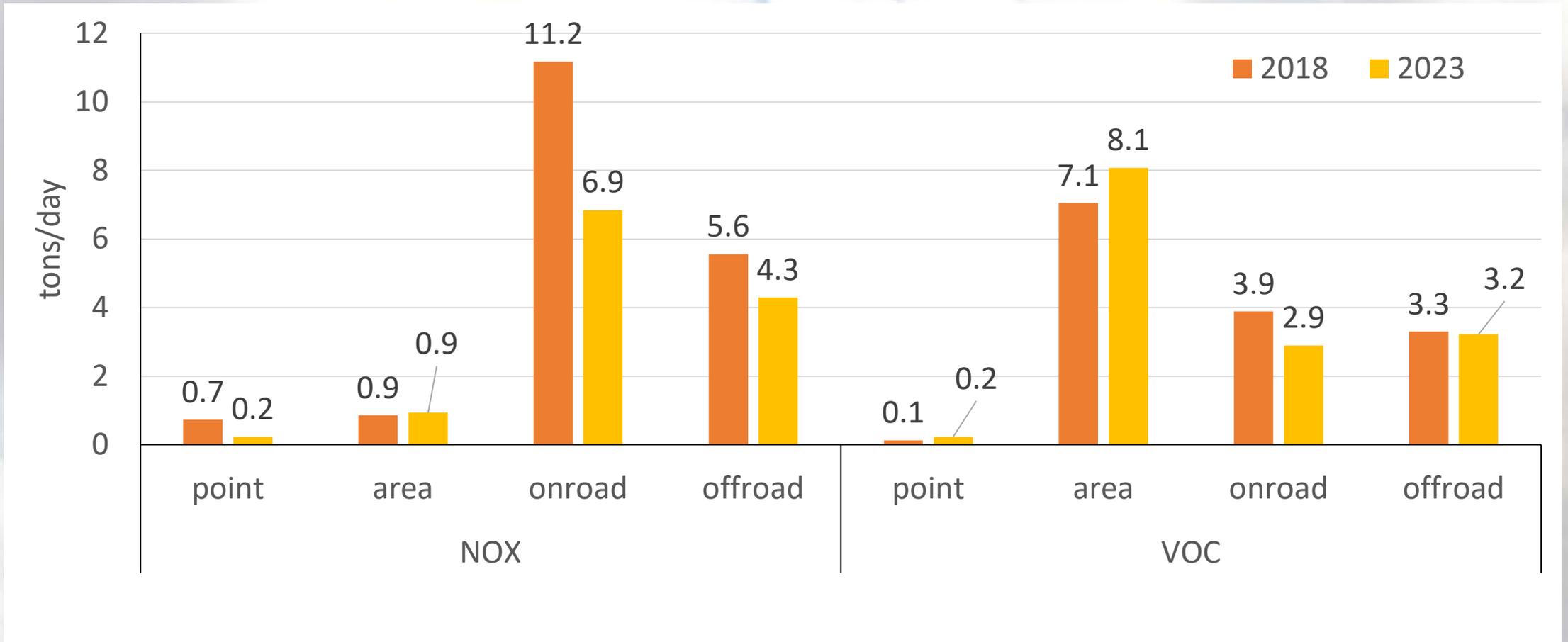
Change Major Source and Major Modification Thresholds for Both NO_x and VOC

- ⑩ Amendments to New Source Review, RECLAIM, and Title V Programs underway

Contingency Measures

- ⑩ Contingency provisions to be included in a rule

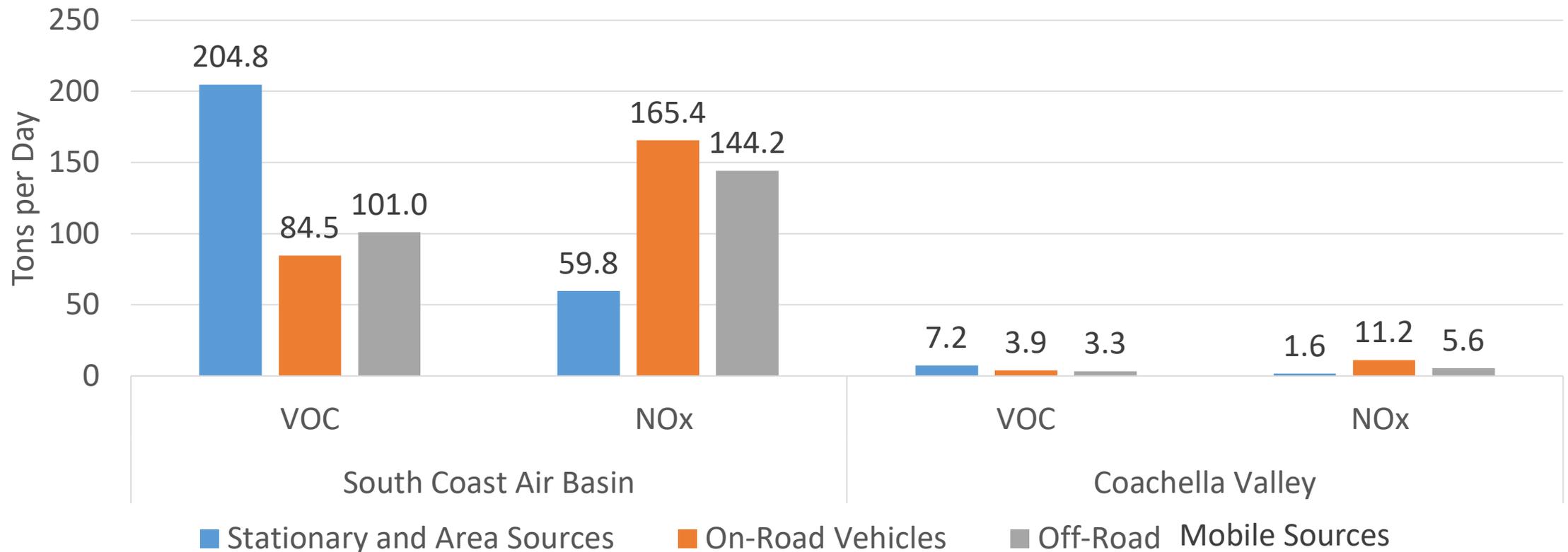
Local Emissions Trends in Coachella Valley





Emissions in South Coast Air Basin and Coachella Valley

2018 summer planning emission inventory for South Coast Air Basin and Coachella Valley





Pathway to Attainment

- Attainment is expected to be achieved by 2023 based on emission reductions from existing regulations and programs
- Recently adopted regulations since 2016 AQMP provide further assurance for attainment by 2023

Station	2018 Base Year Design Values (ppb)	2023 Future Year Design value (ppb)*
Palm Springs	89.3	83.2
Indio	84.3	79.1

* Based on modeling analysis, 2022 design value is also expected to be below the standard.

Key Public Comments



	Comments	Staff Responses
1	<p>Impact of locomotive emissions update on attainment demonstration</p>	<ul style="list-style-type: none"> • CARB is currently updating the emissions inventory for locomotives • Potential increase in total locomotive NOx emissions will not affect 2023 attainment
2	<p>Impact of climate change on local ozone levels; control strategies to reduce local emissions; need for additional air monitoring stations; and additional incentive funding for the Coachella Valley</p>	<ul style="list-style-type: none"> • Coachella Valley is very close to attainment despite recent higher temperatures; a study is currently evaluating the impact of meteorological factors and trends contributing to poor air quality • Attainment demonstrated based on emission reductions from existing regulations and programs; local emissions have very limited impact on ozone levels in Coachella Valley • Two existing monitors (Palm Springs and Indio) capture the highest ozone levels in Coachella Valley; additional air monitoring efforts are part of the AB 617 Eastern Coachella Valley Community Emission Reduction Plan (CERP) and Community Air Monitoring Plan (CAMP) • Incentive projects are implemented in Coachella Valley; AB 617 ECV CERP identifies opportunities for incentive projects

Public Process





Recommended Actions

- **Adopt the Resolution**
 - **Determining that the Coachella Valley Extreme Area Plan for the 1997 8-Hour Ozone Standard is exempt from the requirements of the California Environmental Quality Act**
 - **Approving the Coachella Valley Extreme Area Plan for the 1997 8-Hour Ozone Standard and directing staff to forward the Plan to CARB for approval and submission to U.S. EPA for inclusion in the SIP**

[↑ Back to Agenda](#)

BOARD MEETING DATE: December 4, 2020

AGENDA NO. 32

PROPOSAL: Determine That Amendments to Regulation XIII - New Source Review, Regulation XX - Regional Clean Air Incentives Market and Regulation XXX - Title V Permits, Are Exempt from CEQA and Amend Regulations XIII, XX and XXX

SYNOPSIS: Coachella Valley was recently reclassified from Severe-15 to Extreme nonattainment for the federal 1997 8-hour ozone standard, with a new attainment date of June 15, 2024. Under the federal Clean Air Act, the reclassification for Coachella Valley requires revisions to Regulations XIII – New Source Review, XX - Regional Clean Air Incentives Market, and XXX - Title V Permits to reduce the Major Polluting Facility thresholds and the thresholds for federal Major Modifications for VOC and NO_x which are ozone precursors. Additional amendments are proposed to remove outdated rule provisions, correct rule references, and improve rule clarity.

COMMITTEE: Stationary Source, October 16, 2020, Reviewed

RECOMMENDED ACTIONS:

Adopt the attached Resolution:

1. Determining that the proposed amendments to Regulations XIII, XX and XXX are exempt from the requirements of the California Environmental Quality Act; and
2. Amending Regulations XIII, XX and XXX.

Wayne Nastri
Executive Officer

SN:JW:ML:TT

Background

South Coast AQMD has jurisdiction over the South Coast Air Basin, the Riverside County portion of the Salton Sea Air Basin (referred to as Coachella Valley), and the non-Palo Verde portion of the Mojave Desert Air Basin. On July 10, 2019, U.S. EPA granted the South Coast AQMD's request to voluntarily reclassify the Coachella Valley

from Severe-15 to Extreme for the 1997 8-hour Ozone National Ambient Air Quality Standard (NAAQS), extending the attainment date from June 15, 2019 to June 15, 2024. Ozone levels in Coachella Valley are primarily impacted by pollutants transported from the South Coast Air Basin and while air quality has steadily improved, parts of California experienced a series of high ozone episodes in 2017 and 2018 due to unexpected changes in meteorology, including warm and stagnant weather conditions.

The Coachella Valley reclassification from Severe-15 to Extreme requires administrative changes to Regulation XIII – New Source Review, Regulation XX - RECLAIM, and Regulation XXX - Title V Permits to lower the Major Polluting Facility and Major Modification thresholds for the ozone precursors of VOC and NO_x. The federal Clean Air Act establishes lower thresholds for a Major Polluting Facility and Major Modification based on the attainment status of the air basin. A facility that is above the Major Polluting Facility and Major Modification threshold for VOC or NO_x will be subject to certain federal permitting requirements.

Proposed Amendments

Within Regulation XIII – NSR, proposed amendments to Rule 1302 would lower the threshold for a Major Polluting Facility from 25 to 10 tons per year of VOC or NO_x emissions and lower the Major Modification threshold from 25 tons per year to 1 pound per day of VOC or NO_x emissions. Additionally, definitions of the Riverside County portion of the Salton Sea Air Basin and the non-Palo Verde, Riverside County portion of the Mojave Desert Air Basin have been updated to reference the California Code of Regulations for added clarity.

Within Regulation XX – RECLAIM, proposed amendments to Rule 2000 would change the definition of a Major Modification in the Coachella Valley from 25 tons per year to one pound per day for NO_x emissions.

Within Regulation XXX – Title V Permits, Rule 3001 establishes an applicability threshold to Title V permitting based on a facility's Potential to Emit. Proposed amendments will lower the applicability thresholds for Coachella Valley facilities from 25 to 10 tons per year of VOC or NO_x emissions.

Public Process

The development of proposed amendments to Regulations XIII, XX, and XXX was conducted through a public process. Staff presented the proposed rule amendments to the Regulation XIII Working Group on September 10, 2020. The Public Workshop was held virtually through a webinar on September 25, 2020. The Set Hearing was held virtually online over a webinar on November 6, 2020.

Key Issues

The South Coast AQMD staff is not aware of any key issues with the proposed amendments and no public comments have been received.

California Environmental Quality Act

Pursuant to the California Environmental Quality Act (CEQA) Guidelines Sections 15002(k) and 15061, the proposed amendments to Regulations XIII, XX, and XXX are exempt from CEQA pursuant to CEQA Guidelines Sections 15061(b)(3) and 15308. Further, there is no substantial evidence indicating that any of the exceptions in CEQA Guidelines Section 15300.2 apply to the proposed project. A Notice of Exemption has been prepared pursuant to CEQA Guidelines Section 15062. If the proposed project is approved, the Notice of Exemption will be electronically filed with the State Clearinghouse of the Governor's Office of Planning and Research for posting on their CEQAnet Web Portal, which may be accessed via the following weblink: <https://ceqanet.opr.ca.gov/search/recent>. In addition, the Notice of Exemption will be electronically posted on the South Coast AQMD's webpage which can be accessed via the following weblink: <http://www.aqmd.gov/nav/about/public-notices/ceqa-notices/notices-of-exemption/noe---year-2020>. The electronic filing and posting of the Notice of Exemption is being implemented in accordance with Governor Newsom's Executive Orders N-54-20 and N-80-20 issued on April 22, 2020 and September 23, 2020, respectively, for the State of Emergency in California as a result of the threat of COVID-19.

Socioeconomic Assessment

No substantial socioeconomic impacts are anticipated for the lowering the Major Polluting Facility threshold as only two facilities have been identified as having a permit limit for VOC or NOx between 10 and 25 tons per year, and both facilities have approached staff to reduce their permitted levels to below the new threshold since their actual emissions are much lower than their current permit limits. Additionally, no substantial impacts are anticipated from lowering the Major Modification threshold since facilities in Coachella Valley are presently subject to a modification threshold of one pound per day as part of South Coast AQMD permitting requirements to comply with state NSR requirements. Since no socioeconomic impacts will result from the reclassification of Coachella Valley for the 1997 8-hour ozone NAAQS, a socioeconomic assessment is not required under Health and Safety Code Section 40440.8(a).

AQMP and Legal Mandates

Pursuant to Health & Safety Code Section 40460(a), the South Coast AQMD is required to adopt an Air Quality Management Plan (AQMP) demonstrating compliance with all federal regulations and standards. The South Coast AQMD is required to adopt rules and regulations that carry out the objectives of the AQMP but the proposed amendments to Regulations XIII, XX, and XXX are not the result of an AQMP control measure. Proposed amendments to Regulations XIII, XX, and XXX are necessary as a result of the Coachella Valley reclassification as an Extreme nonattainment for ozone standards and implement federal Clean Air Act requirements for areas classified as Extreme ozone nonattainment. Proposed Amendments to Regulations XIII and XX will be submitted to CARB and to U.S. EPA for approval into the State Implementation Plan for Coachella

Valley. Proposed Amendments to Regulation XXX will be submitted to CARB and U.S. EPA as program revisions to the approved Title V program.

Implementation and Resource Impact

Existing South Coast AQMD resources are adequate to implement the proposed amended rules.

Attachments

- A. Summary of Proposal
- B. Key Issues and Responses
- C. Rule Development Process
- D. Key Contacts List
- E. Resolution
- F1-3. Proposed Amended Rules 1302, 2000, and 3001
- G. Final Staff Report
- H. Notice of Exemption from CEQA
- I. Board Meeting Presentation

ATTACHMENT A
SUMMARY OF PROPOSAL

Proposed Amended Regulation XIII – New Source Review

PAR 1302 – Definitions

- Updates references to California Code of Regulations sections for air basins
- Lowers the Major Polluting Facility threshold definition from 25 to 10 tons per year of VOC or NOx emissions for the Coachella Valley
- Lowers the Major Modification threshold definition from 25 tons per year to one pound per day for VOC or NOx emissions for the Coachella Valley

Proposed Amended Regulation XX – Regional Clean Air Incentives Market

PAR 2000 – Definitions

- Lowers the Major Modification threshold definition from 25 tons per year to one pound per day for VOC or NOx emissions for the Coachella Valley

Proposed Amended Regulation XXX – Title V Permits

PAR 3001 – Applicability

- Lowers applicability thresholds based on a facility's Permit to Emit for Coachella Valley sources from 25 to 10 tons per year for VOC or NOx emissions

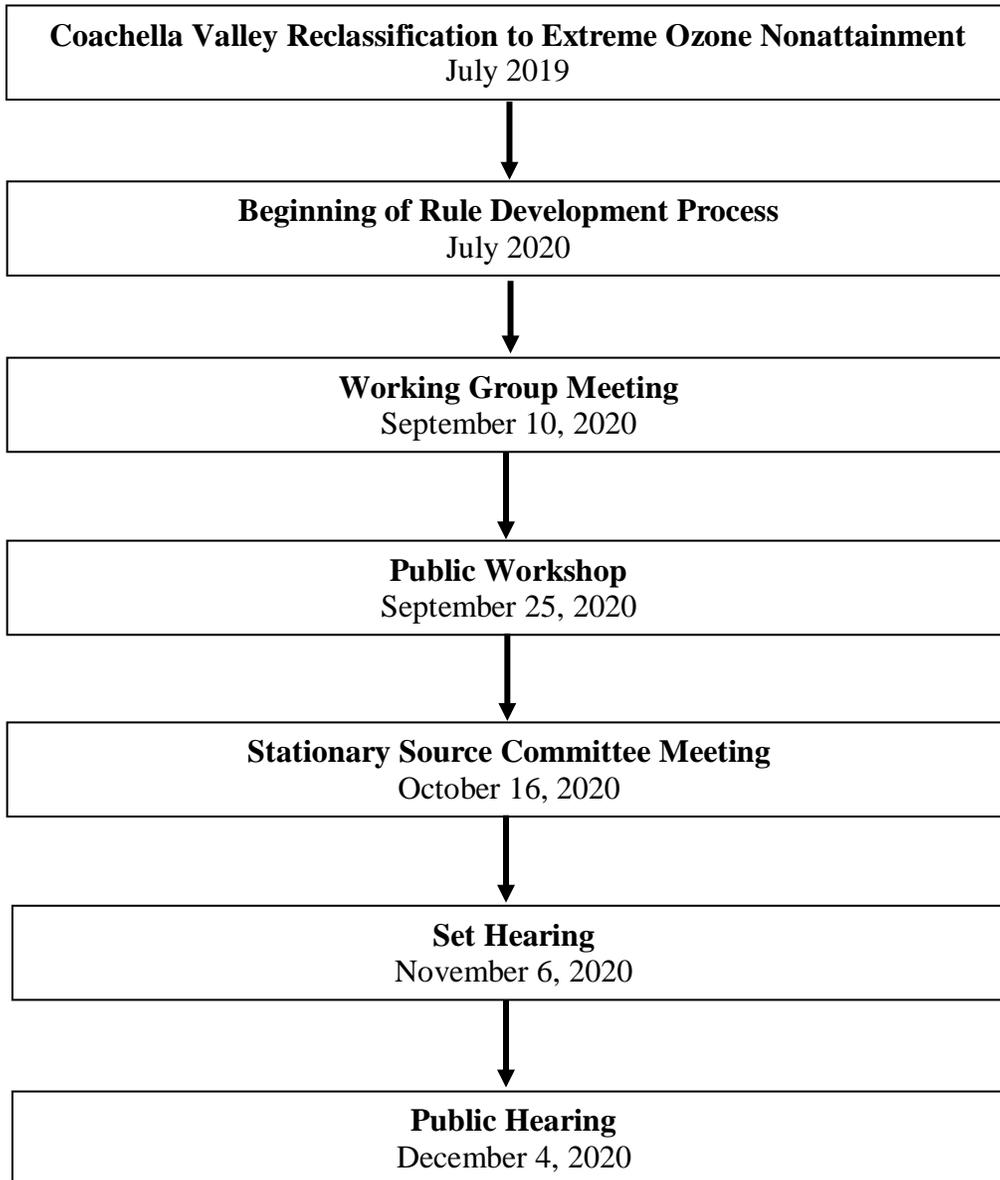
ATTACHMENT B
KEY ISSUES AND RESPONSES

Proposed Amended Regulation XIII – New Source Review
Proposed Amended Regulation XX – Regional Clean Air Incentives Market
Proposed Amended Regulation XXX – Title V Permits

Staff is not aware of any key issues.

ATTACHMENT C
RULE DEVELOPMENT PROCESS

Proposed Amended Regulations XIII, XX, and XXX



Six (6) months spent in rule development
One (1) Public Workshop
One (1) Working Group Meeting

ATTACHMENT D
KEY CONTACTS LIST

Armtec Defense Technologies

California Air Resources Board

Eastern Coachella Valley Community Steering Committee (AB617)

Eisenhower Medical Center

U.S. Environmental Protection Agency

ATTACHMENT E

RESOLUTION NO. 20-_____

A Resolution of the South Coast Air Quality Management District (South Coast AQMD) Governing Board determining that the proposed amendments to Regulation XIII – New Source Review, Regulation XX – Regional Clean Air Incentives Market, and Regulation XXX – Title V Permits, are exempt from the requirements of the California Environmental Quality Act (CEQA).

A Resolution of the South Coast AQMD Governing Board Amending Regulation XIII – New Source Review, Regulation XX – Regional Clean Air Incentives Market, and Regulation XXX – Title V Permits.

WHEREAS, the South Coast AQMD Governing Board finds and determines that the proposed amendments to Regulation XIII, Regulation XX, and Regulation XXX are considered a “project” as defined by CEQA; and

WHEREAS, the South Coast AQMD has had its regulatory program certified pursuant to Public Resources Code Section 21080.5 and CEQA Guidelines Section 15251(l), and has conducted CEQA review and analysis of the proposed project pursuant to such program (South Coast AQMD Rule 110); and

WHEREAS, the South Coast AQMD Governing Board finds and determines after conducting a review of the proposed project in accordance with CEQA Guidelines Section 15002 (k) – General Concepts, the three-step process for deciding which document to prepare for a project subject to CEQA, and CEQA Guidelines Section 15061 - Review for Exemption, procedures for determining if a project is exempt from CEQA, that the proposed amendments to Regulation XIII, Regulation XX, and Regulation XXX are exempt from CEQA; and

WHEREAS, the South Coast AQMD Governing Board finds and determines that it can be seen with certainty that there is no possibility that the proposed project may have any significant adverse effects on the environment, and is therefore exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) – Common Sense Exemption; and

WHEREAS, the South Coast AQMD Governing Board finds and determines that the proposed project is also categorically exempt from CEQA pursuant to CEQA Guidelines Section 15308 – Actions by Regulatory Agencies for Protection of the Environment, because the proposed project is designed to further protect or enhance the environment; and

WHEREAS, the South Coast AQMD Governing Board has determined that there is no substantial evidence indicating that any of the exceptions to the categorical

exemption apply to the proposed project pursuant to CEQA Guidelines Section 15300.2 – Exceptions; and

WHEREAS, South Coast AQMD staff has prepared a Notice of Exemption for the proposed project, that is completed in compliance with CEQA Guidelines Section 15062 – Notice of Exemption; and

WHEREAS, proposed amendments to Regulation XIII, Regulation XX, and Regulation XXX and supporting documentation, including but not limited to, the Notice of Exemption, the Final Staff Report, and the Board Letter were presented to the South Coast AQMD Governing Board and the South Coast AQMD Governing Board has reviewed and considered the entirety of this information, and has taken and considered staff testimony and public comment prior to approving the project; and

WHEREAS, the South Coast AQMD Governing Board finds and determines, taking into consideration the factors in Section (d)(4)(D) of the Governing Board Procedures (codified as Section 30.5(4)(D)(i) of the Administrative Code), that there were no modifications to the proposed amendments to Regulations XIII, XX, or XXX since the Notice of Public Hearing was published that are so substantial as to significantly affect the meaning of the proposed amended rules within the meaning of Health and Safety Code Section 40726 because: (a) the changes do not impact emission reductions, (b) the changes do not affect the number or type of sources regulated by the rule, (c) the changes are consistent with the information contained in the notice of public hearing, and (d) the consideration of the range of CEQA alternatives is not applicable because the proposed project is exempt from CEQA; and

WHEREAS, proposed amendments to Regulation XIII and Regulation XX will be submitted for inclusion into the State Implementation Plan and proposed amendments to Regulation XXX will be submitted as program revisions to the approved Title V program; and

WHEREAS, the South Coast AQMD staff conducted a Public Workshop regarding proposed amendments to Regulation XIII, Regulation XX, and Regulation XXX on September 25, 2020; and

WHEREAS, Health and Safety Code Section 40727 requires that prior to adopting, amending or repealing a rule or regulation, the South Coast AQMD Governing Board shall make findings of necessity, authority, clarity, consistency, non-duplication, and reference based on relevant information presented at the public hearing and in the Final Staff Report; and

WHEREAS, the South Coast AQMD Governing Board has determined that a need exists to amend Regulation XIII, Regulation XX, and Regulation XXX based on the reclassification of Coachella Valley from a Severe-15 to an Extreme nonattainment area for the 1997 8 Hour Ozone standards and correct rule references and improve rule clarity; and

WHEREAS, the South Coast AQMD Governing Board obtains its authority to amend these regulations from Sections 39002, 40000, 40001, 40440, 40702, 41508, and 42300 et seq. of the Health and Safety Code; and

WHEREAS, the South Coast AQMD Governing Board has determined that Regulation XIII, Regulation XX, and Regulation XXX, as proposed to be amended, are written or displayed so that the meaning can be easily understood by the persons directly affected by the proposed amendments; and

WHEREAS, the South Coast AQMD Governing Board has determined that Regulation XIII, Regulation XX, and Regulation XXX, as proposed to be amended, are in harmony with, and not in conflict with or contradictory to, existing statutes, court decisions, or State or federal regulations; and

WHEREAS, the South Coast AQMD Governing Board has determined that Regulation XIII, Regulation XX, and Regulation XXX, as proposed to be amended, do not impose the same requirements as any existing state or federal regulation and the proposed rule amendments are necessary and proper to execute the powers and duties granted to, and imposed upon, the District; and

WHEREAS, the South Coast AQMD Governing Board has determined that there is a problem with existing regulatory requirements not meeting Clean Air Act requirements for Extreme nonattainment areas for the 1997 1-hour ozone standard that Regulation XIII, Regulation XX, and Regulation XXX, as proposed to be amended, will alleviate pursuant to Health and Safety Code Section 40001(c); and

WHEREAS, the South Coast AQMD Governing Board has determined that Regulation XIII, Regulation XX, and Regulation XXX, as proposed to be amended, references the following statutes which the South Coast AQMD hereby implements, interprets or makes specific; Health and Safety Code 40001, 40440, 40702, 41508, and 42300 et seq. (adoption of rules and regulations); Clean Air Act Sections 172, 173, and 182(e), (Extreme ozone areas) and 502 et. seq. (Title V requirements); and

WHEREAS, a written analysis pursuant to Health and Safety Code Section 40727.2 has been prepared and is included in the Final Staff Report that identifies all existing federal air pollution control requirements, all South Coast AQMD existing and proposed rules and regulations, and all pollution control requirements and guidelines that apply to the same equipment or source type as the proposed amendments to Regulation XIII, Regulation XX, and Regulation XXX; and

WHEREAS, a public hearing has been properly noticed in accordance with the provisions of Health and Safety Code Section 40725; and

WHEREAS, the South Coast AQMD Governing Board has held a public hearing in accordance with all provisions of law; and

WHEREAS, the South Coast AQMD Governing Board specifies the Manager of the proposed amendments to Regulation XIII, Regulation XX, and Regulation XXX, as the custodian of the documents or other materials which constitute the record of proceedings upon which the adoption of these proposed amendments are based, which are located at the South Coast Air Quality Management District, 21865 Copley Drive, Diamond Bar, California; and

WHEREAS, the South Coast AQMD Governing Board has determined that proposed amendments to Regulation XIII, Regulation XX, and Regulation XXX, should be amended for the reasons contained in the Final Staff Report; and

NOW, THEREFORE, BE IT RESOLVED that the South Coast AQMD Governing Board does hereby determine, pursuant to the authority granted by law, that the proposed amendments to Regulation XIII – New Source Review, Regulation XX – Regional Clean Air Incentives Market, and Regulation XXX – Title V Permits are exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) – Common Sense Exemption and CEQA Guidelines Section 15308 – Actions by Regulatory Agencies for Protection of the Environment. No exceptions to the application of the categorical exemption set forth in CEQA Guidelines Section 15300.2 – Exceptions, including the “unusual circumstances” exception, apply to the proposed project. This information was presented to the South Coast AQMD Governing Board, whose members exercised their independent judgement and reviewed, considered and approved the information therein prior to acting on the proposed amendments to Regulation XIII – New Source Review, Regulation XX – Regional Clean Air Incentives Market, and Regulation XXX – Title V Permits; and

BE IT FURTHER RESOLVED, that the Executive Officer is hereby directed to forward a copy of this Resolution and proposed amendments to Regulation XIII, Regulation XX, and Regulation XXX to the California Air Resources Board for approval and subsequent submittal to the U.S. Environmental Protection Agency for inclusion into the State Implementation Plan or as program revisions to the Title V program; and

BE IT FURTHER RESOLVED, that the South Coast AQMD Governing Board does hereby adopt, pursuant to the authority granted by law, proposed amendments to Regulation XIII, Regulation XX, and Regulation XXX, as set forth in the attached and incorporated herein by reference.

DATE: _____

CLERK OF THE BOARDS

ATTACHMENT F1

(Adopted October 5, 1979)(Amended March 7, 1980)(Amended July 11, 1980)
(Amended September 10, 1982)(Amended July 12, 1985)(Amended August 1, 1986)
(Amended December 2, 1988)(Amended June 28, 1990)(Amended May 3, 1991)
(Amended December 7, 1995)(Amended June 13, 1997)(Amended October 20, 2000)
(Amended December 6, 2002)(Amended November 4, 2016)
(PAR 1302 December 4, 2020)

PROPOSED

AMENDED

RULE 1302. DEFINITIONS

- (a) ACTUAL EMISSIONS means the emissions of a pollutant from an affected source determined by taking into account actual emission rates and actual or representative production rates (i.e., capacity utilization and hours of operation).
- (b) AIR CONTAMINANT means any air pollutant for which there is a national ambient air quality standard, or precursor to such air pollutant, including but not limited to: carbon monoxide, sulfur dioxide, nitrogen oxides, particulate matter, lead compounds and volatile organic compounds.
- (c) ALLOCATION means emissions offsets issued from the Priority Reserve.
- (d) ALLOWABLE EMISSIONS means the emissions rate of a stationary source calculated using the maximum rated capacity of the source, unless the source is subject to federally enforceable limits which restrict the operation rate, or hours of operation, or both, and the most stringent of the following: (1) the applicable standards set forth in 40 CFR Part 60 or 61; (2) any applicable SIP emissions limitation including those with a future compliance date; or (3) the emissions rate specified as federally enforceable permit conditions including those with a future compliance date.
- (e) AREA SOURCE EMISSIONS REDUCTION CREDIT (ASERC) means any credit for emissions reduction generated pursuant to a state and federally approved area source credit generation rule for stationary source use as an offset under Regulation XIII.
- (f) BANKING means the process of recognizing and certifying emission reductions and the registering transaction involving Emission Reduction Credits.

- (g) BASIN means the South Coast Air Basin (~~SO~~CAB) as defined by California Code of Regulations, Section 60104 of Title 17, or the Riverside County portion of the Salton Sea Air Basin (~~SSAB~~) as defined by California Code of Regulations, Section 60114 of Title 17 and the non-Palo Verde, Riverside County portion of the Mojave Desert Air Basin (~~MDAB~~) as defined by California Code of Regulations, Section 60109 of Title 17. ~~The boundaries of each air basin shall be as defined by California Code of Regulations, Section 60104 Title 17.~~
- (h) BEST AVAILABLE CONTROL TECHNOLOGY (BACT) means the most stringent emission limitation or control technique which:
- (1) has been achieved in practice for such category or class of source; or
 - (2) is contained in any state implementation plan (SIP) approved by the United States Environmental Protection Agency (EPA) for such category or class of source. A specific limitation or control technique shall not apply if the owner or operator of the proposed source demonstrates to the satisfaction of the Executive Officer or designee that such limitation or control technique is not presently achievable; or
 - (3) is any other emission limitation or control technique, found by the Executive Officer or designee to be technologically feasible for such class or category of sources or for a specific source, and cost-effective as compared to measures as listed in the Air Quality Management Plan (AQMP) or rules adopted by the District Governing Board.
- (i) BEST AVAILABLE RETROFIT CONTROL TECHNOLOGY means an emission limitation that is based on the maximum degree of reduction achievable, taking into account environmental, energy, and economic impacts by each class or category of source.
- (j) COGENERATION PROJECT means a project which:
- (1) makes sequential use of exhaust steam, waste steam, heat or resultant energy from an industrial, commercial, or manufacturing plant or process for the generation of electricity; or
 - (2) makes sequential use of exhaust steam, waste steam, or heat from a thermal power plant, in an industrial, commercial, or manufacturing plant or process.

For the purposes of this definition, the "industrial, commercial or manufacturing plant or process" shall not be a thermal power plant or portion thereof. A

cogeneration project shall not consist of steam or heat developed solely for electrical power generation. To qualify as a cogeneration project, the processes listed in paragraphs (j)(1) and (j)(2) above must meet the conditions specified in Public Resources Code Section 25134.

- (k) EMISSION LIMITATION is a federally enforceable permit condition limiting emissions from a discrete operation, unit or other pollutant emitting source.
- (l) EMISSION REDUCTION CREDIT (ERC) means the amount of emissions reduction which is verified and determined to be eligible for credit at a facility in accordance with all District rules and regulations. An ERC represents final eligible emission reductions and may be used as such, in accordance with the provisions of Regulation XIII.
- (m) ESSENTIAL PUBLIC SERVICE includes:
 - (1) sewage treatment facilities, which are publicly owned or operated, and consistent with an approved regional growth plan;
 - (2) prisons;
 - (3) police facilities;
 - (4) fire fighting facilities;
 - (5) schools;
 - (6) hospitals;
 - (7) construction and operation of a landfill gas control or processing facility;
 - (8) water delivery operations; and
 - (9) public transit.
- (n) EXEMPT COMPOUNDS are as defined in Rule 102.
- (o) EXPIRED PERMIT SOURCE SHUTDOWN CREDITS (EPSSC) means any source for which permits have expired and cannot be reactivated or re-instated, and for which the District claims the emission credits.
- (p) FACILITY means any source or group of sources or other air contaminant-emitting activities which are located on one or more contiguous properties within the District, in actual physical contact or separated solely by a public roadway or other public right-of-way, and are owned or operated by the same person (or by persons under common control), or an outer continental shelf (OCS) source as determined in 40 CFR Section 55.2. Such above-described groups, if noncontiguous, but

Nitrogen Oxides (NO _x)	(10) tons per year
Sulfur Oxides (SO _x)	(70) tons per year
Particulate Matter (PM ₁₀)	(70) tons per year
Carbon Monoxide (CO)	(50) tons per year

For any facility located in the Riverside County portion of the Salton Sea Air Basin (~~SSAB~~), major polluting facility means any facility which emits or has the potential to emit the following amounts or more:

Volatile Organic Compounds (VOC)	(25) (10) tons per year
Nitrogen Oxides (NO _x)	(25) (10) tons per year
Sulfur Oxides (SO _x)	(70) tons per year
Particulate Matter (PM ₁₀)	(70) tons per year
Carbon Monoxide (CO)	(100) tons per year

For any facility located in the non-Palo Verde, Riverside County portion of the Mojave Desert Air Basin (~~MDAB~~), major polluting facility means any facility which emits or has the potential to emit the following amounts or more:

Volatile Organic Compounds (VOC)	(100) tons per year
Nitrogen Oxides (NO _x)	(100) tons per year
Sulfur Oxides (SO _x)	(100) tons per year
Particulate Matter (PM ₁₀)	(100) tons per year
Carbon Monoxide (CO)	(100) tons per year

- (t) MINOR FACILITY means any facility that is not a major polluting facility.
- (u) MOBILE SOURCE means a device by which any person or property may be propelled, moved, or drawn upon a roadway, stationary rails or tracks, waterways, or through the atmosphere, and which emits air contaminants.
- (v) MOBILE SOURCE EMISSION REDUCTION CREDIT (MSERC) means any credit for emission reductions generated pursuant to a state and federally approved mobile source credit generation rule for stationary source use as an offset under Regulation XIII.

- (w) MODELING means using an air quality simulation model, based on specified assumptions and data, and which model is approved by the EPA and has been approved in writing by the Executive Officer or designee.
- (x) MODIFICATION means any physical change in equipment, change in method of operation, or an addition to an existing facility, which may cause the issuance of air contaminants. Routine maintenance and/or repair shall not be considered a physical change. A change in the method of operation of equipment, unless previously limited by an enforceable permit condition, shall not include:
 - (1) an increase in the production rate, unless such increase will cause the maximum design capacity of the equipment to be exceeded.
 - (2) an increase in the hours of operation.
 - (3) a change in operator of a facility.
- (y) NEW SOURCE REVIEW (NSR) BALANCE means the sum of the emission increases, decreases, and offsets as listed in District records, and approved by the Executive Officer or designee that has been determined at a facility pursuant to the District's New Source Review rules since October 8, 1976 to December 7, 1995. Under no circumstances shall the New Source Review Balance be greater than the facility's potential to emit or less than zero.
- (z) NONATTAINMENT AIR CONTAMINANT means any air contaminant for which there is a national or state ambient air quality standard, or precursor to such air contaminant, which:
 - (1) has been designated "nonattainment" pursuant to the California Air Resources Board in accordance with Section 39607 of California Health & Safety Code; or
 - (2) has been designated "nonattainment" pursuant to final rulemaking by the EPA as published in the Federal Register.
- (aa) OZONE DEPLETING COMPOUNDS (ODCs) are as defined in Rule 102.
- (ab) PERMANENT means that emission reductions used to offset emission increases are assured for the life of the corresponding increase, whether unlimited or limited in duration.

- (ac) PERMIT UNIT means any article, machine, equipment, or other contrivance, or combination thereof, which may cause or control the issuance of air contaminants that is not exempt from permit requirements.
- (ad) POTENTIAL TO EMIT means the amount of pollutants calculated (1) using a calendar monthly average, and, (2) on a pound-per-day basis from permit conditions which directly limit the emissions, or, when no such conditions are imposed, from:
 - (1) the maximum rated capacity; and
 - (2) the maximum daily hours of operation; and
 - (3) the physical characteristics of the materials processed.Fugitive emissions associated with the source shall be included in the potential to emit.
- (ae) PM₁₀ means particulate matter with aerodynamic diameter of less than or equal to a nominal 10 microns as measured by an applicable reference test method.
- (af) PRECURSOR means a substance that, when released to the atmosphere, forms or causes to be formed or contributes to the formation of another or secondary air contaminant for which a national ambient air quality standard has been adopted, or whose presence in the atmosphere will contribute to the violation of one or more national ambient air quality standards. Precursors and secondary pollutants include:

PRECURSORS

Volatile Organic Compounds (VOC)

Nitrogen Oxides (NO_x)

Sulfur Oxides (SO_x)

SECONDARY POLLUTANTS

- a) photochemical oxidant (ozone)
- b) the organic fraction of suspended particulate matter
- a) nitrogen dioxide (NO₂)
- b) the nitrate fraction of suspended particulate matter
- c) photochemical oxidant (ozone)
- a) Sulfur dioxide (SO₂)
- b) sulfates (SO₄)
- c) the sulfate fraction of suspended particulate matter

- (ag) QUALIFYING FACILITY means a power generating facility which:

- (1) produces electric energy solely by the use, as a primary energy source, of biomass, waste, renewable resources, geothermal resources, or any combination thereof; and
 - (2) has a power production capacity which, together with any other facilities located at the same site, is not greater than 80 megawatts; and
 - (3) is determined by the Federal Energy Regulatory Commission (FERC), by rule, to meet such requirements (including fuel use, fuel efficiency, and reliability) as the Commission may, by rule, prescribe; and
 - (4) is owned by a person not primarily engaged in the generation or sale of electric power, other than electric power solely from cogeneration facilities or facilities meeting the provisions of subparagraphs (ag)(1) and (ag)(2).
- (ah) QUANTIFIABLE EMISSIONS means that the emission reductions eligible for ERCs were calculated both before and after the reduction using the same method and averaging time
- (ai) RELOCATED MINOR FACILITY means, for the purposes of BACT applicability pursuant to Rule 1306, paragraph (d)(3), any facility, that is undergoing or has undergone a relocation of all its permitted sources and associated operations and, that has been under the same ownership for two or more years at the same location, as demonstrated to the satisfaction of the Executive Officer. A relocated minor facility shall be a minor facility at the relocated site, in accordance with the provisions of subdivisions (p) and (t).
- (aj) RELOCATION means the removal of an existing source from one parcel of land in the District and installation on another parcel of land where the two parcels are not in actual physical contact and are not separated solely by a public roadway or other public right-of-way.
- (ak) RESOURCE RECOVERY PROJECT means a project which uses municipal waste, refuse-derived, biomass-derived or other nonfossil fuels for useful energy generation within the same basin that the fuel was generated.
- (al) SHORT TERM CREDIT (STC) means any credit for emission reductions that is valid only during specific years and for specific quantities. STCs consist of Short Term ERCs (STERCs), Mobile Source ERCs (MSERCs) and Area Source ERCs (ASERCs).

- (am) SHORT TERM EMISSION REDUCTION CREDIT (STERC) means any ERC which has been divided in whole or part, for a period of no more than seven years and is issued in one year increments for use as a STC.
- (an) SMALL BUSINESS means for BACT determination purposes only, any business which meets all of the following criteria:
- (1) the number of employees is 100 or less;
 - (2) the total gross annual receipts are \$2,000,000 or less;
 - (3) be privately held and not publicly traded;
 - (4) not be a major stationary source;
 - (5) be subject to Regulation XIII and not Rule 2005(RECLAIM); and
 - (6) if legally affiliated with another business, the combined activities shall meet the above requirements.
- A facility is a major stationary source if it is subject to Regulation XXX - Title V Permits based on subdivision (a) of Rule 3001 - Applicability or is a major polluting facility as determined in this regulation.
- (ao) SOURCE means any permitted individual unit, piece of equipment, article, machine, process, contrivance, or combination thereof, which may emit or control an air contaminant. This includes any permit unit at any non-RECLAIM facility and any device at a RECLAIM facility.
- (ap) VOLATILE ORGANIC COMPOUNDS (VOCs) are as defined in Rule 102.

ATTACHMENT F2

(Adopted October 15, 1993)(Amended December 7, 1995)(Amended February 14, 1997)
(Amended April 11, 1997)(Amended October 20, 2000)(Amended May 11, 2001)
(Amended May 6, 2005)(PAR 2000 December 4, 2020)

PROPOSED

AMENDED

RULE 2000. GENERAL

(a) Program Objective

RECLAIM is a market incentive program designed to allow facilities flexibility in achieving emission reduction requirements for Oxides of Nitrogen (NO_x), and Oxides of Sulfur (SO_x) under the Air Quality Management Plan using methods which include, but are not limited to: add-on controls, equipment modifications, reformulated products, operational changes, shutdowns, and the purchase of excess emission reductions.

(b) Purpose

This rule provides the definitions for terms found in Regulation XX - RECLAIM. Any identical term found elsewhere in District Rules and Regulations with a conflicting definition shall be superseded, for the purposes of this regulation, by the definition provided in this rule.

(c) Definitions

- (1) ACTUAL EMISSIONS means the emissions of a pollutant from an affected source determined by taking into account, actual emission rates and actual or representative production rates (i.e., capacity utilization and hours of operation).
- (2) AIR CONTAMINANT means any air pollutant for which there is a national ambient air standard, or precursor to such air pollutant, including but not limited to: carbon monoxide, sulfur dioxide, nitrogen oxides, particulate matter, lead compounds and volatile organic compounds.
- (3) ALLOCATION is the number of RECLAIM Trading Credits (RTCs) [as defined in paragraph (c)(63)] a RECLAIM facility holds for a specific compliance year, as referenced in the Facility Permit.

- (4) ALLOWABLE EMISSIONS means the emissions rate of a stationary source calculated using the maximum rated capacity of the sources (unless the source is subject to federally enforceable limits which restrict the operating rate or hours of operation, or both) and the most stringent of the following:
 - (A) the applicable standards set forth in 40 CFR part 60 or 61;
 - (B) any applicable State Implementation Plan emissions limitation, including those with a future compliance date; or
 - (C) the emissions rate specified as a federally enforceable permit condition, including those with a future compliance date.
- (5) ALTERNATIVE EMISSION FACTOR is a SO_x emission value in units of pounds per million standard cubic feet or pounds per thousand gallons derived using the methodology specified in Appendix A, Protocols for Monitoring, Reporting, and Recordkeeping for Oxides of Sulfur (SO_x) Emissions, Chapters 3 and 4.
- (6) ANNUAL PERMIT EMISSIONS PROGRAM (APEP) is the annual Facility Permit compliance reporting, review, and fee reporting program.
- (7) BASIN means the South Coast Air Basin as defined by the California Air Resources Board.
- (8) BEST AVAILABLE RETROFIT CONTROL TECHNOLOGY (BARCT) means an emission limitation that is based on the minor source criteria and methodology specified in the most current version of the District's BACT Guidelines. Parameters used for cost-effectiveness, such as equipment life less than ten years or operating conditions, except for hours of operation for gas turbines used as peaking units at Power Producing Facilities, shall be included as Facility Permit conditions.
- (9) BEST AVAILABLE CONTROL TECHNOLOGY (BACT) means the most stringent emission limitation or control technique which:
 - (A) has been achieved in practice for such category or class of source; or
 - (B) is contained in any state implementation plan (SIP) approved by the Environmental Protection Agency (EPA) for such category or class of source; or

(C) is any other emission limitation or control technique, including process and equipment changes of basic or control equipment which is technologically feasible for such class or category of source or for a specific source, and cost-effective as compared to AQMP measures or adopted District rules.

A specific limitation or control technique shall not apply if the Facility Permit holder demonstrates that such limitation or control technique is not presently achievable. BACT shall be at least as stringent as Standards of Performance for New Stationary Sources (40 CFR Part 60).

BACT for sources located at major polluting facilities shall be at least as stringent as Lowest Achievable Emissions Rate (LAER) as defined in the federal Clean Air Act Section 171(3) [42 U.S.C. Section 7501(3)].

BACT for sources not located at major polluting facilities shall be as specified in the BACT Guidelines for such source categories, unless the BACT specified in the Guidelines is less stringent than required by state law in which case BACT shall be as defined in state law considering economic and technical feasibility.

When updating the BACT Guidelines to become more stringent for sources not located at major polluting facilities, economic and technical feasibility shall be considered in establishing the class or category of sources and the applicable requirements.

- (10) BREAKDOWN means a condition caused by circumstances beyond the Facility Permit holder's control which result in fire, or mechanical or electrical failure. If the breakdown causes an emission increase at a RECLAIM facility in excess of emissions under normal operating conditions, determined pursuant to Rules 2011 - Requirements for Monitoring, Reporting and Recordkeeping for Oxides of Sulfur (SO_x) Emissions, and 2012 - Requirements for Monitoring, Reporting and Recordkeeping for Oxides of Nitrogen (NO_x) Emissions, and Appendices A of Rules 2011 and 2012, the excess emissions from such breakdown are not counted in determining compliance with the RECLAIM facility's annual allocation if all criteria specified in Rule 2004 (i)(2)(A) are met. Malfunctions in monitoring, reporting, and recordkeeping equipment as

required by Rule 2011 and Rule 2012 shall not be considered to be a breakdown under Rule 2004 (i).

- (11) BUYER is any person who acquires RTCs from another person through purchase, trade or other means of transfer.
- (12) CEMENT KILN is a device for the calcining and clinkering of limestone, clay and other raw materials, and recycle dust in the dry-process manufacture of cement.
- (13) CERTIFIED REPORT means there has been a reasonable and diligent inquiry into the accuracy of the report by the certifying official and that the contents of the report are true and accurate to the best of his or her knowledge.
- (14) CLINKER is a mass of fused material produced in a cement kiln from which the finished cement is manufactured by milling and grinding.
- (15) COMBUSTION EQUIPMENT is any equipment that burns fuel, including but not limited to natural gas or fuel oil in order to operate. Combustion equipment includes, but is not limited to, boilers, turbines, heaters, engines, kilns, furnaces, ovens, dryers, flares, and afterburners.
- (16) COMPLIANCE YEAR is the twelve-month period beginning on January 1 and ending on December 31 for Cycle 1 facilities, and beginning on July 1 and ending on June 30 for Cycle 2 facilities.
- (17) CONCENTRATION LIMIT is a value expressed in ppmv, is measured over any continuous 60 minutes, is elected by the Facility Permit holder for a large NO_x source or a super compliant SO_x major source which has been reclassified as a SO_x process unit, and is specified in the Facility Permit.
- (18) CONTINUOUS EMISSIONS MONITORING SYSTEM (CEMS) means the equipment required by the Protocols for Monitoring, Reporting and Recordkeeping for Oxides of Sulfur (SO_x) and Oxides of Nitrogen (NO_x) Emissions used to continuously measure all parameters necessary to determine mass emissions expressed in pounds per hour (lb/hr) for SO_x and NO_x. A CEMS includes, but is not limited to, the following component parts and systems:
 - (A) sulfur dioxide pollutant concentration monitor;
 - (B) flow monitor;
 - (C) nitrogen oxides pollutant concentration monitor;
 - (D) diluent gas monitor (oxygen or carbon dioxide);

- (E) a data acquisition and handling system;
 - (F) moisture monitor, as applicable; and
 - (G) sample acquisition, conditioning, and transport system, as applicable.
- (19) CONTINUOUS PROCESS MONITORING SYSTEM (CPMS) is equipment that measures process parameters including, but not limited to, fuel usage rate, oxygen content of stack gas, or process weight, and meets all performance standards for CPMS set forth in the Protocol for Monitoring, Reporting and Recordkeeping for Oxides of Nitrogen (NO_x) Emissions. Such CPMS data will be used in conjunction with the concentration limit or emission rate, as stated in the Facility Permit, to determine mass NO_x emissions.
- (20) CONTINUOUSLY MEASURE means to measure at least once every 15 minutes except during periods of routine maintenance and calibration, or as otherwise specified in the Protocols for Monitoring, Reporting, and Recordkeeping Oxides of Nitrogen (NO_x) and Oxides of Sulfur (SO_x) Emissions.
- (21) CONTRACTOR means a person, other than the facility permit holder and its employees, who operates equipment at a RECLAIM facility.
- (22) DAILY means occurring once between 12 midnight and 24 hours later at midnight.
- (23) DIRECT MONITORING DEVICE is a device that measures the emissions of NO_x or SO_x or fuel sulfur content and all other variables as specified in Rules and Protocols for Monitoring, Reporting, and Recordkeeping for Oxides of Nitrogen (NO_x) and Oxides of Sulfur (SO_x) Emissions.
- (24) DISTRICT CENTRAL NO_x STATION is the District's designated computer system for NO_x emission monitoring.
- (25) DISTRICT CENTRAL SO_x STATION is the District's designated computer system for SO_x emission monitoring.
- (26) ELECTRIC UTILITY is all in-Basin facilities which generate power and are owned or operated by any one of the following: Southern California Edison, Los Angeles Department of Water and Power, City of Burbank, City of Glendale, City of Pasadena, or any of their successors.
- (27) ELECTRONICALLY REPORT means transmitting measured data between the point of measurement and the point of receipt of the transmission, as specified in Rules 2011 and 2012 and their Appendices.

- (28) EMERGENCY STANDBY EQUIPMENT is equipment solely used on a standby basis in cases of emergency and is listed as emergency equipment on the Facility Permit; or is equipment that does not operate more than 200 hours per compliance year and is listed as emergency equipment in the Facility Permit.
- (29) EMISSION FACTOR is the applicable value specified in Tables 1 or 2 of Rule 2002.
- (30) EMISSION RATE is a value expressed in terms of NO_x mass emissions per unit of heat input, is derived using the methodology specified in the Protocol for Monitoring, Reporting and Recordkeeping for Oxides of Nitrogen (NO_x) Emissions, and is used to calculate NO_x mass emissions on an average basis.
- (31) EMISSION REDUCTION CREDIT (ERC) means the amount of credit for emission reductions verified and determined by the Executive Officer pursuant to Regulation XIII - New Source Review.
- (32) ENTRY is the process by which a facility not included in the RECLAIM program pursuant to Rule 2001 - Applicability, can enter the program pursuant to conditions established in Rule 2001.
- (33) EXTERNAL OFFSET means an emission reduction determined pursuant to Rule 1309(b)(1) and approved by the Executive Officer for use to mitigate an emission increase, where the emission reduction is made at a facility other than the facility creating the emission increase.
- (34) EXISTING EQUIPMENT is any equipment operating at a RECLAIM facility for which there was a District Permit to Construct, temporary Permit to Operate, or Permit to Operate, or equipment which existed but was exempt pursuant to Rule 219 - Equipment Not Requiring a Written Permit Pursuant to Regulation II, before October 15, 1993.
- (35) EXISTING FACILITY is any facility that submitted Emission Fee Reports pursuant to Rule 301- Permit Fees, for 1992 or earlier years, or with valid District Permits to Operate issued prior to October 15, 1993, and continued to be in operation or possess valid District permits on October 15, 1993.
- (36) EXPIRATION DATE is the last date a pollutant can be emitted under the authority conveyed by a Facility Permit specifying allowable emissions based upon the amount of RTCs held by a Facility Permit holder.

- (37) FACILITY means any source or grouping of sources or other air contaminant-emitting activities which are located on one or more contiguous properties within the Basin in actual physical contact, or separated solely by a public roadway or other public right-of-way, and are owned or operated by the same person (or by persons under common control) or an Outer Continental Shelf (OCS) source as defined in 40 CFR Section 55.2. Such above-described groupings, if on noncontiguous properties, connected only by land carrying a pipeline, shall not be considered one facility. Equipment or installations involved in crude oil and gas production in Southern California Coastal or OCS waters and transport of such crude oil and gas in Southern California Coastal or OCS waters shall be included in the same facility which is under the same ownership or use entitlement as the crude oil and gas facility on-shore.
- (38) FACILITY PERMIT is a permit which consolidates permits for existing equipment, a permit for previously non-permitted NO_x and/or SO_x emitting Rule 219 equipment, and permits for any new equipment, into a single permit. A Facility Permit shall serve as a Permit to Construct new or altered equipment, pursuant to Rule 201 and a Permit to Operate, pursuant to Rules 202(a), 202(b) and 203, for all equipment at a RECLAIM facility. Requirements for non-RECLAIM pollutants shall also be included in the Facility Permit.
- (39) FEDERALLY ENFORCEABLE means all permit limitations and conditions which are enforceable by the EPA Administrator.
- (40) FUNCTIONALLY IDENTICAL SOURCE REPLACEMENT is the replacement of an existing source with another source that performs the same function, and has a maximum rated capacity less than or equal to the source being replaced.
- (41) GASEOUS FUELS include, but are not limited to, any natural, process, synthetic, landfill, sewage digester or waste gases with a gross heating value of 300 Btu per cubic foot or higher, at standard conditions.
- (42) HIGH EMPLOYMENT/LOW EMISSIONS FACILITY (HILO) is a new facility which has a high employment to pollution ratio. A HILO Facility has an emission rate for NO_x, SO_x, ROC, and PM₁₀, per full-time manufacturing employee, that is equal to or less than one-half (1/2) of any estimate stated in the AQMP for emissions per full-time manufacturing employee by industry class in the year 2010.

- (43) ISSUE DATE is the first date a pollutant can be emitted under the authority conveyed by a Facility Permit specifying allowable emissions based upon the amount of RTCs held by a Facility Permit holder.
- (44) MAJOR MODIFICATION means any modification, at an existing major polluting facility that will cause:
- (A) an increase of one or more pounds per day, of the facility's potential to emit oxides of nitrogen (NO_x) or volatile organic compounds (VOCs) provided the facility is located in the South Coast Air Basin or the Riverside County portion of the Salton Sea Air Basin,
or
 - (B) an increase of 40 tons per year or more, of the facility's potential to emit oxides of sulfur (SO_x); or
 - (C) an increase of 15 tons per year or more, of the facility's potential to emit particulate matter with an aerodynamic diameter of less than or equal to a nominal ten microns (PM₁₀); or
 - (D) an increase of 100 tons per year or more, of the facility's potential to emit carbon monoxide (CO).

For an existing major polluting facility located in the ~~Riverside County portion of the Salton Sea Air Basin (SSAB) and the Riverside County non-Palo Verde, Riverside County~~ portion area of the Mojave Desert Air Basin (~~MDAB~~), major modification means any modification that will cause an increase of 25 tons per year or more, of the facility's potential to emit NO_x or VOC; whereas the requirements for SO_x, PM₁₀ and CO are as specified above in paragraphs (44)(B), (44)(C), and (44)(D).

- (45) MAJOR STATIONARY SOURCE means any facility which emits, or has the potential to emit 10 tons per year or more of NO_x or 100 tons per year or more of SO_x.
- (46) MANUFACTURING EMPLOYEES are those full-time employees directly involved in the manufacture or sale of the product created by a RECLAIM facility.
- (47) MITIGATION FEE PROGRAM means a program where power producing facilities that exceed annual allocations and meet specified applicability requirements in Rule 2004 subdivision (o), pay a participation fee to the District for generation of NO_x emission reductions by the District to mitigate emission exceedances.

- (48) MODIFICATION means any physical change or change in the method of operation of a source. The following shall not be considered a modification: (A) routine maintenance and repair; (B) any change in operator or ownership of the facility; (C) use of an alternative fuel as required by District rule or federal or state statute, regulation or law; and, (D) an increase in the hours of operation or in the production rate, unless a permit condition limiting hours of operation, throughput or mass emissions would be exceeded.
- (49) MONTHLY EMISSIONS REPORT is a report which takes inventory of all RECLAIM pollutant emissions at a facility during a calendar month, submitted by the Facility Permit holder to the Executive Officer, within 30 days of the close of each month.
- (50) NATURAL GAS is a mixture of gaseous hydrocarbons, with at least 80 percent methane (by volume), and of pipeline quality, such as the gas sold or distributed by any utility company regulated by the California Public Utilities Commission.
- (51) NEW FACILITY is any facility which has received all District Permits to Construct on or after October 15, 1993.
- (52) NON-RECLAIM POLLUTANTS are those pollutants other than RECLAIM NO_x and SO_x.
- (53) NORMAL OPERATING CONDITION means the condition that conforms with the established norm or standard prescribed in Rule 2011 - Requirements for Monitoring, Reporting and Recordkeeping for Oxides of Sulfur (SO_x) Emissions and Rule 2012 - Requirements for Monitoring, Reporting, and Recordkeeping for Oxides of Nitrogen (NO_x) Emissions, and the Appendices thereto.
- (54) NO_x EMISSIONS means the sum of nitric oxides and nitrogen dioxides emitted, calculated as nitrogen dioxide.
- (55) ON-SITE, OFF-ROAD MOBILE SOURCES means non-stationary devices powered by an internal combustion engine or motor of 50 horsepower or greater, used off public roads and solely at the facility to propel, move, or draw persons or property. Such devices include, but are not limited to: forklifts, aerial lifts, motor graders, backhoes, excavators, dozers, trenchers, and tractors.

- (56) POWER PRODUCING FACILITY is an electric utility as defined in (c)(26), operated as of May 11, 2001, which has a generation capacity of 50 megawatts or more of electrical power.
- (57) QUARTER is a three-month period from January 1 to March 31, April 1 to June 30, July 1 to September 30, or October 1 to December 31, inclusive.
- (58) QUARTERLY CERTIFICATION OF EMISSIONS is a certified report inventorying all RECLAIM pollutant emissions at a facility during a quarter.
- (59) RATED BRAKE HORSEPOWER (bhp) is the maximum rating specified by the manufacturer and listed on the nameplate.
- (60) RECLAIM is the Regional Clean Air Incentives Market established by this Regulation.
- (61) RECLAIM AIR QUALITY INVESTMENT PROGRAM (RECLAIM AQIP) is a voluntary emission reduction compliance option for RECLAIM facilities pursuant to Rule 2004 subdivision (p), where a participation fee is paid by the RECLAIM facility to the District for generation of NO_x emission reductions by the District.
- (62) RECLAIM POLLUTANTS are NO_x emissions and SO_x emissions at a facility subject to RECLAIM requirements excluding any NO_x or SO_x emissions from on-site, off-road mobile sources and any SO_x emissions from equipment burning natural gas exclusively, unless the emissions are SO_x emissions at a facility that elected to enter RECLAIM pursuant to Rule 2001 (i)(2)(A) and including NO_x and SO_x emissions:
 - (A) from rental equipment as required to be reported by the Facility Permit holder pursuant to Rule 2011, Appendix A, Chapter 1 or Rule 2012, Appendix A, Chapter 1;
 - (B) from equipment operated by a contractor as required to be reported by the Facility Permit holder pursuant to Rule 2011, Appendix A, Chapter 1 or Rule 2012, Appendix A, Chapter 1;
 - (C) from ships during the loading or unloading of cargo and while at berth at a RECLAIM facility which was required to provide offsets pursuant to Rule 2005 paragraph (b)(2) and subdivision (f) for these emissions; and

- (D) from non-propulsion equipment on ships within Coastal Waters under District jurisdiction and from ships destined for or traveling from a RECLAIM facility which was required to provide offsets pursuant to Rule 2005 paragraph (b)(2) and subdivision (f) for these emissions.
- (63) RECLAIM TRADING CREDIT (RTC) is a limited authorization to emit a RECLAIM pollutant in accordance with the restrictions and requirements of District rules and state and federal law. Each RTC has a denomination of one pound of RECLAIM pollutant and a term of one year, and can be held as part of a facility's Allocation or alternatively may be evidenced by an RTC Certificate.
- (64) RECLAIM TRADING CREDIT LISTING is maintained by the Executive Officer and is the official and controlling record of RTCs held by any person.
- (65) REMOTE TERMINAL UNIT (RTU) is a data collection and transmitting device used to transmit data and calculated results to the District Central Station Computer.
- (66) RENTAL EQUIPMENT is equipment which is rented or leased for operation by someone other than the owner of the equipment.
- (67) REPORTED VALUE, for the purpose of developing Allocations, means the emissions data provided to the District by the facility representative, pursuant to Rule 301.
- (68) RTC CERTIFICATES are issued by the District and constitute evidence of RTCs held by any person and are used for information only. The official and controlling record of RTCs held by any person is the RTC listing maintained by the Executive Officer.
- (69) RESEARCH OPERATIONS are those operations the sole purpose of which is to permit investigation of experimental research to advance the state of knowledge or state-of-the-art technology.
- (70) SELLER is any person who transfers RTCs to another person through sale, trade or other means of transfer.
- (71) SOURCE is any individual unit, piece of equipment or process which may emit an air contaminant and which is identified, or required to be identified, in the RECLAIM Facility Permit.
- (72) SO_x EMISSIONS means sulfur dioxides emitted.

Proposed Amended Rule 2000 (Cont.) (~~Amended May 6, 2005~~)(December 4, 2020)

- (73) STANDARD INDUSTRIAL CODE (SIC) is the classification number assigned to a facility based on its primary economic activity as specified in the "Standard Industrial Classification Manual," published by the Office of Management and Budget, dated 1987.
- (74) STRUCTURAL BUYER is any RECLAIM facility which has not sold RTCs as of May 1, 2000 for any compliance year during which the RECLAIM AQIP is requested and meets one of the following criteria:
- (A) was or is initially totally permitted for construction of new equipment on or after October 15, 1993; or
 - (B) emitted 6 tons or less of NO_x in the 1999 compliance year, provided:
 - (i) all equipment requiring a permit at the facility is equipped with a minimum of BARCT as defined in paragraph (c)(8); and
 - (ii) the emission reductions requested through RECLAIM AQIP do not exceed 50 percent of the facility's emissions in compliance year 1999.
- (75) THROUGHPUT means a measure of activity including, but not limited to: weight of glass pulled for a glass melting furnace, weight of clinker for cement kilns, amount of nitric acid used in metal stripping processes, amount of nitric or sulfuric acid manufactured for nitric or sulfuric acid manufacturing processes, weight of aluminum produced for aluminum production and/or fuel usage for all other sources as reported pursuant to Rule 301.
- (76) TRADING ZONE is one of two areas delineated in Rule 2005 - New Source Review for RECLAIM, Map 1.
- (77) ZONE OF ORIGINATION is the trading zone or Regulation XIII zone in which an RTC is originally assigned by the District.

ATTACHMENT F3

(Adopted October 8, 1993)(Amended August 11, 1995)
 (Amended November 14, 1997)(Amended November 5, 2010)
(PAR 3001 December 4, 2020)

PROPOSED

AMENDED

RULE 3001. APPLICABILITY

- (a) Phase One Title V Permits
Prior to [Date of Adoption], Operators of facilities that have, in 1992 or later, reported annual emissions equal to or greater than any of the threshold amounts shown in Table 1 shall submit initial Title V applications to the Executive Officer and obtain Title V permits in accordance with the timelines specified in Rule 3003 - Applications.

TABLE 1

Emission Threshold Levels for Facilities During Phase One

Based on Actual Reported Emissions in tons per year (tpy) per Facility Location

Pollutant	Actual Reported Emission Threshold Levels Per Facility Location		
	South Coast Air Basin (SOCAB) (tpy)	Riverside County Portion of Salton Sea Air Basin (SSAB) and Los Angeles County Portion of Mojave Desert Air Basin (MDAB) (tpy)	<u>Non-Palo Verde,</u> Riverside County Portion of Mojave Desert Air Basin (MDAB) (tpy)
VOC	8	20	80
NO _x	8	20	80
SO _x	80	80	80
CO	40	80	80
PM-10	56	56	80
Single HAP	8	8	8
Combination of HAPs	20	20	20

- (b) Phase Two Title V Permits

Proposed Amended Rule 3001 (Cont.) (~~Amended November 5, 2010~~)(December 4, 2020)

- (1) Operators of facilities, not subject to the provisions of subdivision (a) of this rule, with the potential to emit any regulated air pollutant at, or greater than, any of the threshold amounts shown in Table 2 shall submit to the Executive Officer applications for initial Title V permits in accordance with the timelines specified in Rule 3003 - Applications, and obtain Title V permits within five years after the effective date, as defined in paragraph (b)(8) of Rule 3000.
- (2) For the purpose of this subdivision, the potential to emit for a RECLAIM pollutant from a RECLAIM facility is the higher of:
- (A) the starting allocation plus nontradeable credits; or
- (B) RECLAIM Trading Credits (RTC) held in the allocation account after any trading.
- RTCs held in the certificate account are not part of the allocation.

TABLE 2

Emission Threshold Levels for Facilities During Phase Two

Based on Potential to Emit in tons per year (tpy) per Facility Location

Pollutant	Potential to Emit Emission Threshold Levels Per Facility Location		
	South Coast Air Basin (SOCAB) (tpy)	Riverside County Portion of Salton Sea Air Basin (SSAB) and Los Angeles County Portion of Mojave Desert Air Basin (MDAB) (tpy)	<u>Non-Palo Verde,</u> Riverside County Portion of Mojave Desert Air Basin (MDAB) (tpy)
VOC	10	25 <u>10</u>	100
NO _x	10	25 <u>10</u>	100
SO _x	100	100	100
CO	50	100	100
PM-10	70	70	100
Single HAP	10	10	10
Combination of HAPs	25	25	25

- (c) Additional Facilities Requiring Title V Permits

Proposed Amended Rule 3001 (Cont.) (~~Amended November 5, 2010~~)(**December 4, 2020**)

In addition to subdivisions (a) and (b) of this rule, operators of the following facilities shall submit applications to the Executive Officer to obtain Title V permits in accordance with the timelines specified in Rule 3003 - Applications, or with federal regulations:

- (1) All new facilities that have a potential to emit any regulated air pollutant at, or greater than, any of the levels specified in Table 2 of subdivision (b) of this rule, and for which applications for permits to construct and permits to operate are deemed complete after March 31, 2000;
- (2) All facilities initially not subject to Title V requirements, that after installation or modification of equipment would have a potential to emit any regulated air pollutant at, or greater than, any of the levels specified in Table 2 of subdivision (b) of this rule, and for which applications for permits to construct or permits to operate are deemed complete after March 31, 2000;
- (3) All "affected sources" as defined under the acid rain provisions of Title IV of the federal Clean Air Act and 40 CFR Part 70, Section 70.2;
- (4) Solid waste incineration units required to obtain a permit pursuant to Section 129(e) of the federal Clean Air Act;
- (5) All facilities subject to a standard, limitation, or other requirement of the New Source Performance Standards in 40 CFR Part 60 or National Emission Standards for Hazardous Air Pollutants in 40 CFR Part 61 or Part 63 that are specifically required by federal regulation to obtain a Title V permit; and,
- (6) All other facilities so designated by the EPA by future amendments to 40 CFR Part 70, Section 70.3.
- (7) All facilities that have obtained a District facility permit with a condition limiting facility emissions for the purpose of being exempt from Title V permit requirements pursuant to paragraph (d)(2) of this rule, and that have reported annual emissions, calculated in accordance with permit terms and conditions under normal operating conditions, equal to or greater than any of the threshold amounts specified in Table 2 of subdivision (b) of this rule.
- (8) On and after January 2, 2011, applicable requirements for greenhouse gases shall be included in Title V permits for any facility that is otherwise required, after that date, to obtain a new, renewed, or revised Title V permit pursuant to subdivision (a) of this rule.
- (9) On and after July 1, 2011, any facility with a potential to emit $\geq 100,000$ tpy CO_{2e}, on a CO_{2e} basis (Global Warming Potential applied) and a

Proposed Amended Rule 3001 (Cont.) (~~Amended November 5, 2010~~)(**December 4, 2020**)

Potential to Emit GHGs > 100 tpy GHGs on a mass basis (no Global Warming Potential applied) shall apply for a Title V permit within 180 days after July 1, 2011, unless a Title V permit has already been applied for.

(d) Exemptions

(1) Notwithstanding subdivision (b) of this rule, facilities that would be required to obtain a Title V permit solely because they are subject to one or more of the following regulations are exempt from Title V permit requirements:

(A) 40 CFR Part 60, subpart AAA - Standards of Performance for New Residential Wood Heaters;

(B) 40 CFR Part 61, subpart M - National Emission Standard for Hazardous Air Pollutants for Asbestos, Section 61.145 - Standard for Demolition and Renovation.

(2) Facilities subject to the requirements of subdivision (a) (b) or (c) of this rule, that demonstrate to the satisfaction of the Executive Officer that the facility's potential to emit has been reduced, either through a facility modification or by accepting an enforceable condition in the District facility permit, to less than the levels for all air contaminants specified in Table 2 of subdivision (a) of this rule, and the PTE is less than 100,000 tpy CO_{2e} GHGs, are exempt from Title V permit requirements.

(e) Phase One Exclusions

(1) Except in the case of an affected source under the acid rain program, an applicant may request, and the Executive Officer may grant an exclusion from subdivision (a) of this rule, Phase One Title V Permits, provided that the facility can demonstrate to the satisfaction of the Executive Officer that:

(A) the most recent, validated, reported emissions are less than the thresholds in subdivision (a); and

(B) a permanent change has occurred at the facility to explain the reduction in reported emissions.

(2) All requests for exclusion shall be in a form specified by the Executive Officer, shall include copies of reported emissions data and are subject to approval by the Executive Officer.

ATTACHMENT G

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Final Staff Report

Proposed Amended Regulation XIII – New Source Review

Proposed Amended Regulation XX – Regional Clean Air Incentives Market

Proposed Amended Regulation XXX – Title V Permits

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CHAPTER 1: BACKGROUND

EXECUTIVE SUMMARY

INTRODUCTION

ATTAINMENT STATUS FOR OZONE FEDERAL AIR QUALITY
STANDARDS

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EXECUTIVE SUMMARY

On July 10, 2019, U.S. EPA granted the South Coast Air Quality Management District’s (South Coast AQMD) request to voluntarily reclassify the Coachella Valley from Severe-15 to Extreme for the 1997 8-hour Ozone National Ambient Air Quality Standard (NAAQS), with a new attainment date of June 15, 2024. Under the Clean Air Act, the reclassification requires a reduction in the Major Polluting Facility¹ and Major Modification thresholds for volatile organic compounds (VOC) and oxides of nitrogen (NOx) emissions as these pollutants are precursors for ozone. For the Coachella Valley, amendments are proposed to individual rules within Regulation XIII – New Source Review (NSR), Regulation XX – Regional Clean Air Incentives Market (RECLAIM), and Regulation XXX – Title V Permits (Title V) to lower the Major Polluting Facility thresholds for VOC or NOx emissions from 25 tons per year for a Severe-15 nonattainment area, to 10 tons per year for an Extreme nonattainment area. The reclassification also requires rule amendments to lower the Coachella Valley Major Modification threshold from 25 tons per year to 1 pound per day for VOC or NOx emissions. Other administrative changes are proposed to Regulations XIII, XX, and XXX to remove outdated rule provisions and to improve rule clarity. The Preliminary Draft Staff Report included proposed amendments to remove Rule 3001 Phase One applicability thresholds which are based on actual reported emissions, as new or modified stationary sources are currently subject to Rule 3001 Phase Two applicability thresholds which are based on Potential to Emit (PTE) emissions. The current proposal, however, maintains Phase One applicability thresholds to the time of rule adoption since this was the primary approach to initially identify Title V facilities and should continue to apply to those facilities. Therefore, the only programmatically meaningful amendment to Regulation XXX is an update to Rule 3001 Phase Two VOC and NOx applicability thresholds for the Coachella Valley based on the Extreme ozone nonattainment area reclassification.

Under the new lower thresholds, existing and new stationary sources in Coachella Valley with a PTE of at least 10 tons per year of either VOC or NOx emissions would be subject to the applicable permitting requirements for Major Polluting Facilities and Major Modifications at a Major Polluting Facility. Based on staff’s analyses, only two existing facilities in Coachella Valley may potentially be subject to new permitting requirements. Additionally, South Coast AQMD staff is unaware of any applications for new facilities that would exceed the new Major Polluting Facility thresholds. Existing and new facilities can also take a cap on total facility VOC or NOx emissions or make concurrent facility emission reductions to avoid triggering the additional permitting requirements.

INTRODUCTION

The Coachella Valley consists of the Riverside County portion of the Salton Sea Air Basin. The region is under the jurisdiction of the South Coast AQMD, excluding tribal lands. Communities included within the area include Palm Springs, Desert Hot Springs, Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, La Quinta, Indio, Coachella, Thermal,

¹ For the purposes of the proposed amendments to Regulations XIII, XX, and XXX related to the Coachella Valley Extreme area ozone reclassification, the terms “Major Source”, “Major Stationary Source”, and “Major Polluting Facility” have the same meaning and are interchangeable.

and Mecca. The Coachella Valley is located downwind of the South Coast Air Basin (Basin), which is also under the jurisdiction of the South Coast AQMD. Figure 1 shows the boundaries of the Coachella Valley and the Basin.

The topography and climate of Southern California, coupled with a dense population and significant emission sources, make the Basin an area with the worst ozone pollution in the nation. Ozone levels in the Coachella Valley are impacted by pollutants directly transported from the Basin as well as pollutants formed secondarily through photochemical reactions from precursors emitted upwind with limited impact from local emission sources. While local emission controls benefit Coachella Valley’s air quality, the area must rely on emission controls being implemented upwind to demonstrate attainment of the federal ozone standard.

Figure 1 - Air Basins Within South Coast AQMD’s Jurisdiction



ATTAINMENT STATUS FOR OZONE FEDERAL AIR QUALITY STANDARDS

In 1979, the U.S. EPA established primary and secondary NAAQS (or standards) for ozone at 0.12 parts per million (ppm) averaged over a 1-hour period.² On July 18, 1997, the U.S. EPA revised the primary and secondary standards for ozone to 0.08 ppm, averaged over an 8-hour period (“1997 8-hour ozone standard”). The 1997 8-hour ozone standard was lowered to 0.075 ppm in 2008, and to 0.070 ppm in 2015. The U.S. EPA classifies areas of ozone nonattainment (i.e., Extreme, Severe, Serious, Moderate, or Marginal) based on the extent to which an area exceeds the standard. The higher the current exceedance level, the more time is provided to demonstrate attainment in recognition of the more significant challenge involved. However, nonattainment areas with higher classifications are also subject to more stringent requirements.

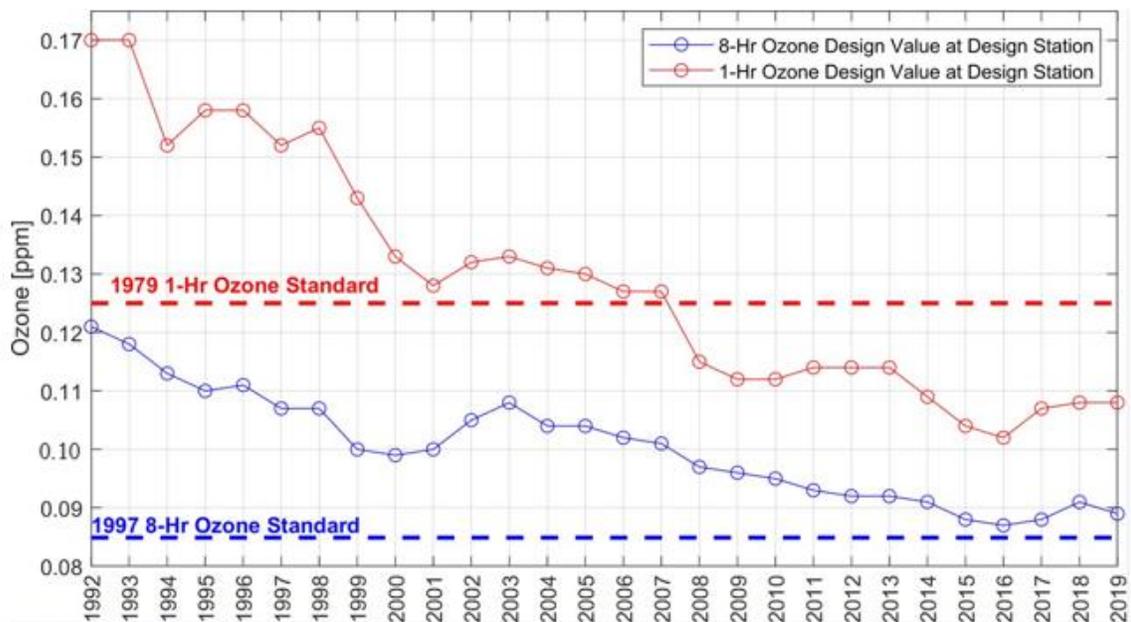
On November 28, 2007, the South Coast AQMD requested that the U.S. EPA reclassify the Coachella Valley nonattainment area from Serious to Severe-15. This reclassification

² U.S. EPA revoked the 1-hour ozone standard entirely in 2005. However, U.S. EPA regulations require the continuation of certain control measures in areas that were formerly in nonattainment for the 1-hour Standard.

was granted effective June 4, 2010, and established an attainment date of June 15, 2019.³ Implementation of the South Coast AQMD and the California Air Resources Board (CARB) emission control measures over the past several decades have resulted in demonstrable progress in reducing ozone levels and significant reductions in ozone precursor emissions such as NOx and VOCs. As a result, air quality in the Coachella Valley has steadily improved, as demonstrated by the ambient air quality data. However, in 2017 and 2018, the State of California experienced a series of high ozone episodes primarily driven by unexpected changes in meteorology, including warm and stagnant weather conditions.

Consequently, the ozone levels in 2017 and 2018 were higher than the previous years, and the Coachella Valley did not attain the 1997 standard by the June 2019 attainment date. NAAQS are typically described by the design value, which is used to determine the attainment status of an area. Figure 2 depicts the trend in the 8-hour ozone design value and the 1-hour ozone design value. As a result, the South Coast AQMD requested that the U.S. EPA reclassify the area from Severe-15 to Extreme ozone nonattainment.⁴ The 8-hour ozone design value is the annual fourth-highest daily maximum 8-hour ozone concentration averaged over three years.

Figure 2 - Coachella Valley Ozone 3-year Design Value Trends



Note:

The year indicated on the x-axis represents the last year of the 3-year design value. Although the 1997 8-hour ozone standard is 0.08 ppm, the blue line is located at 0.084 ppm, which is the level needed to attain the standard due to rounding

³ 75 FR 24409 (May 5, 2010).

⁴ 42 U.S.C. 7511(b)(3).

On July 10, 2019, U.S. EPA granted the South Coast AQMD's request to voluntarily reclassify the Coachella Valley from Severe-15 to Extreme for the 1997 8-hour ozone NAAQS with a new attainment date of June 15, 2024.⁵ In a subsequent action, U.S. EPA approved a deadline for submittal of revised NSR and Title V regulations of February 14, 2021.⁶

REGULATORY HISTORY

Regulation XIII – New Source Review (NSR) establishes the federal and state mandated pre-construction review program for new, modified, or relocated sources in the South Coast AQMD's jurisdiction. The NSR program is a critical component of the South Coast AQMD's attainment strategy and ensures that all new and modified sources install Best Available Control Technology (BACT), and their emission increases are fully offset with creditable emission reductions. Regulation XIII currently consists of 13 rules. Rule 1302 specifies the definitions used in Regulation XIII and is the only rule that is proposed to be amended.

Regulation XX – Regional Clean Air Incentives Market (RECLAIM) is a market incentive program that establishes NO_x and SO_x thresholds and includes NSR requirements for RECLAIM facilities. Facilities in the RECLAIM program that have new, modified, or relocated equipment must follow requirements set forth in Rule 2005 – RECLAIM NSR as opposed to Regulation XIII which applies to all non-RECLAIM facilities. Regulation XX currently consists of 13 rules. Rule 2000 specifies the definitions used in Regulation XX and is the only rule within Regulation XX that is proposed to be amended.

Regulation XXX – Title V Permits (Title V) complies with federal requirements to standardize air quality permits and the permitting process for Major Polluting Facilities. Per Regulation XXX, facilities above specified pollutant thresholds are subject to additional permitting requirements including public noticing, U.S. EPA approvals, and enhanced monitoring recordkeeping, and reporting. Regulation XXX includes provisions to exempt facilities with either actual emissions below specific pollutant thresholds or the permitted limits below specific pollutant thresholds from Title V permit requirements. Regulation XXX currently consists of nine rules and amendments are proposed to Rule 3001.

More information on the proposed amendments is included in Chapter 2.

PUBLIC PROCESS

Development of proposed amendments to Regulations XIII, XX, and XXX was conducted through a public process. Staff presented the proposed rule amendments to the Regulation XIII Working Group on September 10, 2020. The Public Workshop was held virtually online through a webinar on September 25, 2020 to present the proposed amendments and to receive public comments.

⁵ 84 FR 32841 (July 10, 2019)

⁶ 85 FR 2311 (January 15, 2020)

CHAPTER 2: SUMMARY OF PROPOSED AMENDMED RULES

INTRODUCTION

REGULATION XIII – NSR

REGULATION XX – RECLAIM

REGULATION XXX – TITLE V PERMITS

INTRODUCTION

Regulations XIII, XX, and XXX currently establish Major Polluting Facility and Major Modification thresholds based on the previous classification of Coachella Valley as Severe-15 nonattainment for the 1997 8-hour ozone standard. The reclassification of the Coachella Valley as an Extreme nonattainment area requires amendments to Regulations XIII, XX, and XXX Major Polluting Facility and Major Modification thresholds. Federal NSR and Title V requirements require lower thresholds for defining a Major Polluting Facility for Extreme nonattainment areas. South Coast AQMD Regulations XIII and XX require applicants to use Best Available Control Technology (BACT) [referred to as Lowest Achievable Emission Rate (LAER) for Major Polluting Sources] for new sources, relocated sources, or modifications to existing sources that may result in an emissions increase. The South Coast AQMD has developed BACT Guidelines which include threshold definitions for Major Polluting Facilities based on the attainment or nonattainment status of each air basin. The BACT Guidelines Major Polluting Facility emission thresholds for VOC and NO_x emissions will need to be updated to reflect the Coachella Valley Extreme ozone reclassification. These BACT Guideline updates will occur after adoption of proposed amendments to Regulation XIII and XX.

Table 1 presents a summary of the proposed amendments to South Coast AQMD Regulations XIII, XX, and XXX rules that are associated with the reclassification of the Coachella Valley from Severe-15 to Extreme ozone nonattainment.

REGULATION XIII – NEW SOURCE REVIEW (NSR)

Proposed Amended Rule 1302 – Definitions

Rule 1302 establishes the definitions for Regulation XIII. Proposed Amended Rule 1302 (PAR 1302) includes revisions to the definition of BASIN under subdivision (g), MAJOR MODIFICATION under subdivision (r), and MAJOR POLLUTING FACILITY under subdivision (s). For specific proposed amendments, please refer to PAR 1302.

Definition of BASIN - Subdivision (g)

The current definition of Basin includes the South Coast Air Basin (SOCAB) or the Riverside County portion of the Salton Sea Air Basin (SSAB) and the non-Palo Verde, Riverside County portion of the Mojave Desert Air Basin (MDAB), and currently only references the California Code of Regulations for the South Coast Air Basin. PAR 1302 will add references to the California Code of Regulations sections of Section 60114 of Title 17 for the Riverside County portion of the Salton Sea Air Basin and Section 60109 of Title 17 for the non-Palo Verde, Riverside County portion of the Mojave Desert Air Basin. Additionally, the acronyms SOCAB, SSAB, and MDAB are proposed to be removed as they are not used.

Table 1 - Summary of Proposed Amendments to Regulations XIII, XX, and XXX

Rule #	Title	Proposed Amendment
Regulation XIII – NSR		
1302	Definitions	<ul style="list-style-type: none"> • Update references to California Code of Regulation sections for air basins • Update thresholds for Major Polluting Facility and Major Modification for VOC and NOx for Coachella Valley
Regulation XX – RECLAIM		
2000	Definitions	<ul style="list-style-type: none"> • Update thresholds for Major Modification for VOC and NOx for Coachella Valley
Regulation XXX – Title V		
3001	Applicability	<ul style="list-style-type: none"> • Clarify Phase One applicability timeframe • Update Potential to Emit thresholds for VOC and NOx for Coachella Valley

Definition of MAJOR MODIFICATION - Subdivision (r)

To provide clarity, PAR 1302 will specify that subdivision (x) references the definition of modification while subdivision (s) references the definition of a Major Polluting Facility.

The reclassification of Coachella Valley to Extreme nonattainment for ozone will require that the VOC and NOx thresholds for a Major Modification at an existing Major Polluting Facility in the Coachella Valley be lowered to reflect the Extreme nonattainment standards for ozone. PAR 1302 paragraph (r)(1) will lower the threshold for a Major Modification at a Major Polluting Facility from 25 tons per year to 1 pound per day for VOC or NOx emissions for Coachella Valley.

Definition of MAJOR POLLUTING FACILITY - Subdivision (s)

The reclassification of Coachella Valley to Extreme nonattainment for ozone will require that the VOC and NOx thresholds for a Major Polluting Facility in the Coachella Valley be lowered to reflect the Extreme nonattainment standards for ozone. PAR 1302 subdivision (s) will lower the threshold for a Major Polluting Facility from 25 tons per year to 10 tons per year of VOC or NOx emissions for Coachella Valley.

REGULATION XX – REGIONAL CLEAN AIR INCENTIVES MARKET (RECLAIM)

Proposed Amended Rule 2000 – General

Rule 2000 establishes the definitions for Regulation XX. Rule 2000 presently includes a threshold definition for a Major Modification in Coachella Valley based on the previous Severe-15 ozone nonattainment classification.

Definition of MAJOR MODIFICATION - Paragraph (c)(44)

The reclassification of Coachella Valley to Extreme nonattainment for ozone will require that the VOC and NO_x thresholds for a Major Modification at a Major Polluting Facility for RECLAIM facilities in the Coachella Valley be lowered to reflect the Extreme nonattainment standards for ozone. Proposed Amended Rule 2000 (PAR 2000) paragraph (c)(44) will lower the threshold for a Major Modification at a Major Polluting Facility from 25 tons per year to 1 pound per day for NO_x emissions. As previously mentioned, the Major Polluting Facility threshold in the Coachella Valley will be reduced from 25 to 10 tons per year for NO_x emissions based on the reclassification.

REGULATION XXX – TITLE V PERMITS

Proposed Amended Rule 3001- Applicability

Rule 3001 establishes pollutant-specific applicability thresholds based on the attainment status for geographic areas within the South Coast AQMD. Currently, the Rule includes Phase One and Phase Two applicability thresholds. Phase One [subdivision (a) – Table 1] applicability thresholds, based on the facility's reported annual emissions, were used to begin implementation of the Title V program. Phase Two [subdivision (b) – Table 2] applicability thresholds are based on Potential to Emit (PTE) emission levels and began in the fourth year after EPA's interim approval of the Title V program. Proposed amendments to remove Phase One provisions from Rule 3001 were included in the Preliminary Draft Staff Report, because, at the time, it was believed that facilities initially brought into the Title V program under Phase One applicability thresholds would also be subject to Title V requirements under Phase Two applicability thresholds. Staff decided to maintain Phase One applicability thresholds since this was the primary approach to initially identify Title V facilities. Staff is concerned that removal of the Phase One thresholds would mean a facility that is currently subject to Title V requirements because of the Phase One applicability thresholds will no longer be subject to Title V requirements.

Accordingly, Proposed Amended Rule 3001 (PAR 3001) maintains the separate Phase One and Phase Two provisions. The proposed amendments include a clarification that Phase One provisions are applicable prior to the date of adoption of the proposed amendments (scheduled for December 4, 2020) and the Coachella Valley Phase Two applicability thresholds for VOC and NO_x are proposed to be reduced based on the Extreme ozone nonattainment area reclassification. Specifically, under PAR 3001, the Coachella Valley Phase Two applicability thresholds included in Table 2 would be lowered from 25 to 10 tons per year for VOC or NO_x emissions. These are the same applicability thresholds as

the South Coast Air Basin, also classified as an Extreme ozone nonattainment area. New or modified stationary sources would continue to be evaluated under Rule 3001 Phase Two applicability thresholds.

CHAPTER 3: IMPACT ASSESSMENT

IMPACTS OF PROPOSED AMENDED RULES

CALIFORNIA ENVIRONMENTAL QUALITY ACT

SOCIOECONOMIC ASSESSMENT

DRAFT FINDINGS UNDER CALIFORNIA HEALTH AND SAFETY CODE
SECTION 40727

COMPARATIVE ANALYSIS

REFERENCES

IMPACTS OF PROPOSED RULE AMENDMENTS

Review of Facilities Potentially Affected by Proposed Amendments

As part of the Coachella Valley reclassification request, a preliminary assessment¹ was conducted to identify Coachella Valley facilities with a PTE for VOC or NOx above 10 tons per year. Based on this preliminary assessment, eight Coachella Valley facilities (Facility A through H in Table 2) were identified with a PTE of at least 10 tons per year of VOC or NOx emissions and might be affected by the proposed amendments. However, three of the eight facilities (Facility A, B, and C) have a PTE of at least 25 tons per year and would not be affected by the proposed amendments to lower the threshold from 25 to 10 tons per year. A more detailed discussion of the five remaining facilities (Facilities D through H) and the impacts of the proposed amendments are described below.

Table 2 - Summary and List of Potentially Impacted Facilities Proposed Amendments to Regulations XIII, XX, and XXX

Facility	City	Potential Impacts from Proposed Reg. XIII Amendments	Potential Impacts from Proposed Reg. XX Amendments	Potential Impacts from Proposed Reg. XXX Amendments
A*	Coachella	No	No	No
B*#	North Palm Springs	No	No	No
C*#	North Palm Springs	No	No	No
D	Coachella	Possible	No	Possible
E	Rancho Mirage	Possible	No	Possible
F	Palm Springs	No	No	No
G	Indio	No	No	No
H	Palm Springs	No	No	No

*Existing South Coast AQMD Title V Facility

#Existing South Coast AQMD RECLAIM Facility

Potential Regulation XIII (NSR) Impacts to Facilities

Staff analyzed impacts from three areas where facilities could be impacted: 1) Permitting actions from changes to the Major Modification threshold; 2) Permitting actions from facilities with a PTE currently at or above 10 tons per year and below 25 tons per year; 3) Permitting actions from facilities with a PTE currently below 10 tons per year. Potential Regulation XIII impacts only occur if a facility is installing, modifying, or replacing equipment as discussed below.

¹ South Coast AQMD, 2019. South Coast Air Quality Management District Preliminary Draft Staff Report Request for Reclassification of Coachella Valley for the 1997 8-Hour Ozone Standard; May 2019.

Impacts from Changes to the Major Modification Threshold

The modification threshold is used to determine if a permitting action for a new, modified, or relocated source is applicable to NSR requirements under Regulation XIII and Rule 2005 – RECLAIM NSR. If a permitting action is subject to NSR, the equipment must meet Best Available Control Technology (BACT) and the emission increase must be offset. Pursuant to the South Coast AQMD’s BACT Guidelines, an increase of 1 pound per day of VOC or NO_x emissions is currently used as the applicability threshold for modifications under NSR for all sources. The 1 pound per day threshold is used to ensure that there is no net increase in emissions of pollutants that are not in attainment of state air quality standards.

Impacts from Facilities with a PTE Currently Between 10 and 25 tons per year

Lowering the Regulations XIII and XX thresholds for a Major Modification from 25 tons per year to 1 pound per day for VOC or NO_x emissions will have no impact on permitting projects in Coachella Valley since the current threshold for modifications is 1 pound per day. The thresholds of 25 tons per year for Severe-15 nonattainment areas and 1 pound per day for Extreme nonattainment areas are consistent with the federal definitions for Major Modifications under federal NSR. Since the federal threshold will now be consistent with the current threshold for modifications at 1 pound per day for VOC or NO_x, no additional impacts are anticipated for new, modified and relocated permitting actions in Coachella Valley.

Proposed amendments to Regulation XIII would also lower the threshold for defining a Major Polluting Facility from 25 to 10 tons per year for VOC or NO_x emissions for facilities in Coachella Valley. Lowering this threshold means that for a facility now defined as a Major Polluting Facility, permitting projects that trigger NSR would be subject to major source BACT. According to the South Coast AQMD’s BACT Guidelines², Major Source BACT is generally the same as the federal Lowest Achievable Emission Rate (LAER). The primary difference between Major Source BACT and BACT for facilities that are not Major Polluting Facilities is that BACT requirements consider economic and technical feasibility.

Staff has identified two facilities in Coachella Valley that fall under the proposed definition of Major Polluting Facility and have a PTE between 10 and 25 tons per year of VOC or NO_x emissions (Facilities D and E in Table 2). If these facilities have a permit action for a new, modified, or relocated source that results in an emission increase of one pound per day, the permitting action could be subject to Major Source BACT. Additionally, facilities have the option to apply for permit changes to reduce their PTE emissions below the Major Polluting Facility threshold. If the facility reduces the PTE to less than 10 tons per year, there would be no change in NSR requirements for the facility and the permitting action would be subject to BACT not Major Source BACT. It is expected that both facilities would take a permit limit to reduce their PTE as their actual emissions are much lower.

² South Coast AQMD, 2000. South Coast Air Quality Management District Best Available Control Technology Guidelines; February 2018.

Impacts from Facilities with a PTE Currently Below 10 tons per year

Any existing non-major facilities that would become a Major Polluting Facility under the updated and amended thresholds would also be subject to NSR permitting requirements for a Major Polluting Facility. Staff performed a detailed analysis of the emissions and PTE at each of the five remaining facilities in Table 2 using updated information and found that three of the five facilities would have a PTE of less than 10 tons per year of VOC or NO_x (Facilities F, G, and H). Although initially considered potentially impacted, these three facilities have a PTE below the lower Major Polluting Facility threshold and would not be subject to any additional permitting requirements under the proposed amendments.

Potential Regulation XX (RECLAIM) Impacts to Facilities

New facilities are not being added to the RECLAIM program so the proposed amendments would only affect existing RECLAIM facilities. Existing facilities B and C in Table 2 are currently in the RECLAIM program. Staff does not foresee any impacts to facilities from this proposed rule amendment as a threshold of 1 pound per day is already being used to comply with state NSR requirements for RECLAIM facilities in Coachella Valley.

Potential Regulation XXX (Title V) Impacts to Facilities

Regulation XXX was adopted to comply with a federal program to standardize air quality permits and the permitting process for Major Polluting Facilities. Proposed amendments to Regulation XXX would lower the PTE applicability threshold from 25 to 10 tons per year for VOC or NO_x emissions. New or existing facilities above the pollutant threshold would be subject to Title V permit requirements. A facility can lower their PTE through enforceable permit conditions below the Title V pollutant thresholds to avoid Title V permit requirements. Additionally, Rule 3001 includes provisions whereby a facility can be exempt from Title V permit requirements through either facility modifications or through enforceable permit conditions which demonstrate the facility is below Title V permit applicability thresholds.

Currently, Title V applicability thresholds are based on a facility's PTE. New or existing facilities above PAR 3001 applicability thresholds (PTE of at least 10 tons per year of VOC or NO_x emissions) could be subject to Title V permitting requirements. These additional permitting requirements include a consolidation of all previously issued air permits for individual pieces of equipment into one Title V permit as well as requirements for public noticing, U.S. EPA approvals, and enhanced monitoring recordkeeping and reporting. Staff is not aware of any applications for new facilities which would exceed the proposed Title V applicability thresholds.

As previously mentioned, three of the facilities in Table 2 (Facility A, B and C) are existing Title V facilities and would not be impacted by the new lower Title V applicability thresholds. Staff performed a detailed analysis of the emissions and PTE at each of the remaining five facilities identified in Table 2 using updated information and found that three of the five facilities would have a PTE of less than 10 tons per year of VOC or NO_x and would not be impacted by amended Title V requirements while two of the five facilities (Facility D and E) would have a PTE between 10 and 25 tons per year for VOC or NO_x. The actual reported emissions at these two facilities are lower than their PTE. Facilities

with low actual emissions have the ability under Rule 3008 provisions to be exempted from Title V permitting requirements. Additionally, facilities can also be exempted from Title V permits through either facility modifications or enforceable permit conditions to reduce their PTE below the thresholds. One of these facilities previously had a PTE exceeding the previous threshold and modified their permit to keep their PTE below the threshold. Both of these facilities have initiated discussions with staff to work on reducing their facility PTE below the thresholds for a Major Polluting Facility.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Pursuant to the California Environmental Quality Act (CEQA) Guidelines Sections 15002(k) and 15061, the proposed amendments to Regulations XIII, XX, and XXX are exempt from CEQA pursuant to CEQA Guidelines Sections 15061(b)(3) and 15308. Further, there is no substantial evidence indicating that any of the exceptions in CEQA Guidelines Section 15300.2 apply to the proposed project. A Notice of Exemption will be prepared pursuant to CEQA Guidelines Section 15062. If the proposed project is approved, the Notice of Exemption will be electronically filed with the State Clearinghouse of the Governor's Office of Planning and Research for posting on their CEQAnet Web Portal, which may be accessed via the following weblink: <https://ceqanet.opr.ca.gov/search/recent>. In addition, the Notice of Exemption will be electronically posted on the South Coast AQMD's webpage which can be accessed via the following weblink: <http://www.aqmd.gov/nav/about/public-notice/ceqa-notice/notices-of-exemption/noe---year-2020>. The electronic filing and posting of the Notice of Exemption is being implemented in accordance with Governor Newsom's Executive Orders N-54-20 and N-80-20 issued on April 22, 2020 and September 23, 2020, respectively, for the State of Emergency in California as a result of the threat of COVID-19.

SOCIOECONOMIC ASSESSMENT

No socioeconomic impact will result from the reclassification of Coachella Valley for the 1997 8-hour ozone NAAQS, and no socioeconomic assessment is required under Health and Safety Code Section 40440.8(a).

DRAFT FINDINGS UNDER CALIFORNIA HEALTH AND SAFETY CODE SECTION 40727

Requirements to Make Findings

California Health and Safety Code Section 40727 requires that prior to adopting, amending or repealing a rule or regulation, the South Coast AQMD Governing Board shall make findings of necessity, authority, clarity, consistency, non-duplication, and reference based on relevant information presented at the public hearing and in the staff report.

Necessity

Amendments to Regulations XIII, XX and XXX are needed to meet federal CAA requirements because of the Coachella Valley's reclassification from a Severe-15 to an Extreme ozone nonattainment area for the 1997 8 Hour Ozone standards and to remove outdated rule provisions, correct rule references, and improve rule clarity.

Authority

The South Coast AQMD Governing Board has authority to amend Regulations XIII, XX, and XXX pursuant to the California Health and Safety Code Sections 39002, 40000, 40001, 40440, 40441, 40702 and 41508.

Clarity

Proposed amended Regulations XIII, XX, and XXX are written and displayed so that the meaning can be easily understood by persons directly affected by them.

Consistency

Proposed amended Regulations XIII, XX, and XXX are in harmony with, and not in conflict with or contradictory to, existing statutes, court decisions, federal or state regulations.

Non-Duplication

Proposed amended Regulations XIII, XX, and XXX will not impose the same requirements as or in conflict with any existing state or federal regulations. The proposed amendments are necessary and proper to execute the powers and duties granted to, and imposed upon, the South Coast AQMD.

Reference

In adopting these amended regulations, the South Coast AQMD Governing Board references the following statutes which the South Coast AQMD hereby implements, interprets or makes specific: California Health and Safety Code sections 40001, 40440, and 40702, 42300 et seq., and Clean Air Act sections 172, 173, 182(e), (Extreme ozone areas) and 502 et. seq. (Title V requirements).

COMPARATIVE ANALYSIS

Under California Health and Safety Code Section 40727.2, the South Coast AQMD is required to perform a comparative written analysis when adopting, amending, or repealing a rule or regulation. The comparative analysis is intended to identify all existing federal air pollution control requirements that apply to the same equipment or source type as the proposed rules. The analysis is also to identify any of an air district's existing or proposed rules and regulations that apply to the same equipment or source type, and all air pollution control requirements and guidelines that apply to the same equipment or source type.

The federal CAA establishes emission-based thresholds to define a major polluting source and major modifications based on the attainment status for individual areas. The Coachella Valley was reclassified as an Extreme nonattainment area for the 1997 8 Hour Ozone standard in 2019. Amendments to Regulations XIII, XX, and XXX to lower the Major Polluting Facility (i.e., Major Source) and Major Modification thresholds are required based on the reclassification of the Coachella Valley as an Extreme ozone nonattainment area. Proposed Amended Regulations XIII, XX, and XXX are directly implementing federal CAA requirements for Extreme ozone nonattainment areas. The proposed amendments to Regulations XIII, XX, and XXX do not conflict or overlap with existing federal requirements. Reducing the Major Modification threshold to 1 pound per day is the

same as the current state threshold of 1 pound per day to ensure no net increase of any nonattainment pollutant or its precursor. There are no state or local air district programs that conflict or overlap with the proposed amendments.

REFERENCES

South Coast AQMD, 2019. South Coast Air Quality Management District Preliminary Draft Staff Report Request for Reclassification of Coachella Valley for the 1997 8-Hour Ozone Standard; May, 2019. (Available on South Coast AQMD's website at: <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2019/2019-may3-027.pdf?sfvrsn=8>)

ATTACHMENT H



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SUBJECT: NOTICE OF EXEMPTION FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

PROJECT TITLE: PROPOSED AMENDED REGULATION XIII – NEW SOURCE REVIEW, REGULATION XX – REGIONAL CLEAN AIR INCENTIVES MARKET, AND REGULATION XXX – TITLE V PERMITS

Pursuant to the California Environmental Quality Act (CEQA) Guidelines, the South Coast Air Quality Management District (South Coast AQMD), as Lead Agency, has prepared a Notice of Exemption pursuant to CEQA Guidelines Section 15062 – Notice of Exemption for the project identified above.

If the proposed project is approved, the Notice of Exemption will be electronically filed with the State Clearinghouse of the Governor’s Office of Planning and Research to be posted on their CEQAnet Web Portal which, upon posting, may be accessed via the following weblink: <https://ceqanet.opr.ca.gov/search/recent>. In addition, the Notice of Exemption will be electronically posted on the South Coast AQMD’s webpage which can be accessed via the following weblink: <http://www.aqmd.gov/nav/about/public-notices/ceqa-notices/notices-of-exemption/noe---year-2020>. The electronic filing and posting of the Notice of Exemption is being implemented in accordance with Governor Newsom’s Executive Orders N-54-20 and N-80-20 issued on April 22, 2020 and September 23, 2020, respectively, for the State of Emergency in California as a result of the threat of COVID-19.

**NOTICE OF EXEMPTION FROM THE
CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)**

To: Governor's Office of Planning and Research -
State Clearinghouse
1400 Tenth St, Suite 222
Sacramento, CA 95814-5502

From: South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

Project Title: Proposed Amended Regulation XIII – New Source Review, Regulation XX – Regional Clean Air Incentives Market, and Regulation XXX – Title V Permits

Project Location: The proposed project is located in the Coachella Valley portion, excluding tribal lands, of the South Coast Air Quality Management District (South Coast AQMD) jurisdiction. The Coachella Valley consists of the Riverside County portion of the Salton Sea Air Basin.

Description of Nature, Purpose, and Beneficiaries of Project: Due to the reclassification of the Coachella Valley from Severe to Extreme nonattainment for the 1997 8-hour ozone standard, South Coast AQMD is required to amend rules within Regulation XIII, Regulation XX and Regulation XXX to reflect the Coachella Valley's new attainment status. The proposed amendments to Regulations XIII, XX, and XXX would lower the major source thresholds for volatile organic compound (VOC) and nitrogen oxides (NOx), which are ozone precursors, in the Coachella Valley from 25 tons per year to 10 tons per year and lower the major modification thresholds for VOC and NOx in the Coachella Valley from 25 tons per year to one pound per day. This would make the thresholds in the Coachella Valley and consistent with the South Coast Air Basin. Additional amendments are proposed to correct rule references and improve rule clarity such as adding California Code of Regulation references for the definitions of the Riverside County portion of the Salton Sea Air Basin and the non-Palo Verde, Riverside County portion of the Mojave Desert Air Basin.

Public Agency Approving Project:
South Coast Air Quality Management District

Agency Carrying Out Project:
South Coast Air Quality Management District

Exempt Status:

CEQA Guidelines Section 15061(b)(3) – Common Sense Exemption

CEQA Guidelines Section 15308 – Actions by Regulatory Agencies for Protection of the Environment

Reasons why project is exempt: South Coast AQMD, as Lead Agency, has reviewed the proposed project pursuant to: 1) CEQA Guidelines Section 15002(k) – General Concepts, the three-step process for deciding which document to prepare for a project subject to CEQA; and 2) CEQA Guidelines Section 15061 – Review for Exemption, procedures for determining if a project is exempt from CEQA. Lowering the major source threshold would only affect two facilities. Since these facilities' actual emissions are much lower than the thresholds, they are anticipated to reduce their permit limits to stay below the thresholds and no physical facility modifications are necessary. Currently, state regulations require the use of a one pound per day threshold for major modification, therefore, lowering the federal major modification threshold to that same level would not have any impacts on facilities. Since the proposed project would not cause any physical changes that would adversely affect any environmental topic area, it can be seen with certainty that there is no possibility that the proposed project may have a significant adverse effect on the environment. Therefore, the proposed project is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) – Common Sense Exemption. The proposed project is also categorically exempt from CEQA pursuant to CEQA Guidelines Section 15308 – Actions by Regulatory Agencies for Protection of the Environment, because the proposed project establishes more stringent emission thresholds for facilities located in the Coachella Valley. Further, there is no substantial evidence indicating that any of the exceptions to the categorical exemption pursuant to CEQA Guidelines Section 15300.2 apply to the proposed project.

Date When Project Will Be Considered for Approval (subject to change):

South Coast AQMD Governing Board Hearing: December 4, 2020

CEQA Contact Person:
Kendra Reif

Phone Number:
(909) 396-3479

Email:
kreif@aqmd.gov

Fax:
(909) 396-3982

Regulation Contact Person:
Tiffani To

Phone Number:
(909) 396-2738

Email:
tto@aqmd.gov

Fax:
(909) 396-3324

Date Received for Filing: _____

Signature: _____

(Signed Upon Board Approval)

Barbara Radlein
Program Supervisor, CEQA
Planning, Rule Development, and Area Sources



Proposed Rule Amendments for Coachella Valley:
Regulation XIII – New Source Review
Regulation XX – RECLAIM
Regulation XXX – Title V Permits

Board Meeting

December 4, 2020

Background – Coachella Valley 8-hour Ozone (1997) Nonattainment Reclassification

- Coachella Valley was previously classified as a Severe-15 nonattainment area for the 1997 8-hour ozone NAAQS with an attainment date of June 15, 2019
- Despite improvements in ozone air quality, higher ozone levels were experienced 2017 and 2018, primarily due to warm and stagnant weather conditions
- In 2019, U.S. EPA granted the South Coast AQMD's request to voluntarily reclassify the Coachella Valley from Severe-15 to Extreme for the 1997 8-hour ozone NAAQS
- Coachella Valley is anticipated to attain the standard earlier than the attainment deadline of June 15, 2024

Regulatory Changes Needed

- Reclassification of Coachella Valley requires amendments to:
 - Regulation XIII - NSR
 - Regulation XX - RECLAIM
 - Regulation XXX - Title V Permits
- Amendments will lower VOC and NOx¹ thresholds for defining a Major Polluting Facility and a Major Modification² for Coachella Valley

Threshold	Pollutants	Current Threshold	Proposed Threshold
Major Polluting Facility	VOC or NOx	≥ 25 tons per year	≥10 tons per year
Major Modification	VOC or NOx	≥ 25 tons per year	≥1 pound per day

¹ VOC and NOx are ozone precursors

² Consistent with federal major source and modification definitions for “Extreme” ozone nonattainment areas

Proposed Amendments to Regulations XIII, XX, and XXX

- Reducing the Major Polluting Facility thresholds will affect the applicability requirements for New Source Review, RECLAIM New Source Review, and Title V facilities
- Reducing the Major Modification thresholds will change the federal thresholds under New Source Review for non-RECLAIM and RECLAIM (NO_x only) facilities
- A facility that is above the Major Polluting Facility and Major Modification thresholds for VOC or NO_x will be subject to certain federal permitting requirements

Potential Impacts to Facilities in Coachella Valley

- Two facilities in Coachella Valley were identified that have permitted levels above 10 tons per year of VOC or NOx emissions
 - Actual emissions at both facilities are well below their permitted levels
 - Both facilities have initiated discussions with staff to lower their permitted levels to below proposed Major Polluting Facility threshold of 10 tons per year
- Lowering the federal Major Modification thresholds will not impact facilities in Coachella Valley since a 1 pound per day threshold is currently used for all new and modified sources, consistent with state law

Recommendations

- Adopt Resolution:
 - Determining that the proposed amendments to Regulation XIII - New Source Review, Regulation XX - Regional Clean Air Incentives Market, and Regulation XXX - Title V Permits Are Exempt from the Requirements of CEQA
 - Amending Regulations XIII, XX, and XXX

BOARD MEETING DATE: December 4, 2020

AGENDA NO. 33

PROPOSAL: Determine that Proposed Amendments to Rule 1146 - Emissions of Oxides of Nitrogen from Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters are Exempt from CEQA; and Amend Rule 1146

SYNOPSIS: Rule 1146 establishes an ammonia slip limit for new and modified pollution control equipment with ammonia emissions, such as Selective Catalytic Reduction (SCR). Proposed Amended Rule 1146 will remove the ammonia slip limit, which is currently addressed under Regulation XIII - New Source Review.

COMMITTEE: Stationary Source, October 16, 2020, Reviewed

RECOMMENDED ACTIONS:

Adopt the attached Resolution:

1. Determining that proposed amendments to Rule 1146 – Emissions of Oxides of Nitrogen from Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters are exempt from the requirements of the California Environmental Quality Act; and
2. Amending Rule 1146 – Emissions of Oxides of Nitrogen from Industrial, Institutional and Commercial Boilers, Steam Generators, and Process Heaters

Wayne Nastri
Executive Officer

PF:SN:MK:HF:ZB

Background

Rule 1146 – Emissions of Oxides of Nitrogen from Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters was adopted on September 9, 1988 to reduce NOx emissions from boilers, steam generators, and process heaters with heat input capacity equal to or greater than 5 million Btu per hour used in industrial, institutional, and commercial operations. Rule 1146 was amended on December 7, 2018 to update the NOx emission limits to reflect BARCT and to expand the applicability to facilities with units in or formerly in the RECLAIM program. The December 7, 2018 amendments updated the NOx emission limits to reflect BARCT and included a concentration limit for ammonia for new and modified air pollution control equipment with ammonia emissions in the exhaust.

Proposed Amendment

Proposed Amended Rule 1146 (PAR 1146) removes the ammonia concentration limit of 5 ppm for new and modified pollution controls with ammonia emissions in the exhaust to prevent conflicts with implementing Regulation XIII - New Source Review.

Currently, if pollution control equipment, such as selective catalytic reduction (SCR), is installed to meet a BARCT NO_x limit and the SCR results in increased ammonia emissions of one pound per day or more, Rule 1303 - Requirements requires BACT for the ammonia emissions. Under New Source Review, for SCR installations the BACT ammonia emission limit is 5 ppm, the same ammonia emission limit in Rule 1146. Staff believes it is more appropriate to address the ammonia emission limit for new and modified pollution controls, such as SCR, through Regulation XIII during the permitting process, rather than in Rule 1146. This allows permit engineers to evaluate the ammonia limit for new and modified SCRs on a case-by-case basis to ensure that the NO_x limit in Rule 1146 can be achieved.

PAR 1146 retains the compliance demonstration requirements under paragraph (d)(3) for new, replaced, or modified air pollution control equipment with ammonia emissions in the exhaust. Since the ammonia limits in PAR 1146 are removed, the compliance demonstration under paragraph (d)(3) are required when the owner or operator installs, replaces, or modifies air pollution control equipment with ammonia emissions in the exhaust that is subject to an ammonia emission limit in a South Coast AQMD permit. The compliance demonstration requirements include quarterly source tests for the first year of operation and annual source tests requirements thereafter or utilizing an ammonia Continuous Emissions Monitoring System (CEMS) certified under an approved South Coast AQMD protocol.

Public Process

PAR 1146 was presented to the RECLAIM Working Group and a separate Public Workshop was held on October 8, 2020.

Public Comments

Staff received two comments at the Public Workshop regarding the current implementation dates of Rule 1146 and if there would be an increase in ammonia emissions. There are no proposed changes to the implementation dates for Rule 1146 and there are no expected increases in ammonia emissions since the ammonia limit in Rule 1146 and BACT are the same.

Key Issues

Staff is not aware of any key issues.

California Environmental Quality Act

Pursuant to the California Environmental Quality Act (CEQA) Guidelines Sections 15002(k) and 15061, the proposed project is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3). A Notice of Exemption has been prepared pursuant to CEQA Guidelines Section 15062, and is included as Attachment F to this Board Letter.

If the proposed project is approved, the Notice of Exemption will be electronically filed with the State Clearinghouse of the Governor's Office of Planning and Research to be posted on their CEQAnet Web Portal, which may be accessed via the following weblink: <https://ceqanet.opr.ca.gov/search/recent>. In addition, the Notice of Exemption will be electronically posted on the South Coast AQMD's webpage which can be accessed via the following weblink: <http://www.aqmd.gov/nav/about/publicnotices/ceqa-notices/notices-of-exemption/noe---year-2020>. The electronic filing and posting of the Notice of Exemption is being implemented in accordance with Governor Newsom's Executive Orders N-54-20 and N-80-20 issued on April 22, 2020 and September 23, 2020, respectively, for the State of Emergency in California as a result of the threat of COVID-19.

Socioeconomic Impact Assessment

The proposed amendment is exempt from the requirement to prepare a socioeconomic assessment because the proposed amendment will not have a significant effect on emissions limitations or air quality, which are required to trigger Health & Safety Code § 40440.8.

Comparative Analysis

Health and Safety Code Section 40727.2(g) is not applicable because the proposed amended rule does not impose a new or more stringent emissions limit or standard, or other air pollution control monitoring, reporting, or recordkeeping requirements. As a result, a comparative analysis is not required.

AQMP and Legal Mandates

Health and Safety Code Section 40460(a) requires the South Coast AQMD to adopt an AQMP to meet state and federal ambient air quality standards in the South Coast Air Basin. In addition, the Health and Safety Code requires the South Coast AQMD to adopt rules and regulations that carry out the objectives of the AQMP. Rule 1146 is part of a control measure (CMB-05) in the 2016 AQMP which will reduce NO_x emissions and facilitate the transition of the NO_x RECLAIM program to a command-and-control regulatory structure, but the ammonia limit was not addressed by a control measure.

Resource Impacts

Existing staff resources are adequate to implement the proposed amendments.

Attachments

- A. Summary of Proposal
- B. Key Issues and Responses
- C. Rule Development Process
- D. Key Contacts List
- E. Resolution
- F. CEQA Notice of Exemption
- G. Rule Language for Proposed Amended Rule 1146 (This Board Letter serves as Staff Report for PAR 1146)

H. Board Meeting Presentation

ATTACHMENT A

SUMMARY OF PROPOSAL

Proposed Amended Rule 1146 – Emissions of Oxides of Nitrogen from Industrial, Institutional and Commercial Boilers, Steam Generators, and Process Heaters

- Removes the ammonia concentration limit for new and modified pollution controls to prevent conflicts with implementing Regulation XIII - New Source Review

ATTACHMENT B
KEY ISSUES AND RESPONSES

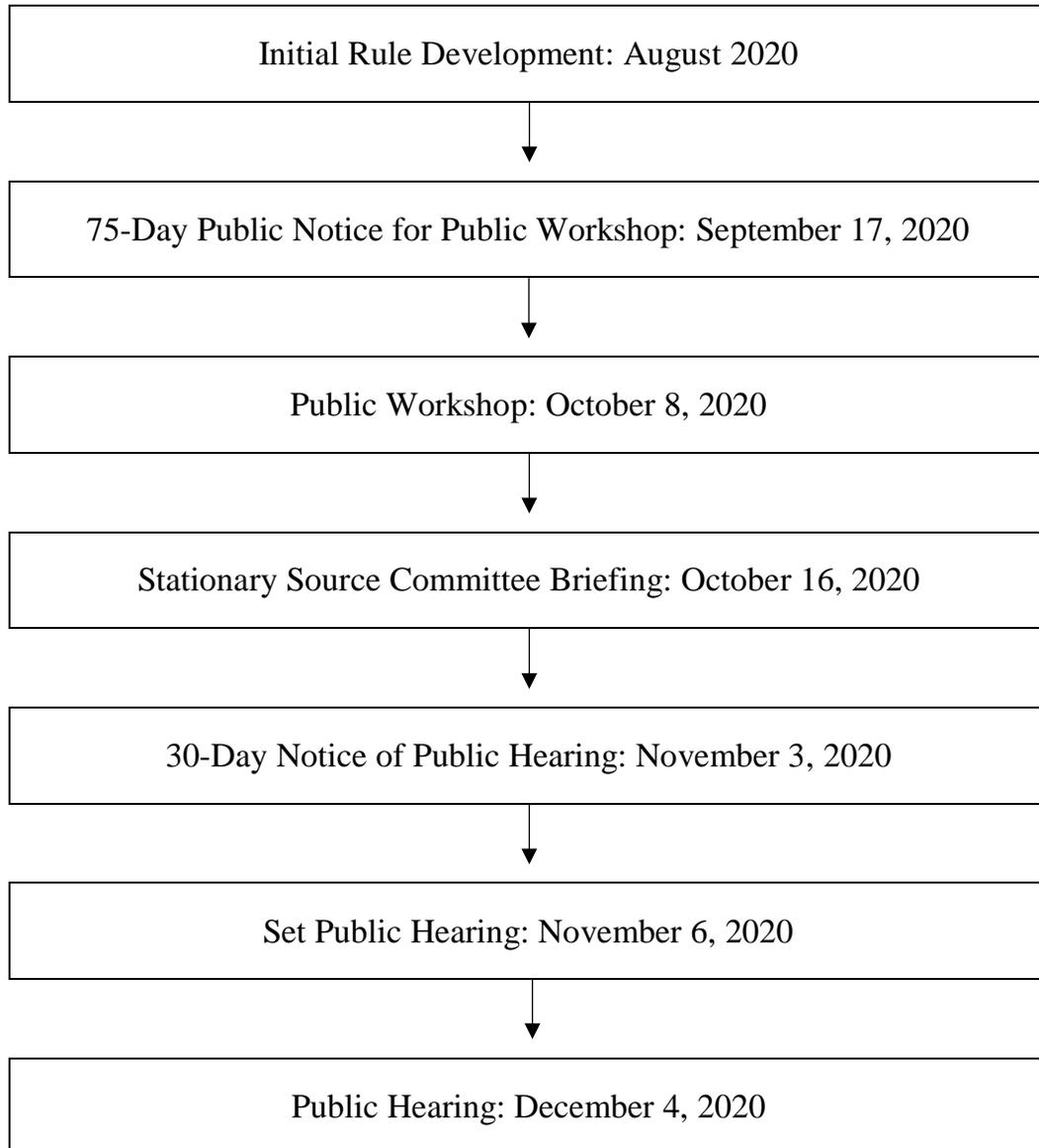
Proposed Amended Rule 1146 – Emissions of Oxides of Nitrogen from Industrial,
Institutional and Commercial Boilers, Steam
Generators, and Process Heaters

Staff is not aware of any key issues.

ATTACHMENT C

RULE DEVELOPMENT PROCESS

Proposed Amended Rule 1146 – Emissions of Oxides of Nitrogen from Industrial, Institutional and Commercial Boilers, Steam Generators, and Process Heaters



Four (4) months spent in rule amendment development

One (1) Public Workshops

One (1) Stationary Source Committee Meetings

ATTACHMENT D

KEY CONTACTS LIST

Air-Conditioning, Heating and Refrigerant Institute
Alta Environmental
Anheuser-Busch Companies, LLC
Boiler Dynamics Inc.
California Air Resources Board
California Council for Environmental and Economic Balance (CCEEB)
California Resources Corporation
California State University Monterey Bay
California State University Northridge
Chevron Corp.
Coast Packing Company
Eastern Municipal Water District
Inland Empire Utilities Agency
Los Angeles World Airports
M&C TechGroup
Marathon Petroleum Corporation
Montrose Environmental Group, Inc.
Natural Resources Defense Council
Ramboll Group
SAI Global Equipment Sales Inc.
San Joaquin Valley Air Pollution Control District
Southern California Gas Company
The Boeing Company
Torrance Refining Company
Trinity Consultants, Inc.
University of Southern California
Waste Management, Inc.
Western Municipal Water District

ATTACHMENT E

RESOLUTION NO. 20-_____

A Resolution of the Governing Board of the South Coast Air Quality Management District (South Coast AQMD) determining that Proposed Amended Rule 1146 – Emissions of Oxides of Nitrogen from Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters is exempt from the requirements of the California Environmental Quality Act (CEQA).

A Resolution of the South Coast AQMD Governing Board amending Rule 1146 – Emissions of Oxides of Nitrogen from Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters.

WHEREAS, the South Coast AQMD Governing Board finds and determines that Proposed Amended Rule 1146 is considered a “project” as defined by CEQA; and

WHEREAS, the South Coast AQMD has had its regulatory program certified pursuant to Public Resources Code Section 21080.5 and CEQA Guidelines Section 15251(l), and has conducted a CEQA review and analysis of Proposed Amended Rule 1146 pursuant to such program (South Coast AQMD Rule 110); and

WHEREAS, the South Coast AQMD Governing Board finds and determines after conducting a review of the proposed project in accordance with CEQA Guidelines Section 15002(k) – General Concepts, the three-step process for deciding which document to prepare for a project subject to CEQA, and CEQA Guidelines Section 15061 – Review for Exemption, procedures for determining if a project is exempt from CEQA, that Proposed Amended Rule 1146 is exempt from CEQA; and

WHEREAS, the South Coast AQMD Governing Board finds and determines that, because the proposed project relies on the continued implementation of the existing ammonia emission limits in Regulation XIII – New Source Review during the permitting process as part of implementing equipment-specific Best Available Control Technology (BACT) requirements and removing the identical ammonia concentration limit requirement in Rule 1146 would alleviate any potential conflicts with implementing Regulation XIII; it can be seen with certainty that there is no possibility that Proposed Amended Rule 1146 may have any significant effects on the environment, and is therefore, exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) – Common Sense Exemption; and

WHEREAS, the South Coast AQMD staff has prepared a Notice of Exemption for Proposed Amended Rule 1146 that is completed in compliance with CEQA Guidelines Section 15062 – Notice of Exemption; and

WHEREAS, Proposed Amended Rule 1146 and the December 4, 2020 South Coast AQMD Governing Board letter, including the Notice of Exemption and other supporting documentation, were presented to the South Coast AQMD Governing Board and the South Coast AQMD Governing Board has reviewed and considered this information, as well as has taken and considered staff testimony and public comment prior to approving the project; and

WHEREAS, the South Coast AQMD Governing Board finds and determines, taking into consideration the factors in Section (d)(4)(D) of the Governing Board Procedures (codified as Section 30.5(4)(D)(i) of the Administrative Code), that there were no modifications to Proposed Amended Rule 1146 since the Notice of Public Hearing was published that are so substantial as to significantly affect the meaning of the proposed amended rule within the meaning of Health and Safety Code Section 40726 because: (a) the changes do not impact emission reductions, (b) the changes do not affect the number or type of sources regulated by the rule, (c) the changes are consistent with the information contained in the notice of public hearing, and (d) the consideration of the range of CEQA alternatives is not applicable because the proposed project is exempt from CEQA; and

WHEREAS, Proposed Amended Rule 1146 will be submitted for inclusion into the State Implementation Plan; and

WHEREAS, Health and Safety Code Section 40727 requires that prior to adopting, amending or repealing a rule or regulation, the South Coast AQMD Governing Board shall make findings of necessity, authority, clarity, consistency, non-duplication, and reference based on relevant information presented at the public hearing and in the Board Letter (that serves as the Staff Report); and

WHEREAS, the South Coast AQMD Governing Board has determined that a need exists to amend Rule 1146 to remove the ammonia concentration limit for new and modified pollution controls to prevent conflicts with implementing Regulation XIII - New Source Review; and

WHEREAS, the South Coast AQMD Governing Board obtains its authority to adopt, amend, or repeal rules and regulations from Sections 39002, 40000, 40001, 40440, 40702, 40725 through 40728, 41508, and 41700 of the Health and Safety Code; and

WHEREAS, the South Coast AQMD Governing Board has determined that Rule 1146, as proposed to be amended, is written and displayed so that its meaning can be easily understood by persons directly affected by it; and

WHEREAS, the South Coast AQMD Governing Board has determined that Rule 1146, as proposed to be amended, is in harmony with, and not in conflict with or contradictory to, existing statutes, court decisions, or state or federal regulations; and

WHEREAS, the South Coast AQMD Governing Board has determined that Rule 1146, as proposed to be amended, does not impose the same requirements as any existing state or federal regulations, and the proposed amended rule is necessary and proper to execute the powers and duties granted to, and imposed upon, the South Coast AQMD; and

WHEREAS, the South Coast AQMD Governing Board, in amending the regulation, references the following statute which the South Coast AQMD hereby implements, interprets or makes specific: Health and Safety Code Section 40440 (c) (adoption of rules and regulations to assure efficiency of administrative practice); and

WHEREAS, the South Coast AQMD Governing Board has determined that a Socioeconomic Impact Assessment is not required, pursuant to Health and Safety Code Section 40440.8 or 40728.5, because Proposed Amended Rule 1146 will not have a significant impact on air quality or emissions limitations; and

WHEREAS, the South Coast AQMD staff conducted a Public Workshop regarding Proposed Amended Rule 1146 on October 8, 2020; and

WHEREAS, the public hearing has been properly noticed in accordance with all provisions of Health and Safety Code Section 40725; and

WHEREAS, the South Coast AQMD Governing Board has held a public hearing in accordance with all provisions of law; and

WHEREAS, the South Coast AQMD specifies that the Planning and Rules Manager of Rule 1146 is the custodian of the documents or other materials which constitute the record of proceedings upon which the adoption of the proposed amendments is based, which are located at the South Coast Air Quality Management District, 21865 Copley Drive, Diamond Bar, California; and

NOW, THEREFORE BE IT RESOLVED, that the South Coast AQMD Governing Board does hereby determine, pursuant to the authority granted by law, that Proposed Amended Rule 1146 is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) – Common Sense Exemption. This information has been presented to the South Coast AQMD Governing Board, whose members exercised their independent judgment and reviewed, considered and approved the information therein prior to acting on Proposed Amended Rule 1146; and

BE IT FURTHER RESOLVED, that the South Coast AQMD Governing Board does hereby adopt, pursuant to the authority granted by law, Proposed Amended Rule 1146 as set forth in the attached, and incorporated herein by this reference.

BE IT FURTHER RESOLVED, that the Executive Officer is hereby directed to forward a copy of this Resolution and Proposed Amended Rule 1146 to the California Air Resources Board for approval and subsequent submittal to the U.S. Environmental Protection Agency for inclusion into the State Implementation Plan.

DATE: _____

CLERK OF THE BOARDS

ATTACHMENT F



**South Coast
Air Quality Management District**

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SUBJECT: NOTICE OF EXEMPTION FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

PROJECT TITLE: PROPOSED AMENDED RULE 1146 – EMISSIONS OF OXIDES OF NITROGEN FROM INDUSTRIAL, INSTITUTIONAL, AND COMMERCIAL BOILERS, STEAM GENERATORS, AND PROCESS HEATERS

Pursuant to the California Environmental Quality Act (CEQA) Guidelines, the South Coast Air Quality Management District (South Coast AQMD), as Lead Agency, has prepared a Notice of Exemption pursuant to CEQA Guidelines Section 15062 – Notice of Exemption for the project identified above.

If the proposed project is approved, the Notice of Exemption will be electronically filed with the State Clearinghouse of the Governor’s Office of Planning and Research to be posted on their CEQAnet Web Portal which, upon posting, may be accessed via the following weblink: <https://ceqanet.opr.ca.gov/search/recent>. In addition, the Notice of Exemption will be electronically posted on the South Coast AQMD’s webpage which can be accessed via the following weblink: <http://www.aqmd.gov/nav/about/public-notices/ceqa-notices/notices-of-exemption/noe---year-2020>. The electronic filing and posting of the Notice of Exemption is being implemented in accordance with Governor Newsom’s Executive Orders N-54-20 and N-80-20 issued on April 22, 2020 and September 23, 2020, respectively, for the State of Emergency in California as a result of the threat of COVID-19.

**NOTICE OF EXEMPTION FROM THE
CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)**

To: Governor's Office of Planning and Research - State Clearinghouse
1400 Tenth St, Suite 222
Sacramento, CA 95814-5502

From: South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

Project Title: Proposed Amended Rule 1146 – Emissions of Oxides of Nitrogen from Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters

Project Location: The project is located within the South Coast Air Quality Management District's (South Coast AQMD) jurisdiction, which includes the four-county South Coast Air Basin (all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties), and the Riverside County portion of the Salton Sea Air Basin and the non-Palo Verde, Riverside County portion of the Mojave Desert Air Basin.

Description of Nature, Purpose, and Beneficiaries of Project: To prevent conflicts with applying the existing ammonia emission limits in Regulation XIII – New Source Review during the permitting process, amendments to Rule 1146 are proposed that would remove the ammonia concentration limit of five parts per million (ppm). Based on a review of recently approved permits, an ammonia concentration limit of five ppm has been imposed as Best Available Control Technology (BACT); therefore, removal of the five ppm limit from Rule 1146 is not expected to cause any significant adverse impacts.

Public Agency Approving Project: South Coast Air Quality Management District

Agency Carrying Out Project: South Coast Air Quality Management District

Exempt Status:

CEQA Guidelines Section 15061(b)(3) – Common Sense Exemption

Reasons why project is exempt: South Coast AQMD, as Lead Agency, has reviewed the proposed project pursuant to: 1) CEQA Guidelines Section 15002(k) – General Concepts, the three-step process for deciding which document to prepare for a project subject to CEQA; and 2) CEQA Guidelines Section 15061 – Review for Exemption, procedures for determining if a project is exempt from CEQA. Since the proposed project relies on the continued implementation of the existing ammonia emission limits in Regulation XIII during the permitting process as part of implementing equipment-specific BACT requirements and removing the ammonia concentration limit in Rule 1146 would alleviate any potential conflicts with implementing Regulation XIII, it can be seen with certainty that there is no possibility that the proposed project may have a significant adverse effect on the environment. Therefore, the project is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) – Common Sense Exemption.

Date When Project Will Be Considered for Approval (subject to change):

South Coast AQMD Governing Board Public Hearing: December 4, 2020

CEQA Contact Person:	Phone Number:	Email:	Fax:
Ryan Bañuelos	(909) 396-3479	rbañuelos@aqmd.gov	(909) 396-3982

Rule Contact Person:	Phone Number:	Email:	Fax:
Zoya Banan	(909) 396-2332	ZBanan@aqmd.gov	(909) 396-3324

Date Received for Filing: _____ **Signature:** _____ *(Signed Upon Board Approval)*

Barbara Radlein
Program Supervisor, CEQA
Planning, Rule Development, and Area Sources

(Adopted September 9, 1988)(Amended January 6, 1989)(Amended May 13, 1994)
(Amended June 16, 2000)(Amended November 17, 2000)(Amended September 5, 2008)
(Amended November 1, 2013)(Amended December 7, 2018)
(Proposed Amended Rule 1146 December 4, 2020)

PROPOSED AMENDED RULE 1146. EMISSIONS OF OXIDES OF NITROGEN FROM INDUSTRIAL, INSTITUTIONAL, AND COMMERCIAL BOILERS, STEAM GENERATORS, AND PROCESS HEATERS

(a) Applicability

This rule applies to boilers, steam generators, and process heaters of equal to or greater than 5 million Btu per hour rated heat input capacity used in all industrial, institutional, and commercial operations.

(b) Definitions

- (1) ADSORPTION CHILLER UNIT means any natural gas fired unit that captures and uses waste heat to provide cold water for air conditioning and other process requirements.
- (2) ANNUAL HEAT INPUT means the total heat input to a unit during a calendar year.
- (3) ATMOSPHERIC UNIT means any natural gas fired unit with a heat input less than or equal to 10 million Btu per hour with a non-sealed combustion chamber in which natural draft is used to exhaust combustion gases.
- (4) BOILER or STEAM GENERATOR means any combustion equipment fired with liquid and/or gaseous (including landfill and digester gas) and/or solid fossil fuel and used to produce steam or to heat water, and that is not used exclusively to produce electricity for sale. Boiler or Steam Generator does not include any open heated tank, adsorption chiller unit, or waste heat recovery boiler that is used to recover sensible heat from the exhaust of a combustion turbine or any unfired waste heat recovery boiler that is used to recover sensible heat from the exhaust of any combustion equipment.
- (5) BTU means British thermal unit(s).
- (6) COMMERCIAL OPERATION means any office building, lodging place, or similar location designed for tenancy by one or more business entities or residential occupants.
- (7) FIRE-TUBE BOILER means any boiler that passes hot gases from a fire box through one or more tubes running through a sealed container of water. The

Proposed Amended Rule 1146 (Cont.)

(Amended December 7, 2018 December 2020)

heat of the gases is transferred through the walls of the tubes by thermal conduction, heating the water and ultimately creating steam.

- (8) FORMER RECLAIM FACILITY means a facility, or any of its successors, that was in the Regional Clean Air Incentives Market as of January 5, 2018, as established in Regulation XX – Regional Clean Air Incentives Market (RECLAIM), that has received a final determination notification, and is no longer in the RECLAIM program.
- (9) GROUP I UNIT means any unit burning natural gas with a rated heat input capacity greater than or equal to 75 million Btu per hour, excluding thermal fluid heaters and units operated at schools and universities.
- (10) GROUP II UNIT means any unit burning gaseous fuels, excluding digester and landfill gases, with a rated heat input capacity less than 75 million Btu per hour down to and including 20 million Btu per hour, excluding thermal fluid heaters and units operated at schools and universities.
- (11) GROUP III UNIT means any unit burning gaseous fuels, excluding digester and landfill gases, with a rated heat input capacity less than 20 million Btu per hour down to and including 5 million Btu per hour, and all units operated at schools and universities greater than or equal to 5 million Btu per hour, excluding atmospheric units and thermal fluid heaters.
- (12) HEALTH FACILITY has the same meaning as defined in Section 1250 of the California Health and Safety Code.
- (13) HEAT INPUT means the chemical heat released due to assumed complete combustion of fuel in a unit, using the higher heating value of the fuel. This does not include the sensible heat of incoming combustion air.
- (14) INDUSTRIAL OPERATION means any entity engaged in the production and/or provision of chemicals, foods, textiles, fabricated metal products, real estate, personal services or other kindred or allied products or services.
- (15) INSTITUTIONAL OPERATION means any public or private establishment constituted to provide medical, educational, governmental, or other similar services to promote safety, order, and welfare.
- (16) MODIFICATION means any physical change that meets the criteria set forth in Rule 1302 – Definitions.
- (17) MUNICIPAL SANITATION SERVICES means basic sanitation services provided to the residents of a municipality by sewage treatment plants and municipal solid waste landfills.

Proposed Amended Rule 1146 (Cont.)

(Amended December 7, 2018 December 2020)

- (18) NON-RECLAIM FACILITY means a facility, or any of its successors, that was not in the Regional Clean Air Incentives Market as of January 5, 2018, as established in Regulation XX.
- (19) NO_x EMISSIONS means the sum of nitric oxides and nitrogen dioxides emitted, calculated as nitrogen dioxide.
- (20) OPEN HEATED TANK means a non-pressurized self-heated tank that may include a cover or doors that can be opened or detached to put in or remove parts, components or other material for processing in the tank. Tanks heated solely by an electric heater, boiler, thermal fluid heater or heat recovered from another process using heat exchangers are excluded from this definition.
- (21) PROCESS HEATER means any combustion equipment fired with liquid and/or gaseous (including landfill and digester gas) and/or solid fossil fuel and which transfers heat from combustion gases to water or process streams. Process Heater does not include any kiln or oven used for drying, curing, baking, cooking, calcining, or vitrifying; or any unfired waste heat recovery heater that is used to recover sensible heat from the exhaust of any combustion equipment.
- (22) RATED HEAT INPUT CAPACITY means the heat input capacity as specified by the permit issued by the Executive Officer, or if not specified on the permit, as specified on the nameplate of the combustion unit. If the combustion unit has been altered or modified such that its maximum heat input is different than the heat input capacity specified on the nameplate, the new maximum heat input shall be considered as the rated heat input capacity.
- (23) RECLAIM FACILITY means a facility, or any of its successors, that was in the Regional Clean Air Incentives Market as of January 5, 2018, as established in Regulation XX.
- (24) SCHOOL means any public or private school, including juvenile detention facilities with classrooms, used for purposes of the education of more than 12 children at the school, including in kindergarten and grades 1 to 12, inclusive, but does not include any private school in which education is primarily conducted in private homes. The term includes any building or structure, playground, athletic field, or other area of school property, but does not include unimproved school property.
- (25) THERM means 100,000 Btu.

Proposed Amended Rule 1146 (Cont.)

(Amended December 7, 2018 December 2020)

- (26) THERMAL FLUID HEATER means a natural gas fired process heater in which a process stream is heated indirectly by a heated fluid other than water.
- (27) UNIT means any boiler, steam generator, or process heater as defined in paragraph (b)(4) or (b)(21) of this subdivision.

(c) Requirements

Notwithstanding the exemptions contained in Rule 2001 – Applicability, Table 1 – Rules Not Applicable to RECLAIM Facilities for Requirements Pertaining to NOx Emissions If Rule Was Adopted or Amended Prior to October 5, 2018, the owner or operator of any unit(s) subject to this rule shall not operate the unit in a manner that exceeds the applicable emission limits specified in paragraphs (c)(1), (c)(2), and (c)(3), and ~~(e)(4)~~ shall comply with the applicable requirements in paragraphs (c)(4) to (c)(10).

- (1) The owner or operator shall subject all of the units within the facility to comply with the applicable NOx emission limits specified in Table 1146-1:

Proposed Amended Rule 1146 (Cont.)

(Amended December 7, 2018 December 2020)

Table 1146-1 – NO_x Emission Limits and Compliance Schedule

Rule Reference	Category	Limit¹	Compliance Schedule for Non-RECLAIM Facilities	Compliance Schedule for RECLAIM and Former RECLAIM Facilities
(c)(1)(A)	All Units Fired on Gaseous Fuels	30 ppm or for natural gas fired units 0.036 lbs/10 ⁶ Btu	September 5, 2008	See Rule 1100 – Implementation Schedule for NO _x Facilities
(c)(1)(B)	Any Units Fired on Non-gaseous Fuels	40 ppm	September 5, 2008	
(c)(1)(C)	Any Units Fired on Landfill Gas	25 ppm	January 1, 2015	
(c)(1)(D)	Any Units Fired on Digester Gas	15 ppm	January 1, 2015	
(c)(1)(E)	Atmospheric Units	12 ppm or 0.015 lbs/10 ⁶ Btu	January 1, 2014	
(c)(1)(F)	Group I Units	5 ppm or 0.0062 lbs/10 ⁶ Btu	January 1, 2013	
(c)(1)(G)	Group II Units (Fire-tube boilers with a previous NO _x limit less than or equal to 9 ppm and greater than 5 ppm prior to December 7, 2018)	7 ppm or 0.0085 lbs/10 ⁶ Btu	See (c)(76)(A)	
(c)(1)(H)	Group II Units (All others with a previous NO _x limit less than or equal to 12 ppm and greater than 5 ppm prior to December 7, 2018)	9 ppm or 0.011 lbs/10 ⁶ Btu	January 1, 2014	
(c)(1)(I)	Group II Units (All others)	5 ppm or 0.0062 lbs/10 ⁶ Btu	December 7, 2018	
(c)(1)(J)	Group III Units (Fire-tube boilers, excluding units with a previous NO _x limit less than or equal to 12 ppm and greater than 9 ppm prior to December 7, 2018)	7 ppm or 0.0085 lbs/10 ⁶ Btu	December 7, 2018 or See (c)(76)(B) for units with a previous NO _x limit less than or equal to 9 ppm prior to December 7, 2018	
(c)(1)(K)	Group III Units (All others)	9 ppm or 0.011 lbs/10 ⁶ Btu	January 1, 2015 or See (c)(87) for units with a previous NO _x limit less than or equal to 12 ppm prior to September 5, 2008	
(c)(1)(L)	Thermal Fluid Heaters	12 ppm or 0.015 lbs/10 ⁶ Btu	December 7, 2018 or See (c)(76)(C) for units with a previous NO _x limit less than or equal to 20 ppm prior to December 7, 2018 or See (e)(2) for units with a previous NO _x limit greater than 20 ppm prior to December 7, 2018	

¹All parts per million (ppm) emission limits are referenced at 3 percent volume stack gas oxygen (O₂) on a dry basis averaged over a period of 15 consecutive minutes or pounds per million Btu (lbs/10⁶ Btu).

Proposed Amended Rule 1146 (Cont.)

(Amended December 7, 2018December 2020)

- ~~(2) — The owner or operator of any unit(s) operating with air pollution control equipment that results in ammonia emissions in the exhaust shall not discharge into the atmosphere ammonia emissions in excess of 5 ppm (referenced at 3 percent volume stack gas oxygen on a dry basis averaged over a period of 60 consecutive minutes), except for units complying with paragraph (c)(9).~~
- (32) For dual fuel co-fired combustion units a weighted average emission limit calculated by Equation 1146-1 may be used in lieu of the emission limits of Table 1146-1 provided a totalizing fuel flow meter is installed pursuant to paragraph (c)(408), for units burning a combination of both fuels.

$$\text{Weighted Limit} = \frac{(CL_A \times Q_A) + (CL_B \times Q_B)}{Q_A + Q_B} \quad \text{Equation 1146-1}$$

Where:

CL_A = compliance limit for fuel A

CL_B = compliance limit for fuel B

Q_A = heat input from fuel A

Q_B = heat input from fuel B

- (43) The owner or operator of any unit(s) with a rated heat input capacity greater than or equal to 5 million Btu per hour shall not discharge into the atmosphere carbon monoxide (CO) emissions in excess of 400 ppm (referenced at ~~three~~3 percent volume stack gas oxygen on a dry basis averaged over a period of 15 consecutive minutes) or for natural gas fired units 0.30 lbs/10⁶ Btu.
- (54) In lieu of complying with the applicable emission limits specified in paragraphs (c)(1), (c)(2), (c)(3), ~~(c)(4)~~, (e)(1), and (e)(2), the owner or operator of any unit(s) in operation prior to September 5, 2008 at non-RECLAIM facilities, or in operation prior to December 7, 2019 at RECLAIM or former RECLAIM facilities with an annual heat input less than or equal to 9.0 x 10⁹ Btu (90,000 therms) per year, shall:
- (A) ~~o~~Operate the unit(s) in a manner that maintains stack gas oxygen concentrations at less than or equal to ~~3~~three percent on a dry basis for any 15-consecutive-minute averaging period; or

Proposed Amended Rule 1146 (Cont.)

(Amended December 7, 2018 December 2020)

- (B) ~~€~~Tune the unit(s) at least twice per year, (at intervals from ~~4~~four to ~~8~~eight months apart) in accordance with the procedure described in Attachment 1 or the unit manufacturer's specified tune-up procedure. If a different tune-up procedure from that described in Attachment 1 is used, then a copy of this procedure shall be kept on site. The owner or operator of any unit(s) selecting the tune-up option shall maintain records for a rolling ~~twenty four~~24-month period verifying that the required tune-ups have been performed. If the unit does not operate throughout a continuous six-month period within a ~~twelve~~12-month period, only one tune-up is required for the ~~twelve~~12-month period that includes the entire period of non-operation. For this case, the tune-up shall be conducted within ~~thirty~~(30) days of start-up. No tune-up is required during a rolling ~~twelve~~12-month period for any unit that is not operated during that rolling ~~twelve~~12-month period; this unit may be test fired to verify availability of the unit for its intended use but once the test firing is completed the unit shall be shutdown. Records of test firings shall be maintained for a rolling ~~twenty four~~24-month period; and shall be made accessible to ~~an authorized District representative~~the Executive Officer upon request.
- (65) Notwithstanding the exemptions contained in Rule 2001 – Applicability, Table 1 – Rules Not Applicable to RECLAIM Facilities for Requirements Pertaining to NOx Emissions If Rule Was Adopted or Amended Prior to October 5, 2018, an owner or operator of any unit(s) with a rated heat input capacity greater than or equal to 40 million Btu per hour and an annual heat input greater than 200×10^9 Btu per year shall have a continuous in-stack nitrogen oxides monitor or equivalent verification system in compliance with Rule 218 – Continuous Emission Monitoring, Rule 218.1 – Continuous Emission Monitoring Performance Specifications, and 40 Code of Federal Regulations (CFR) Part 60 Appendix B Specification 2. Maintenance and emission records shall be maintained and made accessible for a period of two years to the Executive Officer.
- (76) Notwithstanding paragraph (c)(1), an owner or operator that has installed, modified, or has been issued a South Coast AQMD Permit to Construct or Permit to Operate for the following units prior to December 7, 2018, at a non-RECLAIM facility, shall meet the NOx emission limit specified in

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Table 1146-1 by December 7, 2033 or when 50 percent or more of the unit's burners are replaced, whichever is earlier:

- (A) Group II fire-tube boilers subject to subparagraph (c)(1)(G) complying with a previous NOx emission limit that is less than or equal to 9 ppm and greater than 5 ppm; or
- (B) Group III fire-tube boilers subject to subparagraph (c)(1)(J) complying with a previous NOx emission limit that is less than or equal to 9 ppm; or
- (C) Thermal fluid heaters subject to subparagraph (c)(1)(L) complying with a previous NOx emission limit that is less than or equal to 20 ppm.

(87) Notwithstanding the NOx emission limit specified in Table 1146-1 of paragraph (c)(1), by December 7, 2033 or when 50 percent or more of the unit's burners are replaced, whichever is earlier, the owner or operator that has installed, modified, or has been issued a South Coast AQMD Permit to Operate prior to September 5, 2008 for a Group III natural gas fired unit complying with a previous NOx emission limit of 12 ppm or less and greater than 9 ppm shall not operate in a manner that discharges NOx emissions (reference at 3 percent volume stack gas oxygen on a dry basis averaged over a period of 15 consecutive minutes) in excess of 9 ppm.

~~(98) An owner or operator that has installed, modified, or has been issued a SCAQMD Permit to Construct or Permit to Operate prior to December 7, 2018 for any unit(s) operating with air pollution control equipment that results in ammonia emissions in the exhaust complying with an ammonia emission limit greater than 5 ppm, when the air pollution control equipment is replaced or modified, the owner or operator shall:~~

- ~~(A) Meet the ammonia emission limit in specified in (c)(2); and~~
- ~~(B) During the first 12 months of operation, demonstrate compliance according to the schedule specified in paragraph (d)(3).~~

(108) Any owner or operator who chooses the pound per million Btu compliance option specified in paragraph(s) (c)(1) or (c)(43) or chooses the weighted average emission limit using Equation 1146-1 under paragraph (c)(32) shall install a non-resettable totalizing fuel meter to measure the total of each fuel used by each individual unit, as approved by the Executive Officer.

(119) An owner or operator of any landfill or digester gas (biogas) unit co-fired with natural gas shall not operate the unit in a manner that exceeds the

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(Amended December 7, 2018 December 2020)

emission concentration limits specified in subparagraphs (c)(1)(C) or (c)(1)(D), provided that the facility monthly average biogas usage by the biogas units is ~~90%~~ percent or more, based on the higher heating value of the fuels used.

(A) The Executive Officer may approve the burning of more than 10% percent natural gas up to:

(i) ~~25%~~ percent natural gas in a biogas fired unit at the 15 ppm (digester gas) or 25 ppm (landfill gas) NOx level, when it is necessary, if the only alternative to limiting natural gas to 10% percent would be shutting down the unit and flaring more biogas.

(ii) ~~50%~~ percent natural gas in a digester gas-fired unit at the 15 ppm NOx level, when it is necessary as specified in clause (c)(~~449~~)(A)(i) and for any units installed on or after September 5, 2008 provided the unit has demonstrated compliance with the NOx limits in paragraph (c)(1) applicable to units fired exclusively on natural gas.

For any units subject to this subparagraph, the percent natural gas usage shall be based on the facility monthly average biogas usage by the biogas units and the higher heating value of the fuels used.

(B) Any biogas-fired unit burning more than the approved percent natural gas as determined under subparagraph (c)(~~449~~)(A) shall comply with the weighted average NOx limit specified in paragraph (c)(~~32~~).

(~~4210~~) Notwithstanding the NOx emission limits specified in Table 1146-1 of paragraph (c)(1) and paragraph (e)(3), and until a Regulation XI rule referenced in paragraph (f)(5) is adopted or amended and that rule compliance date occurs, an owner or operator shall not operate units at a municipal sanitation service facility in a manner that discharges NOx emissions (referenced at 3 percent volume stack gas oxygen on a dry basis averaged over a period of 15 consecutive minutes) in excess of:

(A) 9 ppm for Group II and Group III units; or

(B) 9 ppm, upon burner replacement, for Group III units that were installed or modified prior to September 5, 2008 complying with a previous NOx emission limit of 12 ppm or less; or

(C) 30 ppm for thermal fluid heaters; or

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(D) 30 ppm, upon burner replacement, for any low-fuel use unit complying with paragraph (c)(~~5~~4).

(d) Compliance Determination

The owner or operator of any unit(s) subject to this rule shall meet the following requirements for determining compliance:

(1) An owner or operator of any unit(s) shall have the option of complying with either the pound per million Btu or parts per million emission limits specified in paragraphs (c)(1), (c)(~~3~~2), and (c)(~~4~~3).

(2) All emission determinations shall be made in the as-found operating condition, except no compliance determination shall be established during start-up, shutdown, or under breakdown conditions. Start-up and shutdown intervals shall not last longer than is necessary to reach stable conditions. Compliance determination as specified in paragraph (d)(6) shall be conducted at least 250 operating hours, or at least ~~thirty~~30 days subsequent to the tuning or servicing of any unit, unless it is an unscheduled repair.

(3) An owner or operator ~~of a unit that~~ installs, replaces, or modifies air pollution control equipment with ammonia emissions in the exhaust that is subject to the an ammonia emission limit in a South Coast AQMD permit specified in paragraph (c)(2) shall:

(A) Conduct quarterly a source test to demonstrate compliance with the ammonia emission limit, according to the procedures in District Source Test Method 207.1 for Determination of Ammonia Emissions from Stationary Sources, during the first 12 months of unit operation and thereafter, except that source tests may be conducted annually within 12 months thereafter when four consecutive quarterly source tests demonstrate compliance with the ammonia emission limit. If an annual test is failed, four consecutive quarterly source tests must demonstrate compliance with the ammonia emissions limits prior to resuming annual source tests; or

(B) Utilize an ammonia Continuous Emissions Monitoring System (CEMS) certified under an approved South Coast AQMD protocol to demonstrate compliance with the ammonia emission limit.

(4) Compliance with the NO_x and CO emission requirements of paragraphs (c)(1), (c)(~~3~~2), and (c)(~~4~~3) and the stack-gas oxygen concentration requirement in ~~of~~-subparagraph (c)(~~5~~4)(A) shall be determined using a

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(Amended December 7, 2018 December 2020)

~~District~~South Coast AQMD approved contractor under the Laboratory Approval Program according to the following procedures:

- (A) ~~District~~South Coast AQMD Source Test Method 100.1 - Instrumental Analyzer Procedures for Continuous Gaseous Emission Sampling (March 1989), or
- (B) ~~District~~South Coast AQMD Source Test Method 7.1 - Determination of Nitrogen Oxide Emissions from Stationary Sources (March 1989) and ~~District~~South Coast AQMD Source Test Method 10.1 - Carbon Monoxide and Carbon Dioxide by Gas Chromatograph/Non-Dispersive Infrared Detector (GC/NDIR) - Oxygen by Gas Chromatograph-Thermal Conductivity (GC/TCD) (March 1989); or
- (C) United States Environmental Protection Agency (U.S. EPA) Conditional Test Method CTM-030, Determination of Nitrogen Oxides, Carbon Monoxide, and Oxygen Emissions from Natural Gas-Fired Engines, Boilers and Process Heaters Using Portable Analyzers; or
- (D) ASTM D6522-00(2005) Standard Test Method for Determination of Nitrogen Oxides, Carbon Monoxide, and Oxygen Concentrations in Emissions from Natural Gas-Fired Reciprocating Engines, Combustion Turbines, Boilers, and Process Heaters Using Portable Analyzers
- (E) ~~a~~Any other test method determined to be alternative and approved before the test in writing by the Executive Officers of the ~~District~~South Coast AQMD and the California Air Resources Board and the Regional Administrator of the ~~United States Environmental Protection Agency~~U.S. EPA, Region IX; or
- (F) ~~a~~A continuous in-stack nitrogen oxide monitor or equivalent verification system as specified in paragraph (c)(~~65~~).

Records of all source tests shall be made available to ~~District~~South Coast AQMD personnel upon request. Emissions determined to exceed any limits established by this rule through the use of any of the above-referenced test methods shall constitute a violation of this rule.

- (5) For any owner or operator who chooses the pound per million Btu of heat input compliance option of paragraph (c)(1), (c)(~~32~~), or (c)(~~43~~), NO~~x~~ emissions in pounds per million Btu of heat input shall be calculated using

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procedures in 40 CFR Part 60, Appendix A, Method 19, Sections 2 and 3 and CO emissions in pounds per million Btu of heat input shall be calculated according to the Protocol for the Periodic Monitoring of Nitrogen Oxides, Carbon Monoxide, and Oxygen from Units Subject to South Coast Air Quality Management District AQMD Rules 1146 and 1146.1.

- (6) Compliance determination with the NO_x emission requirements in paragraph (d)(4) shall be conducted once:
 - (A) ~~e~~Every three years for units with a rated heat input capacity greater than or equal to 10 million Btu per hour, except for units subject to paragraph (c)(~~6~~5).
 - (B) ~~e~~Every five years for units with a rated heat input capacity less than 10 million Btu per hour down to and including 5 million Btu per hour.
- (7) Provided the emissions test is conducted within the same calendar year as the test required in paragraph (d)(6), an owner or operator may use the following emissions tests to comply with paragraph (d)(6):
 - (A) Periodic monitoring or testing of a unit as required in a Title V permit pursuant to Regulation XXX – Title V Permits, or
 - (B) Relative accuracy testing for continuous emissions monitoring verification pursuant to Rule 218.1 or 40 CFR Part 60 Appendix B Specification 2.
- (8) Except for units subject to paragraph (c)(~~6~~5), any owner or operator of units subject to this rule shall perform diagnostic emission checks of NO_x emissions with a portable NO_x, CO, and oxygen analyzer according to the Protocol for the Periodic Monitoring of Nitrogen Oxides, Carbon Monoxide, and Oxygen from Units Subject to South Coast Air Quality Management District AQMD Rules 1146 and 1146.1 – Emissions of Oxides of Nitrogen from Small Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters according to the following schedule:
 - (A) The owner or operator of units subject to paragraphs (c)(1), (c)(~~3~~2), or (c)(~~4~~3) shall check NO_x emissions at least monthly or every 750 ~~unit~~ operating hours, whichever occurs later. If a unit is in compliance for three consecutive diagnostic emission checks, without any adjustments to the oxygen sensor set points, then the unit may be checked quarterly or every 2,000 unit operating hours,

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- whichever occurs later, until the resulting diagnostic emission check exceeds the applicable limit specified in paragraphs (c)(1) or (c)(32).
- (B) The owner or operator of units subject to the requirements specified in paragraph (c)(54) shall check NO_x emissions according to the tune-up schedule specified in subparagraph (c)(54)(B).
- (C) Records of all monitoring data required under subparagraphs (d)(8)(A) and (d)(8)(B) shall be maintained for a rolling twelve month period of two years (five years for Title V facilities) and shall be made available to District South Coast AQMD personnel upon request.
- (D) The portable analyzer diagnostic emission checks required under subparagraphs (d)(8)(A) and (d)(8)(B) shall only be conducted by a person who has completed an appropriate District South Coast AQMD-approved training program in the operation of portable analyzers and has received a certification issued by the District South Coast AQMD.
- (9) An owner or operator shall comply with the requirements as applied to CO emissions specified in paragraph (d)(8) and subparagraph:
- (A) (d)(6)(A) for units greater than or equal to 10 million Btu per hour, or
- (B) (d)(6)(B) for units less than 10 million Btu per hour.
- (10) A diagnostic emission check conducted under the requirements specified in paragraph (d)(8) that finds emissions in excess of those allowed by this rule or a permit condition shall not constitute a violation of this rule if the owner or operator corrects the problem and demonstrate compliance with another emission check within 72 hours from the time the owner or operator knew of excess emissions, or reasonably should have known, or shutdown the unit by the end of an operating cycle, whichever is sooner.
- (11) Notwithstanding the requirements specified in paragraph (d)(10) any diagnostic emission check conducted by District South Coast AQMD staff that finds emissions in excess of those allowed by this rule or a permit condition is a violation.
- (12) An owner or operator may opt to lower the unit's rated heat input capacity. The lowered rated heat input capacity shall not be less than or equal to 2 million Btu per hour and shall be based on manufacturer's identification or rating plate or permit condition.

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- (e) Compliance Schedule
- (1) The owner or operator of any unit(s) at a RECLAIM or former RECLAIM facility subject to paragraph (c)(1) shall meet the applicable NOx emission limit in Table 1146-1 in accordance with the schedule specified in Rule 1100 – Implementation Schedule for NOx Facilities.
 - (2) An owner or operator of a non-RECLAIM facility with any thermal fluid heaters with a NOx emission limit greater than 20 ppm shall:
 - (A) On or before December 7, 2019, submit a complete South Coast AQMD permit application for each thermal fluid heater that does not currently meet the limit specified in subparagraph (c)(1)(L); and
 - (B) On or before January 1, 2022, meet the applicable NOx emission limit in Table 1146-1 for thermal fluid heaters subject to subparagraph (c)(1)(L).
 - (3) By December 7, 2033 or when 50 percent or more of the unit’s burners are replaced, whichever is earlier, no person shall operate in the ~~District~~South Coast AQMD any unit subject to paragraph (c)(~~54~~) that discharges into the atmosphere NOx emissions in excess of 12 ppm (referenced at 3 percent volume stack gas oxygen on a dry basis averaged over a period of 15 consecutive minutes).
 - (4) ~~a~~Any unit subject to the requirements specified in paragraph (c)(~~54~~) that exceeds 90,000 therms of annual heat input from all fuels used shall constitute a violation of this rule. In addition, the owners or operators shall:
 - (A) ~~w~~Within 4four months after exceeding 90,000 therms of annual heat input, submit required applications for permits to construct and operate; and
 - (B) ~~w~~Within 18 months after exceeding 90,000 therms of annual heat input, demonstrate and maintain compliance with all applicable requirements of paragraphs (c)(1), (c)(2), (c)(3), and (c)(45), ~~and (e)(6)~~ for the life of the unit.
 - (5) The Executive Officer shall grant in writing a time extension to the full compliance date with the applicable NOx compliance limits specified in subparagraphs (c)(1)(E) through (c)(1)(K) for any health facility as defined in Section 1250 of the California Health and Safety Code that can demonstrate that the Office of Statewide Health Planning and Development has approved an extension of time to comply with seismic safety requirements pursuant to Health and Safety Code Sections 130060 and

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130061.5. The extension of time granted by the Executive Officer shall be consistent with the time extension granted pursuant to Health and Safety Code Section 130060 but not to exceed January 1, 2015 and shall be consistent with the time extension granted pursuant to Health and Safety Code Section 130061.5 but not to exceed January 1, 2020. Those health facilities granted a time extension shall submit a compliance plan to the Executive Officer on or before January 1, 2010.

(f) Exemptions

The provisions of this rule shall not apply to:

- (1) ~~b~~Boilers used by electric utilities to generate electricity; or
- (2) ~~b~~Boilers and process heaters with a rated heat input capacity greater than 40 million Btu per hour that are used in petroleum refineries; or
- (3) ~~s~~Sulfur plant reaction boilers; or
- (4) ~~a~~Any unit at a RECLAIM or former RECLAIM facility that is subject to a NO_x emission limit in a different rule for an industry-specific category defined in Rule 1100 – Implementation Schedule for NO_x Facilities; or
- (5) ~~a~~Any unit at a municipal sanitation service facility that is subject to a NO_x emission limit in a Regulation XI rule adopted or amended after December 7, 2018.

ATTACHMENT 1

A. Equipment Tuning Procedure¹ for Forced-Draft Boilers, Steam Generators, and Process Heaters

Nothing in this Equipment Tuning Procedure shall be construed to require any act or omission that would result in unsafe conditions or would be in violation of any regulation or requirement established by Factory Mutual, Industrial Risk Insurers, National Fire Prevention Association, the California Department of Industrial Relations (Occupational Safety and Health Division), the Federal Occupational Safety and Health Administration, or other relevant regulations and requirements.

Should a different tuning procedure be used, a copy of this procedure should be kept with the unit records for two years and made available to the ~~District~~South Coast AQMD personnel on request.

1. Operate the unit at the firing rate most typical of normal operation. If the unit experiences significant load variations during normal operation, operate it at its average firing rate.
2. At this firing rate, record stack gas temperature, oxygen concentration, and CO concentration (for gaseous fuels) or smoke-spot number² (for liquid fuels), and observe flame conditions after unit operation stabilizes at the firing rate selected. If the excess oxygen in the stack gas is at the lower end of the range of typical minimum values³, and if CO emissions are low and there is not smoke, the unit is probably operating at near optimum efficiency - at this particular firing rate.

However, complete the remaining portion of this procedure to determine whether still lower oxygen levels are practical.

¹ This tuning procedure is based on a tune-up procedure developed by KVB, Inc. for the United States EPA.

² The smoke-spot number can be determined with ASTM Test Method D-2156 or with the Bacharach method. -ASTM Test Method D-2156 is included in a tuneup kit that can be purchased from the Bacharach Company.

³ Typical minimum oxygen levels for boilers at high firing rates are:

1. For natural gas: 0.5% - 3% percent
2. For liquid fuels: 2% - 4% percent

3. Increase combustion air flow to the furnace until stack gas oxygen levels increase by one to two percent over the level measured in Step 2. As in Step 2, record the stack gas temperature, CO concentration (for gaseous fuels) or smoke-spot number (for liquid fuels), and observe flame conditions for these higher oxygen levels after boiler operation stabilizes.
4. Decrease combustion air flow until the stack gas oxygen concentration is at the level measured in Step 2. From this level gradually reduce the combustion air flow, in small increments. After each increment, record the stack gas temperature, oxygen concentration, CO concentration (for gaseous fuels) and smoke-spot number (for liquid fuels). Also observe the flame and record any changes in its condition.
5. Continue to reduce combustion air flow stepwise, until one of these limits is reached:
 - a. Unacceptable flame conditions - such as flame impingement on furnace walls or burner parts, excessive flame carryover, or flame instability.
 - b. Stack gas CO concentrations greater than 400 ppm.
 - c. Smoking at the stack.
 - d. Equipment-related limitations - such as low windbox/furnace pressure differential, built in air-flow limits, etc.
6. Develop an O₂/CO curve (for gaseous fuels) or O₂/smoke curve (for liquid fuels) similar to those shown in Figures 1 and 2 using the excess oxygen and CO or smoke-spot number data obtained at each combustion air flow setting.

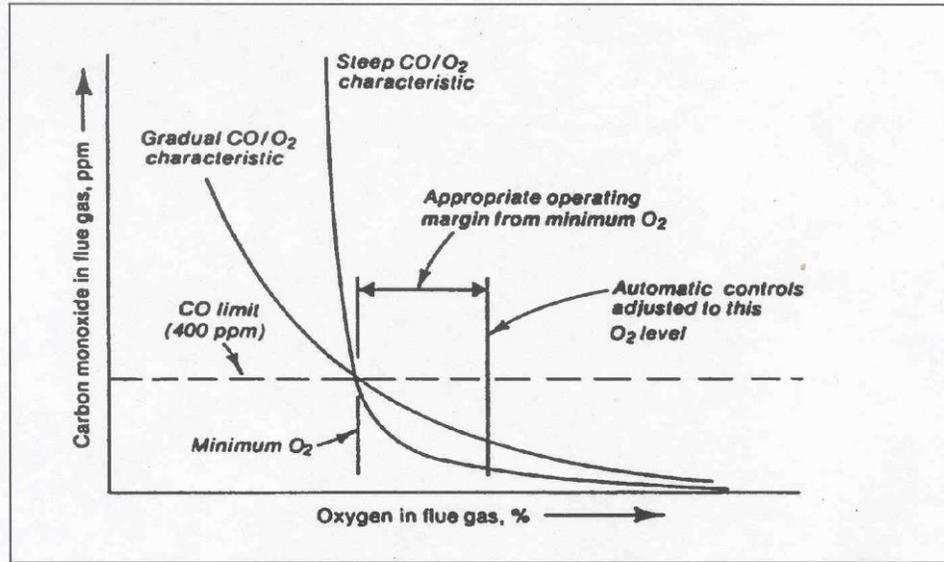


Figure 1 Oxygen/CO Characteristic Curve

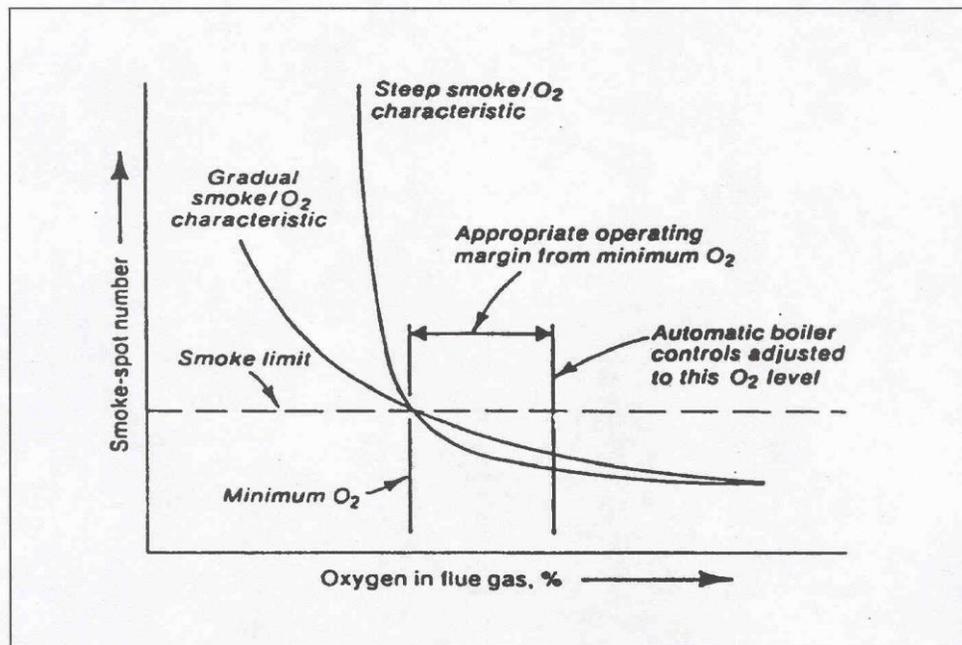


Figure 2 Oxygen/Smoke Characteristic Curve

7. From the curves prepared in Step 6, find the stack gas oxygen levels where the CO emissions or smoke-spot number equal the following values:

<u>Fuel</u>	<u>Measurement</u>	<u>Value</u>
Gaseous	CO Emissions	400 ppm
#1 and #2 oils	smoke-spot number	number 1

#4 oil	smoke-spot number	number 2
#5 oil	smoke-spot number	number 3
Other oils	smoke-spot number	number 4

The above conditions are referred to as the CO or smoke thresholds, or as the minimum excess oxygen level.

Compare this minimum value of excess oxygen to the expected value provided by the combustion unit manufacturer. If the minimum level found is substantially higher than the value provided by the combustion unit manufacturer, burner adjustments can probably be made to improve fuel and air mixing, thereby allowing operation with less air.

8. Add 0.5 to 2.0 percent O₂ to the minimum excess oxygen level found in Step 7 and reset burner controls to operate automatically at this higher stack gas oxygen level. This margin above the minimum oxygen level accounts for fuel variations, variations in atmospheric conditions, load changes, and nonrepeatability or play in automatic controls.
9. If the load of the combustion unit varies significantly during normal operation, repeat Steps 1-8 for firing rates that represent the upper and lower limits of the range of the load. Because control adjustments at one firing rate may affect conditions at other firing rates, it may not be possible to establish the optimum excess oxygen level at all firing rates. If this is the case, choose the burner control settings that give best performance over the range of firing rates. If one firing rate predominates, settings should optimize conditions at that rate.
10. Verify that the new settings can accommodate the sudden load changes that may occur in daily operation without adverse effects. Do this by increasing and decreasing load rapidly while observing the flame and stack. If any of the conditions in Step 5 result, reset the combustion controls to provide a slightly higher level of excess oxygen at the affected firing rates. Next, verify these new settings in a similar fashion. Then make sure that the final control settings are recorded at steady-state operating conditions for future reference.
11. When the above checks and adjustments have been made, record data and attach combustion analysis data to boiler, steam generator, or heater records indicating name and signature of person, title, and date the tune_up was performed.

B. Equipment Tuning Procedure for Natural Draft-Fired Boilers, Steam Generators, and Process Heaters.

Nothing in this Equipment Tuning Procedure shall be construed to require any act or omission that would result in unsafe conditions or would be in violation of any regulation or requirement established by Factory Mutual, Industrial Risk Insurers, National Fire Prevention Association, the California Department of Industrial Relations (Occupational Safety and Health Division), the Federal Occupational Safety and Health Administration, or other relevant codes, regulations, and equipment manufacturers specifications and operating manuals.

Should a different tuning procedure be used, a copy of this procedure should be kept with the unit records for two years and made available to the ~~District~~South Coast AQMD personnel on request.

1. PRELIMINARY ANALYSIS

- a. **CHECK THE OPERATING PRESSURE OR TEMPERATURE.**
Operate the boiler, steam generator, or heater at the lowest acceptable pressure or temperature that will satisfy the load demand. This will minimize heat and radiation losses. Determine the pressure or temperature that will be used as a basis for comparative combustion analysis before and after tune-up.
- b. **CHECK OPERATING HOURS.**
Plan the workload so that the boiler, steam generator, or process heater operates only the minimum hours and days necessary to perform the work required. Fewer operating hours will reduce fuel use and emissions. For units requiring a tune-up to comply with the rule, a totalizing non-resettable fuel meter will be required for each fuel used and for each boiler, steam generator, and heater to prove fuel consumption is less than the heat input limit in therms per year specified in the rule.
- c. **CHECK AIR SUPPLY.**
Sufficient fresh air supply is essential to ensure optimum combustion and the area of air supply openings must be in compliance with applicable codes and regulations. Air openings must be kept wide open when the burner is firing and clear from restriction to flow.
- d. **CHECK VENT.**

Proper venting is essential to assure efficient combustion. Insufficient draft or overdraft promotes hazards and inefficient burning. Check to be sure that vent is in good condition, sized properly and with no obstructions.

e. **COMBUSTION ANALYSIS.**

Perform an "as is" combustion analysis (CO, O₂, etc.) with a warmed-up unit at high and low fire, if possible. In addition to data obtained from combustion analysis, also record the following:

- i. Inlet fuel pressure at burner (at high & low fire)
- ii. Draft at inlet to draft hood or barometric damper
 - 1) Draft hood: high, medium, and low
 - 2) Barometric Damper: high, medium, and low
- iii. Steam pressure, water temperature, or process fluid pressure or temperature entering and leaving the boiler, steam generator, or process heater.
- iv. Unit rate if meter is available.

With above conditions recorded, make the following checks and corrective actions as necessary:

2. CHECKS & CORRECTIONS

a. **CHECK BURNER CONDITION.**

Dirty burners or burner orifices will cause boiler, steam generator, or process heater output rate and thermal efficiency to decrease. Clean burners and burner orifices thoroughly. Also, ensure that fuel filters and moisture traps are in place, clean, and operating properly, to prevent plugging of gas orifices. Confirm proper location and orientation of burner diffuser spuds, gas canes, etc. Look for any burned-off or missing burner parts; and replace as needed.

b. **CHECK FOR CLEAN BOILER, STEAM GENERATOR, OR PROCESS HEATER TUBES & HEAT TRANSFER SURFACES.**

External and internal build-up of sediment and scale on the heating surfaces creates an insulating effect that quickly reduces unit efficiency. Excessive fuel cost will result if the unit is not kept clean. Clean tube surfaces, remove scale and soot, assure proper process fluid flow and flue gas flow.

c. **CHECK WATER TREATMENT & BLOWDOWN PROGRAM.**

Soft water and the proper water or process fluid treatment must be uniformly used to minimize scale and corrosion. Timely flushing and periodic blowdown must be employed to eliminate sediment and scale build-up on a boiler, steam generator or process heater.

- d. **CHECK FOR STEAM, HOT WATER OR PROCESS FLUID LEAKS.**
Repair all leaks immediately since even small high-pressure leaks quickly lead to considerable fuel, water and steam losses. Be sure there are no leaks through the blow-off, drains, safety valve, by-pass lines or at the feed pump, if used.

3. **SAFETY CHECKS**

- a. Test primary and secondary low water level controls.
b. Check operating and limit pressure and temperature controls.
c. Check pilot safety shut off operation.
d. Check safety valve pressure and capacity to meet boiler, steam generator or process heater requirements.
e. Check limit safety control and spill switch.

4. ADJUSTMENTS

While taking combustion readings with a warmed-up boiler, steam generator, or process heater at high fire perform checks and adjustments as follows:

- a. Adjust unit to fire at rate; record fuel manifold pressure.
- b. Adjust draft and/or fuel pressure to obtain acceptable, clean combustion at both high, medium and low fire. Carbon Monoxide (CO) value should always be below 400 parts per million (PPM) at ~~3% percent~~ θO_2 . If CO is high make necessary adjustments.

Check to ensure boiler, steam generator, or process heater light offs are smooth and safe. A reduced fuel pressure test at both high and low fire should be conducted in accordance with the manufacturer's instructions and maintenance manuals.

- c. Check and adjust operation of modulation controller. Ensure proper, efficient and clean combustion through range of firing rates.

When above adjustments and corrections have been made, record all data.

5. FINAL TEST

Perform a final combustion analysis with a warmed-up boiler, steam generator, or process heater at high, medium and low fire, whenever possible. In addition to data from combustion analysis, also check and record:

- a. Fuel pressure at burner (High, Medium, and Low).
- b. Draft above draft hood or barometric damper (High, Medium and Low).
- c. Steam pressure or water temperature entering and leaving boiler, steam generator, or process heater.
- d. Unit rate if meter is available.

When the above checks and adjustments have been made, record data and attach combustion analysis data to boiler, steam generator, or process heater records indicating name and signature of person, title, company name, company address and date the tune-up was performed.



Proposed Amended Rule 1146 – Emissions of Oxides of Nitrogen from Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters

BOARD MEETING |
DECEMBER 4, 2020

Rule 1146 Background

- Adopted on September 9, 1988
- Establishes NOx emission limits for boilers, steam generators, and process heaters ≥ 5 million BTU per hour
- Last amended on December 7, 2018
 - Expanded applicability to include RECLAIM facilities
 - Updated NOx limits to reflect Best Available Retrofit Control Technology (BARCT)
 - Included an ammonia limit for new and modified air pollution control equipment with ammonia emissions such as Selective Catalytic Reduction (SCR)



Regulation XIII - New Source Review

Requirements for Ammonia Emissions

- Ammonia emissions from new and modified SCRs will trigger Regulation XIII – New Source Review during the permitting process
- Under Regulation XIII the increased ammonia emissions must meet a Best Available Control Technology limit of 5 ppm
 - Rule 1146 ammonia limit for new and modified SCRs is also 5 ppm
- Based on evaluation of Regulation XIII and Rule 1146, staff concluded that the ammonia emission limit is a Regulation XIII issue and should be evaluated in the permitting process rather than Rule 1146
 - Allows permit engineers to evaluate the ammonia limit for new and modified SCRs on a case-by-case basis to ensure the Rule 1146 NO_x limit can be achieved

Proposed Amendments

<i>September 2020</i>	
<small>(Adopted September 9, 1988)(Amended January 6, 1989)(Amended May 13, 1994) (Amended June 16, 2000)(Amended November 17, 2000)(Amended September 5, 2008) (Amended November 1, 2013)(Amended December 7, 2018) <i>(Proposed Amended Rule 1146 December 2020)</i></small>	
PROPOSED AMENDED RULE 1146.	EMISSIONS OF OXIDES OF NITROGEN FROM INDUSTRIAL, INSTITUTIONAL, AND COMMERCIAL BOILERS, STEAM GENERATORS, AND PROCESS HEATERS
(a) Applicability	This rule applies to boilers, steam generators, and process heaters of equal to or greater than 5 million Btu per hour rated heat input capacity used in all industrial, institutional, and commercial operations.
(b) Definitions	
(1) ADSORPTION CHILLER UNIT	means any natural gas fired unit that captures and uses waste heat to provide cold water for air conditioning and other process requirements.
(2) ANNUAL HEAT INPUT	means the total heat input to a unit during a calendar year.
(3) ATMOSPHERIC UNIT	means any natural gas fired unit with a heat input less than or equal to 10 million Btu per hour with a non-sealed combustion chamber in which natural draft is used to exhaust combustion gases.
(4) BOILER or STEAM GENERATOR	means any combustion equipment fired with liquid and/or gaseous (including landfill and digester gas) and/or solid fossil fuel and used to produce steam or to heat water, and that is not used exclusively to produce electricity for sale. Boiler or Steam Generator does not include any open heated tank, adsorption chiller unit, or waste heat recovery boiler that is used to recover sensible heat from the exhaust of a combustion turbine or any unfired waste heat recovery boiler that is used to recover sensible heat from the exhaust of any combustion equipment.
(5) BTU	means British thermal unit(s).
(6) COMMERCIAL OPERATION	means any office building, lodging place, or similar location designed for tenancy by one or more business entities or residential occupants.
(7) FIRE-TUBE BOILER	means any boiler that passes hot gases from a fire box through one or more tubes running through a sealed container of water. The
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- Removes ammonia limit of 5 ppm for new and modified pollution controls with ammonia emissions
 - Ammonia limits will be addressed under Regulation XIII
 - Prevents conflicts with implementing Regulation XIII
- Retains compliance demonstration requirements for new, replaced and modified pollution control equipment with ammonia limits

Staff Recommendation

- Recommendation is to adopt the Resolution:
 - Determining PAR 1146 is exempt from CEQA, and
 - Adopting PAR 1146