



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

HYBRID GOVERNING BOARD MEETING NOVEMBER 7, 2025

A meeting of the South Coast Air Quality Management District Board will be held at 9:00 a.m. on Friday, November 7, 2025 through a hybrid format of in-person attendance in the Dr. William A. Burke Auditorium at the South Coast AQMD Headquarters, 21865 Copley Drive, Diamond Bar, California 91765 and/or virtual attendance via videoconferencing and by telephone. Please follow the instructions below to join the meeting remotely.

Please refer to South Coast AQMD's website for information regarding the format of the meeting, updates, and details on how to participate at: <http://www.aqmd.gov/home/news-events/meeting-agendas-minutes>.

Electronic Participation Information (Instructions provided at the bottom of the agenda)	Join Zoom Meeting - from PC, Laptop or Phone https://aqmd.zoomgov.com/j/1600528849 Meeting ID: 160 052 8849 (applies to all) Teleconference Dial In +1 669 254 5252, 160 052 8849 One tap mobile: +1 669 254 5252, 160 052 8849# Spanish Language Only Audience (telephone) Número Telefónico para la Audiencia que Habla Español Teleconference Dial In/Numero para llamar: +1 669 254 5252 Meeting ID/Identificación de la reunión: 161 104 2947 One tap mobile: +1 669 254 5252, 161 104 2947#
Public Comment Will Still Be Taken	Audience will be allowed to provide public comment in person and through Zoom connection or telephone. Comments are limited to three (3) minutes per person for all items on the Consent and Board Calendars and may be further limited by the Chair to ensure all can be heard. Phone controls for participants: The following commands can be used on your phone's dial pad while in meeting: *6 (Toggle mute/unmute); *9 - Raise hand
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 for public review at South Coast AQMD's Clerk of the Boards Office, 21865 Copley Drive, Diamond Bar, CA 91765 or web page at 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>

CALL TO ORDER

- Pledge of Allegiance
- Roll Call
- Opening Comments: Vanessa Delgado, Chair
Other Board Members
Wayne Nastri, Executive Officer

Staff/Phone (909) 396-

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.

CONSENT AND BOARD CALENDAR (Items 1 through 28)

Note: Consent and Board Calendar items held for discussion will be moved to Item No. 29.

Items 1 and 2 – Action Items/No Fiscal Impact

1. Approve Minutes of October 3, 2025 **Thomas/3268**

2. Establish Board Meeting Schedule for Calendar Year 2026 **Nastri/3131**

The proposed Board Meeting Schedule for Calendar Year 2026 is submitted for Board consideration. The meeting schedule for the Administrative Committee meeting, (second Friday of the month), as well as the other standing committees is included for information only. (Reviewed: Administrative Committee, October 10, 2025; Recommended for Approval)

Note: There are no set hearing items scheduled for this meeting.¹

Items 3 through 12 – Budget/Fiscal Impact

3. Execute Contract to Develop and Demonstrate Zero-Emission Fuel Cell Electric Heavy-Duty Refuse Truck **Katzenstein/2219**

CARB's California Advanced Clean Fleet regulation requires State and Local Government Agency Fleets to transition to zero-emission technologies for medium- and heavy-duty trucks, including refuse trucks. Although there are some options for battery-electric refuse trucks, development and demonstration are needed for fuel cell electric refuse trucks to accommodate longer range operation and faster refueling. This action is to authorize the Executive Officer to execute a contract with Symbio North America Corporation in an amount not to exceed \$800,000 to develop and demonstrate a Class 8 heavy-duty fuel cell electric refuse truck. (Reviewed: Technology Committee, October 17, 2025; Recommended for Approval)

¹ At its October 3, 2025 meeting, the Board set a public hearing for December 4, 2025 to determine that Proposed Amended Rule 1107 – Coating of Metal Parts and Products, is exempt from CEQA and amend Rule 1107; and to determine that Proposed Amended Rule 1469 - Hexavalent Chromium Emissions from Chromium Electroplating and Chromic Acid Anodizing Operations, is exempt from CEQA and amend Rule 1469.

4. Approve School Bus Awards and Execute Contracts for Lower-Emission School Bus, CARE4Kids, and Carl Moyer Programs

Katzenstein/2219

In January 2025, the Board recognized up to \$22,180,000 from the U.S. EPA 2024 Clean Heavy-Duty Vehicles Grant to fund projects under the CARE4Kids program to replace combustion school buses with zero-emission buses. In February 2025, Program Announcement #PA2025-02 was released to solicit applications for the replacement of combustion school buses with zero-emission buses under the Lower-Emission School Bus and CARE4Kids programs. The solicitation closed in April 2025, and 33 school districts from all four counties of the South Coast Air Basin applied. Subsequently, in March 2025, a Program Announcement #PA2025-03 was released to solicit applications for "Year 27" of the Carl Moyer Program and closed in July 2025. Two school districts submitted applications under the Carl Moyer Program, requesting to replace a total of 54 combustion school buses with zero-emission buses. Both solicitations were oversubscribed, and funds from other programs were reallocated to help support the projects. These actions are to authorize the Executive Officer to: 1) execute and amend contracts to replace school buses and install infrastructure under the Lower Emission School Bus, CARE4Kids, and the Carl Moyer Programs for a total amount not to exceed \$78,187,054 comprised of \$34,570,116 from the Carl Moyer Program AB 923 Special Revenue Fund (80), \$22,180,000 from the CARE4Kids Program Advanced Technology, Outreach and Education Fund (17), \$3,510,006 from CARB SEP Special Revenue Fund (87), and \$17,926,932 from the Community Air Protection AB 134 Fund (77); 2) redistribute the source of funds as needed from SB1107, SB 129, State Reserve, and associated interest funds in Fund (32), Carl Moyer AB 923 Fund (80), CARE4Kids Program Advanced Technology, Outreach and Education Fund (17), CARB SEP Special Revenue Fund (87), and the Community Air Protection AB 134 Fund (77) to ensure program liquidation targets are met; and 3) reassign projects between funding years, as needed, in order to expeditiously meet program funding liquidation requirements. (Reviewed: Technology Committee, October 17, 2024; Recommended for Approval)

5. Transfer and Appropriate Funds and Issue Solicitation and Purchase Orders for Community Air Monitoring Near Refineries and Related Facilities

Low/2269

In January 2024, the Board amended Rule 1180 and adopted Rule 1180.1, which requires petroleum refineries, other refineries, and related facilities to fund the installation and operation of fenceline and community air monitoring systems. For this purpose, in October 2024, the Board recognized revenue of up to \$5,227,692 and up to \$2,309,469 for Rules 1180 and 1180.1, respectively, into the Rule 1180 Special Revenue Fund (78). These actions are to transfer and appropriate up to

\$2,900,800, subject to the availability of funds, from the Rule 1180 Special Revenue Fund (78) and appropriate up to \$471,000 from the General Fund Undesignated (Unassigned) to the Monitoring and Analysis FY 2025-26 and/or FY 2026-27 Budgets, and also to issue a solicitation and purchase orders for air monitoring equipment to meet the operational needs of the community air monitoring systems. (Reviewed: Administrative Committee, October 10, 2025; Recommended for Approval)

6. Issue Purchase Orders for Air Monitoring Equipment

Low/2269

South Coast AQMD received \$676,000 from U.S. EPA for the PM2.5 Monitoring Program to meet federal monitoring requirements. This ongoing program provides for the operation of the PM2.5 monitoring network within the boundaries of South Coast AQMD. The amount provided by U.S. EPA is less than what was previously anticipated and recognized by the Board. This action supersedes that earlier recognition and adjusts how the funds are spent by authorizing purchase orders for air monitoring equipment based on the final award amount. (Reviewed: Administrative Committee, October 10, 2025; Recommended for Approval)

7. Authorize Executive Officer to Enter Into Grant Services Agreement With Placer County APCD and Recognize Revenue

Krause/2706

Under AB 102, CARB was allocated \$10,000,000 to provide incentive funds to assist with the transition from the use of hexavalent chromium in plating operations to non-toxic alternatives. CARB has subsequently contracted with Placer County Air Pollution Control District (APCD) to assist with implementing a Statewide incentive program for this transition. Under the CARB grant, Placer County APCD can contract with local air districts for local outreach and support services. Based on the number of South Coast AQMD eligible facilities, the contract amount can be up to \$198,113 for South Coast AQMD staff to provide outreach and support services. (Reviewed: Administrative Committee, October 10, 2025; Recommended for Approval)

8. Issue Purchase Order for Ingres Relational Database Management System Software Support and Appropriate Funds for Information Management

Moskowitz/3329

The Ingres Relational Database Management System is used for the implementation of the Central Information Repository database. This database is used by most enterprise-level software applications at South Coast AQMD and currently supports a suite of client/server and web-based applications known collectively as the Clean Air Support System (CLASS). CLASS applications are used to support South Coast AQMD's core activities. Licensing, maintenance, and support for this software expires on November 29, 2025. This action is to obtain approval for a three year contract with Actian Corporation to

renew Ingres licensing, maintenance, and support at an annual cost of \$815,000 per year. In addition, this action is to appropriate funds of \$23,000 to Information Management's FY 2025-26 budget to cover the purchase shortage. (Reviewed: Administrative Committee, October 10, 2025; Recommended for Approval)

9. Authorize Purchase of CrowdStrike Protection Services

Moskowitz/3329

South Coast AQMD currently utilizes CrowdStrike Protection Services to safeguard agency systems against viruses, malware, identity threats, and other modern cyber threats, thereby reducing the likelihood of costly data breaches. This action is to obtain approval for a one-year period with CrowdStrike for a total amount not to exceed \$108,000. Funding for this purchase is included in the FY 2025-26 Budget for Information Management. (Reviewed: Administrative Committee, October 10, 2025; Recommended for Approval)

10. Appropriate Funding for Permitting Enhancement Program Legacy System Replacement

Moskowitz/3329

In April 2023, Chair Delgado introduced the Permitting Enhancement Program (PEP) with the goal of reducing the permit inventory and modernizing the permitting process platform to improve application processing and issuance timelines. The current legacy permitting software systems, which are more than 25 years old, require replacement. The initial phase of this effort, focused on developing a modern workflow framework, is near completion and was presented to the Board as part of the PEP update on October 3, 2025. As outlined in that presentation, additional funding is needed to move into the next phase to replace and integrate three legacy applications into the computer infrastructure. This action is to transfer and appropriate up to \$750,000 from the General Fund Undesignated (Unassigned) to Information Management's FY 2025-26 and/or FY 2026-27 Budgets for the replacement of legacy applications. (Reviewed: Administrative Committee, October 10, 2025; Recommended for Approval)

11. Issue RFP for Office Data Cable Infrastructure and RFQ for Modular Furniture Systems Moving Services

Olvera/2309

South Coast AQMD's headquarters requires a significant upgrade to the third floor-South section of the building to implement the modernization and reorganization of the Engineering and Permitting office space. The third floor upgrade includes: replacing carpeting for the floor, restructuring the cubicle layout, and upgrading office data and network infrastructure. This action is to also issue an RFP to solicit proposals for the upgrade and installation of the office data cable infrastructure, and to issue an RFQ to solicit quotations for modular furniture systems moving services. The total cost will be based on the proposals submitted. Board approval of proposed vendors and funding will be requested upon conclusion of the RFP and RFQ processes. (Reviewed: Administrative Committee, October 10, 2025; Recommended for Approval)

12. Approve Contract Awards as Approved by MSRC

McCallon

The MSRC allocated up to \$16,000,000 to partner with County Transportation Commissions within the South Coast AQMD region to implement high priority transportation demand management and mobility enhancement programs that are effective in reducing motor vehicle emissions. In April 2025, the MSRC issued an Invitation to Negotiate to the four County Transportation Commissions in the region: Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, Riverside County Transportation Commission, and San Bernardino County Transportation Commission. Each of the four County Transportation Commissions submitted proposals in response. The MSRC approved multiple awards totaling \$16,000,000 and seeks Board approval of the contract awards as part of the FYs 2024-27 Work Program. (Reviewed: Mobile Source Air Pollution Reduction Review Committee, October 16, 2025; Recommended for approval)

Items 13 through 21 – Information Only/Receive and File

13. Legislative, Public Affairs and Media Report

Tanaka/3327

This report highlights the September 2025 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, Small Business Assistance, Media Relations, and Outreach to Community Groups and Governments. (No Committee Review)

14. Hearing Board Report

Ali

This reports the actions taken by the Hearing Board during the period of September 1 through September 30, 2025. (No Committee Review)

15. Civil Filings and Civil Penalties Report

Gilchrist/3459

This report summarizes monthly penalties and legal actions filed by the General Counsel's Office from September 1, 2025 through September 30, 2025. An Index of South Coast AQMD Rules is attached with the penalty report. (Reviewed: Stationary Source Committee, October 17, 2025)

16. Intergovernmental Review of Environmental Documents and CEQA Lead Agency Projects

Krause/2706

This report provides a listing of environmental documents prepared by other public agencies seeking review by South Coast AQMD between September 1, 2025 and September 30, 2025, and proposed projects for which South Coast AQMD is acting as lead agency pursuant to CEQA. (Reviewed: Mobile Source Committee, October 17, 2025)

17. Rule and Control Measure Forecast **Rees/2856**

This report highlights South Coast AQMD rulemaking activities and public hearings scheduled for 2025 and a tentative calendar for portions of 2026. (No Committee Review)
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 action is to provide the monthly status report on major automation contracts and planned projects. (Reviewed: Administrative Committee, October 10, 2025)
19. 2025 Annual Progress Report for Assembly Bill 617 Community Emission Reductions Plans **Heard-Johnson/3428**

The 2025 Annual Progress Report for Assembly Bill 617 Community Emission Reductions Plans summarizes the progress of Community Emission Reductions Plans and Community Air Monitoring Plans implemented from September 2019 to June 2025 and outlines post-year five governance and community engagement for South Coast AQMD Assembly Bill 617-designated communities. (Reviewed: Stationary Source Committee, October 17, 2025)
20. Receive and File Annual Report on South Coast AQMD's Deferred Compensation Plans **Olvera/2309**

South Coast AQMD sponsors IRS-approved 457(b), 401(a) and Omnibus Budget Reconciliation Act of 1990 (OBRA) Deferred Compensation Plans for its employees. The Board is responsible for monitoring the activities of the Deferred Compensation Plan Committee and for ensuring the Committee carries out its fiduciary duties under the Committee Charter. In accordance with the Board's responsibilities, this action is to receive and file the Deferred Compensation Plan Annual Report for Plan Year Ending June 2025. (Reviewed: Administrative Committee, October 10, 2025)
21. Report of RFQs/RFPs Scheduled for Release in November **Jain/2804**

This report summarizes the RFQs/RFPs for budgeted services over \$100,000 scheduled to be released for advertisement for the month of November. (Reviewed: Administrative Committee, October 10, 2025)

Items 22 through 28 – Reports for Committees, MSRC, and CARB

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|-----|---|------------------|--------------------|
| 22. | Administrative Committee (Receive & File) | Chair: Delgado | Nastri/3131 |
| 23. | Legislative Committee | Chair: Cacciotti | Tanaka/3327 |

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

<u>Agenda Item</u>	<u>Recommendation/Action</u>
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2026 State and Federal Legislative Guiding Principles	Approve
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|-----|--|-------------------------|-------------------------|
| 24. | Mobile Source Committee (Receive & File) | Chair: Delgado | Rees/2856 |
| 25. | Stationary Source Committee (Receive & File) | Chair: McCallon | Aspell/2491 |
| 26. | Technology Committee (Receive & File) | Chair: Rodriguez | Katzenstein/2219 |
| 27. | Mobile Source Air Pollution Reduction
Review committee (Receive & File) | Board Rep.: Hagman | Katzenstein/2219 |
| 28. | California Air Resources Board Monthly
Report (Receive & File) | Board Rep.: Lock Dawson | Thomas/3268 |
| 29. | <u>Items Deferred from Consent and Board Calendar</u> | | |

PUBLIC HEARING

- | | | |
|-----|---|------------------|
| 30. | Make CEQA Determinations for Proposed Cooperative Agreement Between South Coast AQMD and Ports of Long Beach and Los Angeles, Execute Cooperative Agreement Between South Coast AQMD and Ports of Long Beach and Los Angeles, and Approve Supporting Budget Actions | Rees/2856 |
|-----|---|------------------|

South Coast AQMD, together with the Port of Long Beach and the Port of Los Angeles, have jointly developed a proposed agreement that would require the Ports to develop charging and fueling infrastructure plans and subsequently implement these plans. The proposed agreement also includes enforcement provisions, annual reporting requirements, flexibility options to address factors outside of the Ports' control, provisions for South Coast AQMD to recover reasonable costs for staff expenses, and establishes a Clean Air Mitigation Fund if a Port fails to complete actions within their control. This action is to: 1) Adopt the Resolution: A) Determining that the provisions pertaining to the development and implementation of the charging and fueling infrastructure plans in accordance with the Cooperative Agreement qualify as a later activity within the scope of the program approved for the 2022 AQMP and the 2016 AQMP as set forth in CEQA, and the Final Program Environmental

Impact Report (EIR) for the 2022 AQMP and the Final Program EIR for the 2016 AQMP adequately describe the activity for the purposes of CEQA such that no new environmental document is required; B) Determining that the cost recovery provisions in the Cooperative Agreement are exempt from CEQA; C) Determining that the creation of the Clean Air Mitigation Fund in the Cooperative Agreement is not a project within the meaning of CEQA; D) Authorizing the Executive Officer to execute the Cooperative Agreement between South Coast AQMD and the Ports of Long Beach and Los Angeles; 2) Establish the Ports Clean Air Mitigation Special Revenue Fund (93); 3) Authorize the Executive Officer to recognize, upon receipt, funds paid by either the Port of Long Beach or the Port of Los Angeles in response to an enforcement determination specified in the Cooperative Agreement into the Ports Clean Air Mitigation Special Revenue Fund (93); and 4) Authorize the Executive Officer to recognize, upon receipt, funds paid by the Ports of Long Beach and Los Angeles to reimburse South Coast AQMD administrative costs necessary to oversee implementation of the Cooperative Agreement into the General Fund. (Reviewed: Mobile Source Committee, August 15 and September 19, 2025)

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 South Coast AQMD is a party. The actions are:

- South Coast Air Quality Management District, et al. v. NHTSA, EPA, et al., United States Court of Appeals, D.C. Circuit, Case No. 20-1173 (consolidated with Competitive Enterprise Institute, et al. v. NHTSA, No. 20-1145);
- Natural Resources Defense Council, et al. v. City of Los Angeles, et al., San Diego Superior Court, Case No. 37-2021-00023385-CU-TT-CTL (China Shipping Case) (transferred from Los Angeles Superior Court, Case No. 20STCP02985); Fourth District Court of Appeal, Division One, No. D080902;
- In the Matter of South Coast Air Quality Management District v. Baker Commodities, South Coast AQMD Hearing Board Case No. 6223-1 (Order for Abatement);
- Western States Trucking Association, Inc. v. EPA, et al., United States Court of Appeals, United States Court of Appeals, D.C. Circuit, Case No. 23-1143 (amicus brief);
- Rinnai America Corp. et al. v. South Coast Air Quality Management District, United States Court of Appeals, Ninth Circuit, Case No. 25-5129 (appealing U.S. District Court, Central District of California, Case No. 2:24-cv-10482);

- Chanell Scott v. South Coast Air Quality Management District, et.al., Los Angeles Superior Court Case No. 25VCV00502;
- Jason Konopisos and Tara Norris v. South Coast Air Quality Management District et al., Los Angeles Superior Court Case No. 25STCV12152; U.S. District Court for the Central District of California, Case No. 2:25-cv-05683;
- San Joaquin Valley Unified Air Pollution Control Dist. v. Setton Pistachio of Terra Bella, Inc., Court of Appeal, Fifth Appellate Dist., Civ. No. F088471 (amicus brief); and
- Communities for a Better Arvin, et al., v. U.S. Environmental Protection Agency, et al., United States Court of Appeals, Ninth Circuit, Case No. 24-7270 (amicus brief).

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 South Coast AQMD (two cases).

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: Executive Officer, General Counsel, 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 in person or 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, and website, <http://www.aqmd.gov/home/news-events/meeting-agendas-minutes>, 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@aqmd.gov, on or before 5:00 p.m. on the Tuesday prior to the Board meeting.

Please note that under the California Public Records Act (Gov. Code Sections 7920.000 et seq.) your written and oral comments, attachments, and associated contact information (e.g., your address, phone, email) become part of the public record and can be released to the public on request or posted on the South Coast AQMD website.

ACRONYMS

AQ-SPEC = Air Quality Sensor Performance
Evaluation Center

AQIP = Air Quality Investment Program

AQMP = Air Quality Management Plan

AVR = Average Vehicle Ridership

BACT = Best Available Control Technology

BARCT = Best Available Retrofit Control Technology

Cal/EPA = California Environmental Protection Agency

CARB = California Air Resources Board

CEMS = Continuous Emissions Monitoring Systems

CEC = California Energy Commission

CEQA = California Environmental Quality Act

CE-CERT = College of Engineering-Center for Environmental
Research and Technology

CNG = Compressed Natural Gas

CO = Carbon Monoxide

DOE = Department of Energy

EV = Electric Vehicle

EV/BEV = Electric Vehicle/Battery Electric Vehicle

FY = Fiscal Year

GHG = Greenhouse Gas

HRA = Health Risk Assessment

LEV = Low Emission Vehicle

LNG = Liquefied Natural Gas

MATES = Multiple Air Toxics Exposure Study

MOU = Memorandum of Understanding

MSERCs = Mobile Source Emission Reduction Credits

MSRC = Mobile Source (Air Pollution Reduction) Review
Committee

NAAQS = National Ambient Air Quality Standards

NATTS = National Air Toxics Trends Station

NESHAPS = National Emission Standards for
Hazardous Air Pollutants

NGV = Natural Gas Vehicle

NOx = Oxides of Nitrogen

NSPS = New Source Performance Standards

NSR = New Source Review

OEHA = Office of Environmental Health Hazard
Assessment

PAMS = Photochemical Assessment Monitoring
Stations

PEV = Plug-In Electric Vehicle

PHEV = Plug-In Hybrid Electric Vehicle

PM10 = Particulate Matter $\leq$ 10 microns

PM2.5 = Particulate Matter $\leq$ 2.5 microns

RECLAIM=Regional Clean Air Incentives Market

RFP = Request for Proposals

RFQ = Request for Quotations

RFQQ=Request for Qualifications and Quotations

SCAG = Southern California Association of Governments

SIP = State Implementation Plan

SOx = Oxides of Sulfur

SOON = Surplus Off-Road Opt-In for NOx

SULEV = Super Ultra Low Emission Vehicle

TCM = Transportation Control Measure

ULEV = Ultra Low Emission Vehicle

U.S. EPA = United States Environmental Protection
Agency

VOC = Volatile Organic Compound

ZEV = Zero Emission Vehicle

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 Chair 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.

Directions to provide public comment on ZOOM from a DESKTOP/LAPTOP or SMARTPHONE:

Click on the “Raise Hand” feature at 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 to provide public comment via TELEPHONE:

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 (+1 669 254 5252)
- The meeting ID number is 161 104 2947
- 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 (+1 669 254 5252)
- El número de identificación de la reunión es 161 104 2947
- Si desea hacer un comentario público, marque *9 en su teclado para indicar que desea comentar.

 [Back to Agenda](#)

BOARD MEETING DATE: November 7, 2025

AGENDA NO. 1

MINUTES: Governing Board Monthly Meeting

SYNOPSIS: Attached are the Minutes of the October 3, 2025
Board Meeting.

RECOMMENDED ACTION:

Approve the October 3, 2025 Board Meeting Minutes.

Faye Thomas
Clerk of the Boards

FT

FRIDAY, OCTOBER 3, 2025

Notice having been duly given, the meeting of the South Coast Air Quality Management District Board was conducted in a hybrid format of in-person attendance in the Dr. William A. Burke Auditorium at the South Coast AQMD Headquarters, 21865 Copley Drive, Diamond Bar, California 91765, and remotely via videoconferencing and telephone.

Members Present:

Senator Vanessa Delgado (Ret.), Chair
Senate Rules Committee Appointee

Councilmember Michael A. Cacciotti, Vice Chair
Cities of Los Angeles County – Eastern Region

Mayor Patricia Lock Dawson
Cities of Riverside County

Supervisor Curt Hagman
County of San Bernardino

Mayor Pro Tem Larry McCallon
Cities of San Bernadino County

Supervisor Janet Nguyen (Left at 11:30 a.m.)
County of Orange

Vice Mayor Brenda Olmos
Cities of Los Angeles County – Western Region

Board Member Veronica Padilla-Campos (Arrived at 9:30 a.m.)
Speaker of the Assembly Appointee

Councilmember Nithya Raman
City of Los Angeles

Mayor Pro Tem Carlos Rodriguez
Cities of Orange County

Absent: Supervisor Holly J. Mitchell
County of Los Angeles

Supervisor V. Manuel Perez
County of Riverside

Vacant: Governor's Appointee

For additional details of the Governing Board Meeting, please refer to the recording of the [Webcast](#) at: Live Webcast ([aqmd.gov](#))

CALL TO ORDER: Chair Delgado called the meeting to order at 9:03 a.m.

- Pledge of Allegiance: Led by Supervisor Curt Hagman
- Roll Call

Mayor Lock Dawson, Board Member Padilla-Campos, and Councilmember Raman were not present for roll call. Mayor Lock Dawson joined the meeting at 9:09 a.m.; Councilmember Raman joined the meeting at 9:11 a.m.; and Board Member Padilla-Campos joined the meeting at 9:30 a.m.

- Opening Comments

Executive Officer Wayne Nastri made the following remarks: an update on the fire incident on October 2, 2025, at the Chevron refinery in El Segundo, including South Coast AQMD's ongoing staff response and coordination with local and state partners, air monitoring efforts, and communication with the media and community; announced a meeting scheduled for October 15, 2025 at Long Beach City College to discuss and solicit input on the Draft Cooperative Agreement between South Coast AQMD and the Ports of Long Beach and Los Angeles; and announced staff's recommendation for a 60-day set hearing for Agenda Item No. 2, PAR 1107 and PAR 1469. For additional details, please refer to the [Webcast](#) beginning at 6:25.

Vice Chair Cacciotti shared a photo of South Coast AQMD's commercial lawn and garden program and shared an experience with introducing this technology to others.

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

The Public Comment Period on Non-Agenda Items was opened. The following individuals addressed the Board.

Robert Hines, Bowerman Power LIG LLC commented on a renewable natural gas (RNG) facility that the company is in the process of developing and expressed concern that under staff's current interpretation of Rule 1302 the RNG facility does not qualify as an Essential Public Service. He requested that the issue be placed on the agenda for the October Stationary Source Committee meeting and that the Board give staff direction to reconsider their interpretation of Rule 1302. For additional details, please refer to the [Webcast](#) beginning at 10:43.

Mayor Pro Tem McCallon announced that he is requesting that Rule 1302 be placed on the November Stationary Source Committee meeting agenda, as he will not be available for the October meeting. For additional details, please refer to the [Webcast](#) beginning at 13:33.

Supervisor Nguyen acknowledged concerns that have been expressed about Rule 1302 and mentioned her prior request for staff to coordinate a meeting with the County of Orange to address those issues, noting that she has heard that other counties are experiencing similar issues. For additional details, please refer to the [Webcast](#) beginning at 14:00.

Olivier Garris, a member of the public, commented on his efforts to seek assistance from South Coast AQMD staff and other agencies regarding asbestos contamination in a Diamond Bar condominium unit where his elderly parents live, which resulted from demolition work conducted without prior asbestos testing. Executive Officer Natri commented that staff is aware of the situation and noted it is an ongoing enforcement matter. For additional details, please refer to the [Webcast](#) beginning at 15:08.

Ranji George, a member of the public, urged the Board to ensure that hydrogen technologies are visible and prioritized in ongoing negotiations with the Port of Los Angeles and Long Beach. He expressed disappointment that significant funding is directed toward battery electric vehicles and requested that more funds be allocated for hydrogen demonstration projects. For additional details, please refer to the [Webcast](#) beginning at 19:06.

There being no further requests to speak, the Public Comment Period on Non-Agenda Items was closed.

Written Comments Regarding Air Pollution

- Samuel Parnes

Written Comments Requesting Investigation into CMAX Use of Diesel Trucks

- Heidi Pyle, MMS Strategies



CONSENT AND BOARD CALENDAR

Items 1 and 2 – Action Items/No Fiscal Impact

1. Approve Minutes of September 5, 2025 Board Meeting
2. Set Public Hearing November 7, 2025 to Consider Adoption of and/or Amendments to South Coast AQMD Rules and Regulations:
 - A. Determine That Proposed Amended Rule 1107 – Coating of Metal Parts and Products, Is Exempt from CEQA; and Amend Rule 1107
 - B. Determine That Proposed Amended Rule 1469 - Hexavalent Chromium Emissions from Chromium Electroplating and Chromic Acid Anodizing Operations, Is Exempt from CEQA; and Amend Rule 1469

Items 3 through 14 – Budget/Fiscal Impact

3. Issue Program Announcement and Execute Contracts for Proposition 1B – Goods Movement Emission Reduction Program
4. Execute Contracts to Demonstrate Plug-In Hybrid Tugboat and Install Supporting Charging Infrastructure
5. Release RFP to Continue Enhanced Fleet Modernization Program Implementation, Amend and Execute Contracts
6. Adopt Resolution Recognizing Revenue for FY 2024-25 Community Air Protection Program and Reimburse General Fund for Administrative Costs
7. Approve Action Items for Technology Project Contracts
8. Issue Purchase Orders for Air Monitoring and Laboratory Equipment
9. Amend Contracts for Legislative Representation in Washington, D.C.
10. Amend Contracts for Legislative Representation in Sacramento, California
11. Amend Contract for Landscape and Tree Maintenance Services at Diamond Bar Headquarters and Approve Funding
12. Approve Increases to Employer Contributions for Health Insurance Premiums for Represented Employees in South Coast AQMD Professional Employees Association Bargaining Unit and Appropriate Funds from Undesignated (Unassigned) Fund Balance
13. Allocate Funds for Dust Emissions Evaluation and Mitigation in Coachella Valley
14. Approve Agreement, Recognize Revenue and Modification as Approved by MSRC

Items 15 through 20 – Information Only/Receive and File

15. Legislative, Public Affairs and Media Report
16. Hearing Board Report
17. Civil Filings and Civil Penalties Report
18. Intergovernmental Review of Environmental Documents and CEQA Lead Agency Projects
19. Rule and Control Measure Forecast
20. Status Report on Major Ongoing and Upcoming Projects for Information Management

Items 21 through 28 – Reports for Committees, MSRC, and CARB

21. Administrative Committee
22. Investment Oversight Committee
23. Legislative Committee
24. Mobile Source Committee

25. Stationary Source Committee
26. Technology Committee
27. Mobile Source Air Pollution Reduction Review Committee
28. California Air Resources Board Monthly Report
29. Items Deferred from Consent and Board Calendar

There were no items deferred.

Disclosures

Supervisor Hagman reported that he had no financial interest in Agenda Item No. 7 but is required to identify for the record that he is a Supervisor for San Bernardino County, which is involved in this item. For additional details, please refer to the [Webcast](#) beginning at 8:59.

Councilmember Raman reported that she had no financial interest in Agenda Item Nos. 4 and 14 but is required to identify for the record that she is a Councilmember for the City of Los Angeles, which is involved in these items.

Mayor Lock Dawson reported that she had no financial interest in Agenda Item No. 6 but is required to identify for the record that she is a Board Member for CARB, which is involved in this item.

Written Comments Supporting Agenda Items No. 3 & 4 – Proposition 1B Goods Movement Emission Reduction Program; ZE-Capable Tugboat Demonstration

- One letter signed by the following organizations: Regina Hsu, Earthjustice; Gracyna Mohabir, California Environmental Voters; Christina Scaringe, Center for Biological Diversity; Marven E. Norman, Center for Community Action and Environmental Justice; Andrea Marpillero-Colomina, GreenLatinos; Kathy Ramirez, Move LA; Cristhian Tapia-Delgado, Pacific Environment; Jennifer Cardenas, Sierra Club



Board Action (Items 1 – 28)

MOVED BY HAGMAN AND SECONDED BY MCCALLON TO APPROVE AGENDA ITEM NOS. 1 THROUGH 28 AS RECOMMENDED INCLUDING TO:

SET THE PUBLIC HEARINGS FOR PAR 1107 AND PAR 1469 ON DECEMBER 5, 2025;

RECEIVE AND FILE THE COMMITTEE, MSRC, AND CARB REPORTS; AND

ADOPT RESOLUTION NO. 25-19 RECOGNIZING FY 2024-25 COMMUNITY AIR PROTECTION INCENTIVE FUNDS.

THE MOTION PASSED BY THE FOLLOWING VOTE:

AYES: Cacciotti, Lock Dawson Delgado, Hagman,
McCallon, Olmos, Raman, and Rodriguez

NOES: None

ABSENT: Mitchell, *Nguyen, Padilla-Campos, and Perez

*Supervisor Nguyen was temporarily absent when the vote was taken.

[The public comment period for the Consent and Board calendar was opened later in the meeting and a revote was taken for Agenda Item No. 2. For additional details, please refer to the [Webcast](#) beginning at 2:44:02]

(Board Member Padilla-Campos arrived at 9:30 a.m.)

BOARD DISCUSSION/ACTION

30. Update on Draft Cooperative Agreement Between South Coast AQMD and Ports of Long Beach and Los Angeles and Provide Direction to Staff Regarding Next Steps (Presentation in lieu of Board Letter)

Ian MacMillan, Assistant Deputy Executive Officer/Planning, Rule Development, and Implementation, gave the staff presentation on Agenda Item No. 30. For additional details, please refer to the [Webcast](#) beginning at 23:29.

Vice Mayor Olmos thanked all stakeholders involved in the process and asked for clarification on what would happen if the parties chose to walk away from the negotiations. For additional details, please refer to the [Webcast](#) beginning at 39:11.

Executive Officer Nastri responded that the South Coast AQMD Governing Board retains full authority to direct staff to change course or take an alternative action, including revisiting Proposed Rule 2304 or pursuing other measures at its discretion, and that under the proposed Cooperative Agreement there is a 90-day exit clause that allows any of the parties to exit the Agreement. For additional details, please refer to the [Webcast](#) beginning at 39:36.

The public comment period was opened for Agenda Item No. 30. The following individuals addressed the Board. For additional details, please refer to the [Webcast](#) beginning at 41:25.

Fernando Gaytan, Earthjustice

Jessie Parks, Sierra Club

Alison Hahm, Natural Resources Defense Council and THE Impact Project

Christhian Tapia-Delgado, Pacific Environment and Long Beach resident

Theral Golden, West Long Beach Association

Lindsey Escamilla, Center for Community Action and Environmental Justice (CCA EJ)
and Riverside resident

Marven Norman, CCAEJ, San Bernardino resident
Sylvia Betancourt, Long Beach Alliance for Children with Asthma
Diego Mayen, East Yard Communities for Environmental Justice (EYCEJ) and Carson resident
Fernando Marquez, People's Collective for Environmental Justice and PhD Student at University of California, Riverside
MaCarmen Gonzalez, San Bernardino resident (via Spanish interpreter)
Antonio Torres, University of California, Riverside student
Marlin Dawoodjee Vargas, Long Beach Alliance for Children with Asthma
Chris Chavez, Coalition for Clean Air
Andrea Viduarre, People's Collective for Environmental Justice
Christina Marsh, EYCEJ and Long Beach resident
Jose Avalos, San Bernardino resident (via Spanish interpreter)
Everardo Zazueta Jr. San Bernardino Airport community member
Alberto Hernandez, San Bernardino resident (via Spanish interpreter)
Ana Solorzano, San Bernardino Airport community member (via Spanish Interpreter)
Jose Solorzano, San Bernardino Airport community member (via Spanish Interpreter)
Rosa Marina Benitez, San Bernardino resident (via Spanish interpreter)
Dalinef Leon, Inland Empire community member
Taylor Thomas, EYCEJ
Zagri Garnica, Inland Empire resident
Mark Lopez, EYCEJ
Maria Reyes, West Long Beach resident (via Spanish interpreter)
Nathan Carbajal, EYCEJ, Los Angeles resident
Dori Chandler, Coalition for Clean Air and Long Beach resident
Polash Mukerjee, Coalition for Clean Air

The above speakers made the following comments:

- Support for the Port ISR;
- The Draft Cooperative Agreement:
 - lacks emissions reductions;
 - Only focuses on infrastructure planning;
 - prohibits Port ISR rulemaking for five years;
 - lacks public engagement and transparency;
 - lacks details in the oversight and enforceability framework; and
 - was not presented to the AB 617 Community Steering Committees or South Coast AQMD's Environmental Justice Advisory Group;
- The need to prioritize emission reductions and public health;
- South Coast AQMD's legal obligation to adopt and implement all feasible measures;
- Requested South Coast AQMD to implement AQMP control measure to reduce port emissions; and
- Urged for more transparency and public engagement

Emily Quest, West Long Beach resident, expressed concern that local government officials are not adequately representing the interests of the West Long Beach community and recommended that future meetings be held in locations more accessible to the impacted communities. For additional details, please refer to the [Webcast](#) beginning at 1:10:47.

Ryan Calbreath, United Electrical, Radio and Machine Workers of America (UE), opposed the Draft Cooperative Agreement, citing that it undermines the South Coast AQMD's public health mandate. He highlighted three UE core principles of aggressive struggle, rank and file control, and uniting all workers, expressed support for the environmental justice movement, and raised concerns over port-related health impacts. For additional details, please refer to the [Webcast](#) beginning at 1:31:56.

Al Sattler, a member of the public, suggested delaying the approval of the proposed Cooperative Agreement until critical details regarding oversight and enforceability are included. He also asked whether staff had addressed the October 2, 2025 fire that occurred at the Chevron refinery in El Segundo. For additional details, please refer to the Webcast beginning at 1:51:22.

Sarah Wiltfong, Supply Chain Federation
Thomas Jelenić, Pacific Merchant Shipping Association
Leela Rao, Port of Long Beach
Mike Dibernardo, Port of Los Angeles
Robert Loya, Harbor Trucking Association
Chris Wilson, Los Angeles County Business Federation
Christopher Allen, APM Terminals
Benjamin Lopez, Rebuild SoCal Partnership
Scott Higman, Mediterranean Shipping Company USA

Key comments from the above speakers included:

- Expressed support for adopting the Draft Cooperative Agreement:
 - commended as a model of effective cooperation;
 - includes enforceable, time-bound commitments for zero-emission infrastructure, enhanced reporting, and a robust public process;
 - addresses key concerns regarding enforcement, public participation, and zero-emission transition;
 - combines practicality with flexibility to address environmental goals with infrastructure, technology and budget challenges; and
 - strikes the right balance between protecting jobs, fostering innovation, and achieving cleaner air'
- Highlighted the Ports' commitment to cleaner air, emission reductions, and zero-emission transition; and

- Encouraged the Board to continue support for the Draft Cooperative Agreement and adopt staff's recommendation.
-

Todd Campbell, Clean Energy, expressed support to allow more public input on the CAAP Plus Measures. He highlighted that Class 7-8 heavy-duty trucks, such as those used for port drayage, accounted for a limited share of the total number of zero-emission trucks as reported by CARB. He recommended that CAAP Measure No. 2 – ZE Drayage Truck Equipment and Infrastructure Funding (as shown in the Ports' July 18, 2025 proposal), include incentives for the cleanest combustion engine to maintain progress toward cleaner fleets. For additional details, please refer to the [Webcast](#) beginning at 56:01.

Harvey Eder, Public Solar Power Coalition, cited the number of premature deaths globally caused by air pollution; advocated for solar energy solutions and opposed relinquishing regulatory authority. For additional details, please refer to the [Webcast](#) beginning at 1:56:06.

Ranji George, a member of the public, suggested quarterly reports on the implementation of the Port ZE Plans to facilitate meaningful public engagement, and questioned the classification of battery electric vehicles as zero-emission due to environmental harms from their production, mining, and disposal. He advocated for increased support of hydrogen technologies as a cleaner alternative and agreed with Mr. Eder on the benefits of solar energy. For additional details, please refer to the [Webcast](#) beginning at 2:02:31.

There being no further requests to speak, the public comment period was closed for Agenda Item No. 30.

Written Comments Supporting Draft Cooperative Agreement and Requesting the 75-day Package for PR 2304 not be Released

- Ernesto Medrano, Los Angeles/Orange Counties Building & Construction Trades Council
- Mihran Toumajan, NAIOP SoCal

Written Comments Regarding Concerns with Draft Cooperative Agreement

- One letter signed by the following organizations: Fernando Gaytan, Earthjustice; David Pettit, Center for Biological Diversity; Lindsey Escamilla, Center for Community Action and Environmental Justice; Dori Chandler, Coalition for Clean Air; Taylor Thomas, East Yard Communities for Environmental Justice; Sylvia Betancourt, Long Beach Alliance for Children with Asthma; Alison Hahm, Natural Resources Defense Council; Cristhian Tapia-Delgado, Pacific Environment; Peter M. Warren, San Pedro & Peninsula Homeowners Coalition; Jennifer M. Cardenas, Sierra Club; and Theral Golden, West Long Beach Association



Chief Deputy Counsel Barbara Baird reported that Councilmember Raman had no financial interest in Agenda Item No. 30 but is required to identify for the record that she is a Councilmember for the City of Los Angeles, which is involved in this item. For additional details, please refer to the [Webcast](#) beginning at 2:05:26.

In response to Chair Delgado's request for clarification on staff's recommendation, Mr. MacMillan explained that staff is seeking Board guidance on bringing the additional Clean Air Action Plan (CAAP) Plus Measures for Board consideration in Spring 2026, with periodic progress updates provided to the Mobile Source Committee and for community meetings to be held throughout the process. For additional details, please refer to the [Webcast](#) beginning at 2:06:04.

Mayor Lock Dawson requested information on the Mobile Source Committee's recommendation and voting results for this item at the meeting held on September 19, 2025. For additional details, please refer to the [Webcast](#) beginning at 2:06:33.

Mayor Pro Tem McCallon reported that the Mobile Source Committee voted 5-0, with one member absent, to present the Draft Cooperative Agreement to the full Board for their consideration at the November Board meeting, that he asked the Ports for their commitment to negotiate in good faith on the additional CAAP Plus Measures, and that staff should host a public meeting with the Ports to solicit community input before the November meeting. For additional details, please refer to the [Webcast](#) beginning at 2:07:24.

Mayor Lock Dawson asked for clarification on whether the Cooperative Agreement would usurp the South Coast AQMD's authority or prevent it from achieving the AQMP's objectives. For additional details, please refer to the [Webcast](#) beginning at 2:07:58.

Executive Officer Nastri responded that the Draft Cooperative Agreement would not usurp South Coast AQMD's authority and that it is largely aligned with Proposed Rule 2304 for infrastructure plan development and implementation. Executive Officer Nastri explained that, if the Draft Agreement is approved, staff will provide periodic updates to the Board on the implementation progress, and if implementation is not working, the Board can direct staff to exit the Agreement with the 90-day early termination clause. For additional details, please refer to the [Webcast](#) beginning at 2:08:22.

Mayor Lock Dawson asked for clarification on the criteria for identifying when the Agreement is no longer working and triggering the exit clause. For additional details, please refer to the [Webcast](#) beginning at 2:11:42.

Executive Officer Nastri described the scenario of potential noncompliance by a Port. For additional details, please refer to the [Webcast](#) beginning at 2:11:58.

Mayor Lock Dawson commented on the importance of continued public input and requested assurance that the community would have opportunities to participate and provide comments. For additional details, please refer to the [Webcast](#) beginning at 2:13:27.

Executive Officer Nastri reassured the Board that public input is being actively sought through ongoing outreach efforts, including the September 16 release of the Draft Cooperative Agreement for public review, a public meeting scheduled for October 15 at Long Beach City College, and weekly virtual office hours where stakeholders have the opportunity to meet with staff to ask questions and provide comments. For additional details, please refer to the [Webcast](#) beginning at 2:14:08.

Mayor Lock Dawson requested clarification regarding assertions from a commenter that the proposed Cooperative Agreement would violate state law. Chief Deputy Counsel Baird explained that while state law requires all feasible measures to be implemented on an expeditious schedule, it does not require that such measures be adopted in the form of a rule. The proposed Cooperative Agreement contains the same measures that would have been included in PR 2304 and reflects what is currently considered feasible. Chief Deputy Counsel Baird further acknowledged the shared interest in pursuing additional measures targeting individual port sources. This will be addressed through the ongoing negotiations expected to conclude in spring 2026 and, if successful, would be more expeditious than through traditional rulemaking. For additional details, please refer to the [Webcast](#) beginning at 2:15:00.

Supervisor Hagman expressed appreciation for the leadership in developing a Cooperative Agreement that reflects a pragmatic approach. He emphasized the importance of prioritizing infrastructure as a critical first step for the deployment of zero-emission technologies. He commended staff for completing the Agreement negotiations within the 45-day timeframe and pointed out that the Board retains rulemaking authority and the ability to exit the agreement with a 90-day notice if necessary. Supervisor Hagman moved to approve the staff recommendation. Supervisor Nguyen seconded the motion. For additional details, please refer to the [Webcast](#) beginning at 2:16:35.

Board Member Padilla-Campos thanked staff for the update and expressed appreciation to the community for their engagement and heartfelt comments. She pointed out that the 90-day exit clause remains somewhat unclear to her and requested clarification on what would happen should negotiations be terminated. For additional details, please refer to the [Webcast](#) beginning at 2:18:57.

Chief Deputy Counsel Baird clarified that the Cooperative Agreement does not preclude the Board from returning to rulemaking at any time, regardless of whether a default has occurred. While the Agreement specifies it will serve as an alternative to a Ports ISR and the associated Resolution pauses rulemaking for five years, the Board can change course at its discretion and retains the authority to initiate rulemaking on its own motion, public input, or information presented in staff reports. The Agreement can also be terminated with 90 days' notice, with or without cause. For additional details, please

refer to the [Webcast](#) beginning at 2:20:39.

Board Member Padilla-Campos expressed concern that calling this a "Cooperative Agreement" may be misleading because there was no meaningful public engagement in the negotiations. She questioned why the level of public engagement required in rulemaking has not been followed in the Cooperative Agreement process. Because community members have legitimate concerns and deserve a seat at the table, she requested there be additional opportunities for public involvement in the process. For additional details, please refer to the [Webcast](#) beginning at 2:22:39.

Executive Officer Nastri emphasized the agency's commitment to meaningful community engagement and pointed out that outreach efforts under the Cooperative Agreement process have provided opportunities for public input that go beyond standard rulemaking practices, such as the Weekly Virtual Office Hours. For additional details, please refer to the [Webcast](#) beginning at 2:24:13.

In response to Board Member Padilla-Campos's request for clarification on the Weekly Virtual Office Hours, Mr. MacMillan explained that the Weekly Office Hours are open to all stakeholders and facilitate an interactive two-way dialogue for community members to ask questions, provide feedback, and engage directly with staff. For additional details, please refer to the [Webcast](#) beginning at 2:26:25.

Board Member Padilla-Campos inquired about the timeline for addressing the CAAP Plus Measures. Mr. MacMillan responded that the immediate focus is the November Board meeting for the current Draft Cooperative Agreement and staff is working on the next steps with the other CAAP Plus Measures and will be returning to the Board in Spring of 2026. For additional details, please refer to the [Webcast](#) beginning at 2:27:08.

Mayor Pro Tem McCallon thanked staff and port representatives for their efforts in reaching an agreement within the 45-day negotiation period. He emphasized that the Board retains full authority under the Agreement and can revisit the term of agreement if necessary, and that the Agreement is similar in scope to Proposed Rule 2304. He commented on the Ports commitment to continue working on the CAAP Plus Measures and encouraged the South Coast AQMD and Ports staff to accelerate those efforts. He agreed with Supervisor Hagman that infrastructure is a crucial first step and that this agreement will put that infrastructure in place. Mayor Pro Tem McCallon welcomed continued public participation and urged staff to provide ample opportunities for community input. For additional details, please refer to the [Webcast](#) beginning at 2:28:50.

Supervisor Nguyen thanked South Coast AQMD staff, the Ports of Los Angeles and Long Beach, and the Mayor's offices of Los Angeles and Long Beach for their efforts in prioritizing and negotiating on the Cooperative Agreement. She acknowledged the extensive time and collaboration involved and expressed appreciation for the progress made. She also encouraged continued public input as the process moves forward. For additional details, please refer to the [Webcast](#) beginning at 2:31:51.

Mayor Pro Tem Rodriguez expressed appreciation to community members for their input over the past five years, acknowledging that it was their comments and input that served as a catalyst to bring forth a Port ISR framework that has served as the guide for the draft Cooperative Agreement. He commented on the alignment between what was proposed in PR 2304 and the Cooperative Agreement, highlighted key provisions in the agreement, commended staff for ensuring accountability and transparency throughout the process, and commented on the multiple opportunities for public engagement. Mayor Pro Tem Rodriguez reaffirmed that the South Coast AQMD Board retains full oversight and authority and voiced support for the Cooperative Agreement. For additional details, please refer to the [Webcast](#) beginning at 2:33:14.

Vice Chair Cacciotti thanked staff, fellow Board Members and community members for their participation in this process and commended staff for reaching an agreement with the Ports on a Draft Cooperative Agreement within such a short timeframe. He acknowledged the concerns raised by the public at today's meeting and highlighted previous outreach and public engagement efforts during PR 2304 rulemaking where staff addressed many of the issues raised that are now reflected in the draft Agreement. Vice Chair Cacciotti encouraged continued public participation and emphasized the Board's shared commitment to improving air quality. For additional details, please refer to the [Webcast](#) beginning at 2:37:21.

Board Action (Item 30)

MOVED BY HAGMAN AND SECONDED BY NGUYEN TO
APPROVE AGENDA ITEM NO. 30 AS RECOMMENDED
BY STAFF TO:

- 1) BRING AN AGREEMENT FOR OTHER CAAP MEASURES FOR BOARD CONSIDERATION IN SPRING 2026
- 2) PROVIDE PERIODIC UPDATES TO THE MOBILE SOURCE COMMITTEE ON PROGRESS; AND
- 3) CONDUCT COMMUNITY MEETINGS THROUGHOUT THE PROCESS.

THE MOTION PASSED BY THE FOLLOWING VOTE:

AYES: Cacciotti, Lock Dawson, Delgado, Hagman,
McCallon, Nguyen, Olmos, Raman, and
Rodriguez

NOES: Padilla-Campos

ABSENT: Perez and Mitchell



(Supervisor Nguyen left the meeting at approximately 11:30 a.m.)

Chair Delgado opened the public comment period for the Consent and Board Calendar because it had been inadvertently overlooked earlier in the meeting. For additional details, please refer to the [Webcast](#) beginning at 2:40:00.

The public comment period was opened for the Consent and Board Calendar. The following individual addressed the Board.

Agenda Item No. 2

Rita Loof, RadTech International, requested that UV/EB/LED processes be exempted from the requirements of PAR 1107 and PAR 1469 because UV/EB/LED materials do not contain the targeted toxic compounds and that such regulatory flexibility would encourage businesses to voluntarily choose UV/EB/LED technology. She expressed concerns that the current language in PAR 1107 regarding test methods for energy-curable materials is vague and asked that the rule resolution include language that would allow manufacturer data in the absence of approved test methods. For additional details, please refer to the [Webcast](#) beginning at 2:41:00.

There being no further requests to speak on Consent and Board Calendar, the public comment period was closed.

Executive Officer Nastri responded that Ms. Loof's request would be considered and reminded the Board of staff's recommendation to move the public hearing for PAR 1107 and PAR 1469 to the December meeting.

With no additional requests to speak on the Consent and Board Calendar, Chair Delgado proceeded to call for a revote by the Board on Agenda Item No. 2 only.

Board Action (Item 2)

MOVED BY HAGMAN AND SECONDED BY CACCIOTTI TO
APPROVE AGENDA ITEM NO. 2 AS RECOMMENDED BY STAFF
TO SET THE PUBLIC HEARINGS FOR PAR 1107 AND PAR 1469
TO THE DECEMBER 5, 2025 MEETING.

THE MOTION PASSED BY THE FOLLOWING VOTE:

AYES: Cacciotti, Lock Dawson, Delgado, Hagman,
McCallon, Olmos, Raman, and Rodriguez

NOES: None

ABSENT: Mitchell, Nguyen, *Padilla-Campos, and Perez

*Board Member Padilla-Campos was temporarily absent when the vote was taken.

STAFF PRESENTATION/RECEIVE & FILE

31. Permitting Enhancement Program Status Update (Presentation in Lieu of Board Letter – No Action Required)

Jason Aspell, Deputy Executive Officer/Engineering & Permitting, and Ron Moskowitz, Chief Information Officer, gave the staff presentation on Agenda Item No. 31. For additional details, please refer to the Webcast beginning at 2:44:16.

Mayor Lock Dawson congratulated staff on their significant progress and expressed appreciation to Chair Delgado for highlighting this issue, noting that the outcome exemplifies what can be accomplished through intentional efforts. For additional details, please refer to the [Webcast](#) beginning at 2:59:43.

Councilmember Raman thanked Chair Delgado for her diligence on this issue and commented that the resulting progress reflects staff's hard work. She asked whether the new portal is already in use and if any feedback has been received. Mr. Moskowitz responded that the new portal is still in the testing phase and expected to go live in six months, with a second phase that involves integrating the South Coast AQMD's legacy systems over the next two years. For additional details, please refer to the [Webcast](#) beginning at 3:00:16.

Mayor Pro Tem Rodriguez expressed appreciation to Chair Delgado for her leadership on this issue and to staff for their hard work. He inquired about the timeframe to complete the different types of permits, particularly the more complex permits, and if there is a focus group that can be used to conduct real-time testing of the portal. For additional details, please refer to the [Webcast](#) beginning at 3:01:49.

Mr. Aspell explained that the new workflow enhancements are being designed to provide this data on the timeframe to complete different types of applications which will also identify the bottlenecks in the permitting process. Mr. Aspell responded affirmatively that permittees will be involved with testing the portal. For additional details, please refer to the [Webcast](#) beginning at 3:03:34.

The public comment period was opened for Agenda Item No. 31. The following individual addressed the Board.

Bill Quinn, California Council for Environmental and Economic Balance and Permit Streamlining Task Force member, thanked Chair Delgado for prioritizing permitting enhancements and commended staff for the progress made. While he supported starting with gas stations and spray booths, he was eager to see the program expand to include more complex permits, which are representative of his membership. For additional details, please refer to the [Webcast](#) beginning at 3:08:26.

There being no further requests to speak, the public comment period was closed for Agenda Item No 31.

PUBLIC HEARING

32. Determine That Proposed Amended Rule 301 - Permitting and Associated Fees, Is Exempt from CEQA; Amend Rule 301; and Recognize Revenue Into FY 2025-26 General Fund for Increase of Rule 1180 Fees That Were Not Included in FY 2025-26 Adopted Budget

Mike Krause, Assistant Deputy Executive Officer/Planning, Rule Development, and Implementation, gave the staff presentation on Agenda Item No. 32. For additional details, please refer to the [Webcast](#) beginning at 3:09:31.

The public comment period was opened for Agenda Item No. 32. The following individual addressed the Board.

Ranji George suggested offering fee reductions or exemptions to refineries that adopt zero-emission technologies to encourage clean technology applications. For additional details, please refer to the [Webcast](#) beginning at 3:10:57.

There being no further requests to speak, the public comment period was closed for Agenda Item No 32.

Board Action (Item 32)

MOVED BY MCCALLON AND SECONDED BY
CACCIOTTI TO APPROVE AGENDA ITEM NO. 32 AS
RECOMMENDED AND ADOPT RESOLUTION NO. 25-20

- 1) DETERMINING THAT PROPOSED AMENDED
RULE 301 – PERMITTING AND ASSOCIATED
FEES, IS EXEMPT FROM THE REQUIREMENTS OF
THE CALIFORNIA ENVIRONMENTAL QUALITY
ACT;
- 2) AMENDING RULE 301 – PERMITTING AND
ASSOCIATED FEES; AND
- 3) RECOGNIZING REVENUE OF \$593,151 INTO THE
FY 2025-26 GENERAL FUND (01) FOR THE
INCREASE OF RULE 1180 FEES THAT WERE NOT
INCLUDED IN THE FY 2025-26 ADOPTED BUDGET.

THE MOTION PASSED BY THE FOLLOWING VOTE:

AYES: Cacciotti, Lock Dawson, Delgado, Hagman,
McCallon, Olmos, Padilla-Campos, Raman,
and Rodriguez

NOES: None

ABSENT: Mitchell, Nguyen, and Perez

CLOSED SESSION

The Board did not meet in closed session.

ADJOURNMENT

There being no further business, Chair Delgado adjourned the meeting at 12:12 p.m.

The foregoing is a true statement of the proceedings held by the South Coast Air Quality Management District Board on October 3, 2025.

Respectfully Submitted,

Faye Thomas
Clerk of the Boards

Date Minutes Approved: _____

Vanessa Delgado, Chair

ACRONYMS

CARB = California Air Resources Board
CEQA = California Environmental Quality Act
FY = Fiscal Year
ISR = Indirect Source Rule
MOU = Memorandum of Understanding
MSRC = Mobile Source Air Pollution Reduction Review Committee
PAR = Proposed Amended Rule
PR = Proposed Rule
UV/EB/LED = Ultraviolet/Electron Beam/Light-emitting Diode

BOARD MEETING DATE: November 7, 2025

AGENDA NO. 2

REPORT: Establish Board Meeting Schedule for Calendar Year 2026

SYNOPSIS: The proposed Board Meeting Schedule for Calendar Year 2026 is submitted for Board consideration. The meeting schedule for the Administrative Committee meeting, (second Friday of the month), as well as the other standing committees is included for information only.

COMMITTEE: Administrative, October 10, 2025; Recommended for Approval

RECOMMENDED ACTION:

Adopt the attached Resolution establishing the 2026 Board Meeting Schedule.

Vanessa Delgado, Chair
Administrative Committee

cb

Calendar Year 2026 Board Meeting Schedule

<u>MONTH</u>	<u>DATE</u>	<u>START TIME</u>
January:	January 9*	9:00 a.m.
February:	February 6	9:00 a.m.
March:	March 6	9:00 a.m.
April:	April 3	9:00 a.m.
May:	May 1	9:00 a.m.
June:	June 5	9:00 a.m.
July:	No Meeting	
August:	August 7	9:00 a.m.
September:	September 4	9:00 a.m.
October:	October 2	9:00 a.m.
November:	November 6	9:00 a.m.
December:	December 4	9:00 a.m.

Attachments

1. Resolution
2. Proposed 2026 Meeting Schedule for Governing Board and Standing Committees

* The January Board meeting has been moved to accommodate the New Years Day holiday. Consequently, the Administrative Committee meeting for January has been moved to January 16, 2026.

RESOLUTION NO. 25-_____

A Resolution of the South Coast Air Quality Management District Governing (South Coast AQMD) Board setting the time and place of regular meetings.

WHEREAS, the regular meetings of the South Coast Air Quality Management District Governing Board have been established by Resolution in the past, and

WHEREAS, the Governing Board is establishing the regularly scheduled meetings for Calendar Year 2026.

NOW, THEREFORE, BE IT RESOLVED that, effective January 2026, the regular meetings of the Governing Board shall be held at 9:00 a.m. on the first Friday of each month, except for January where the regular meeting of the Governing Board will be January 9, 2026 to accommodate the New Years Day holiday and July when there is no meeting scheduled, in the Dr. William A. Burke Auditorium at South Coast AQMD Headquarters, 21865 Copley Dr., Diamond Bar, California.

Dated:_____

Faye Thomas, Clerk of the Boards

South Coast AQMD Governing Board & Standing Committees

Proposed 2026 Meeting Schedule

GOVERNING BOARD		STANDING COMMITTEES				
Time – 9:00 a.m.		Legislative Time – 9:00 a.m.	Administrative Time – 10:00 a.m.	Mobile Source Time – 9:00 a.m.	Stationary Source Time – 10:30 a.m.	Technology Time – 12:00 p.m.
January 9		January 16	January 16	January 23	January 23	January 23
February 6		February 13	February 13	February 20	February 20	February 20
March 6		March 13	March 13	March 20	March 20	March 20
April 3		April 10	April 10	April 17	April 17	April 17
May 1		May 8	May 8	May 15	May 15	May 15
June 5		June 12	June 12	June 26	June 26	June 26
No Board Meeting in July		No Standing Committees in July				
August 7		August 14	August 14	August 21	August 21	August 21
September 4		September 11	September 11	September 18	September 18	September 18
October 2		October 9	October 9	October 16	October 16	October 16
November 6		November 13	November 13	November 20	November 20	November 20
December 4		December 11	December 11	No Meeting	No Meeting	No Meeting

BOARD MEETING DATE: November 7, 2025

AGENDA NO. 3

PROPOSAL: Execute Contract to Develop and Demonstrate Zero-Emission Fuel Cell Electric Heavy-Duty Refuse Truck

SYNOPSIS: CARB's California Advanced Clean Fleet regulation requires State and Local Government Agency Fleets to transition to zero-emission technologies for medium- and heavy-duty trucks, including refuse trucks. Although there are some options for battery-electric refuse trucks, development and demonstration are needed for fuel cell electric refuse trucks to accommodate longer range operation and faster refueling. This action is to authorize the Executive Officer to execute a contract with Symbio North America Corporation in an amount not to exceed \$800,000 to develop and demonstrate a Class 8 heavy-duty fuel cell electric refuse truck.

COMMITTEE: Technology, October 17, 2025; Recommend for Approval

RECOMMENDED ACTION:

Authorize the Executive Officer to execute a contract with Symbio North America Corporation to develop and demonstrate a Class 8 heavy-duty fuel cell electric refuse truck in an amount not to exceed \$800,000 from the Clean Fuels Program Fund (31).

Wayne Natri
Executive Officer

AK:MW:VP:SC

Background

As medium- and heavy-duty truck fleets transition to zero-emission (ZE) technologies, there is a growing demand for longer range and fast fueling options to meet more vigorous duty-cycles, such as residential refuse collection vehicles. Although ZE battery electric refuse trucks are commercially available, hydrogen fuel cell electric refuse trucks are very limited. The development and deployment of hydrogen fuel cell electric vehicles are needed to accelerate the commercialization of zero-emission technologies

for the refuse sector. The State and Local Government Agency Fleets are subject to the Advanced Clean Fleet regulation and operate some vocational vehicles that have more demanding duty cycles and need a faster refueling capability, which can benefit from hydrogen fuel cell technology.

Symbio North America Corporation (Symbio) is a leading global fuel cell manufacturer that has developed a scalable fuel cell powertrain system demonstrated for truck and bus applications. Symbio proposes to procure a Mack LR refuse chassis and integrate a fuel cell powertrain and install an all-electric residential refuse collection automatic side loader body. The proposed Symbio Class 8 fuel cell electric refuse truck is expected to feature a 150 kW fuel cell system, 200 kWh of battery storage, and a range of over 100 miles of continuous operation.

Proposal

Under this project, Symbio will produce a hydrogen fuel cell refuse truck at its pilot-plant in Temecula, California, and demonstrate it for one year in partnership with CR&R, Waste Management and local municipalities in the South Coast Air Basin. Hydrogen fueling to support the demonstration will be procured and managed by Utility Global, a company specializing in hydrogen production from biogases. The Symbio truck will be refueled by a high-pressure hydrogen trailer at the fleet locations. Hydrogen will be sourced locally from existing hydrogen stations, and/or at an existing hydrogen production facility in South Coast Air Basin. University of California, Irvine will conduct the data collection, analysis, and provide third-party validation of the performance of the hydrogen fuel cell refuse truck.

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. The request for sole source awards for the Symbio contract is made under provision B.2.d.(1) Projects involving cost sharing by multiple sponsors. The proposed project includes match share by Symbio, Utility Global, and fleet partners. This request for a sole source award is made under provision B.2.c.: The desired services are available from only the sole source based upon one or more of the following reasons: B.2.c.(1): The unique experience and capabilities of the proposed contractor or contractor team; B.2.c.(2): The project involves the use of proprietary technology; and B.2.c.(3): The contractor has ownership of key assets required for project performance. Symbio has significant investment as a fuel cell manufacturer. As a global fuel cell powertrain with proven capability to develop fuel cell vehicles, Symbio provides a product with emission reductions and fueling options for refuse vehicles.

Benefits to South Coast AQMD

The South Coast Air Basin is classified as an “extreme” nonattainment area for ozone under the federal Clean Air Act. Successful development and pilot demonstration of fuel cell electric refuse trucks will increase zero emission transport and help reduce Ozone and PM2.5 air pollution. The project supports the Technology Advancement Office Clean Fuels Program 2024 Plan Update under the categories of *“Hydrogen/Mobile Fuel Cell Technologies”* and *“Zero Emission Infrastructure.”*

Resource Impacts

The contract with Symbio to develop and demonstrate a fuel cell electric refuse truck will not exceed \$800,000. Symbio’s cost-share is estimated to be \$709,500 through hardware as well as engineering. Utility Global will contribute up to \$50,000 in cost-share through fuel management, and the fleets will contribute an estimated \$127,500 in costs related to operating costs and hydrogen fuel. The total project cost is estimated to be \$1,687,000.

Proposed Project Costs

Funding Source	Funding Amount	Percent (%)
Symbio	\$709,500	42.0
Utility Global	\$50,000	3.0
Fleet Partners (in-kind)	\$127,500	7.6
South Coast AQMD (<i>requested</i>)	\$800,000	47.4
Total	\$1,687,000	100

Sufficient funds are available from the Clean Fuels Fund (31) to execute contracts for the Symbio project. The Clean Fuels Program Fund (31) is established as a special revenue fund resulting from the state-mandated Clean Fuels Program. The Clean Fuels Program, under Health and Safety Code Sections 40448.5 and 40512 and Vehicle Code Section 9250.11, establishes mechanisms to collect revenues from mobile sources to support projects to increase the utilization of clean fuels, including the development of the necessary advanced enabling technologies. Funds collected from motor vehicles are restricted, by statute, to be used for projects and program activities related to mobile sources that support the objectives of the Clean Fuels Program.

BOARD MEETING DATE: November 7, 2025

AGENDA NO. 4

PROPOSAL: Approve School Bus Awards and Execute Contracts for Lower-Emission School Bus, CARE4Kids, and Carl Moyer Programs

SYNOPSIS: In January 2025, the Board recognized up to \$22,180,000 from the U.S. EPA 2024 Clean Heavy-Duty Vehicles Grant to fund projects under the CARE4Kids program to replace combustion school buses with zero-emission buses. In February 2025, Program Announcement #PA2025-02 was released to solicit applications for the replacement of combustion school buses with zero-emission buses under the Lower-Emission School Bus and CARE4Kids programs. The solicitation closed in April 2025, and 33 school districts from all four counties of the South Coast Air Basin applied. Subsequently, in March 2025, a Program Announcement #PA2025-03 was released to solicit applications for “Year 27” of the Carl Moyer Program and closed in July 2025. Two school districts submitted applications under the Carl Moyer Program, requesting to replace a total of 54 combustion school buses with zero-emission buses. Both solicitations were oversubscribed, and funds from other programs were reallocated to help support the projects. These actions are to authorize the Executive Officer to: 1) execute and amend contracts to replace school buses and install infrastructure under the Lower Emission School Bus, CARE4Kids, and the Carl Moyer Programs for a total amount not to exceed \$78,187,054 comprised of \$34,570,116 from the Carl Moyer Program AB 923 Special Revenue Fund (80), \$22,180,000 from the CARE4Kids Program Advanced Technology, Outreach and Education Fund (17), \$3,510,006 from CARB SEP Special Revenue Fund (87), and \$17,926,932 from the Community Air Protection AB 134 Fund (77); 2) redistribute the source of funds as needed from SB1107, SB 129, State Reserve, and associated interest funds in Fund (32), Carl Moyer AB 923 Fund (80), CARE4Kids Program Advanced Technology, Outreach and Education Fund (17), CARB SEP Special Revenue Fund (87), and the Community Air Protection AB 134 Fund (77) to ensure program liquidation targets are met; and 3) reassign projects

between funding years, as needed, in order to expeditiously meet program funding liquidation requirements.

COMMITTEE: Technology, October 17, 2025; Recommended for Approval

RECOMMENDED ACTIONS:

Authorize the Executive Officer to:

1. Execute and amend contracts to replace combustion school buses with zero-emission buses and install charging infrastructure under the Lower Emission School Bus and the Carl Moyer Programs as listed in Tables 1 & 2 for a total not to exceed \$78,187,054, which is comprised of \$34,570,116 from the Carl Moyer Program AB 923 Special Revenue Fund (80), \$22,180,000 from the CARE4Kids Program Advanced Technology, Outreach and Education Fund (17), \$3,510,006 from CARB SEP Special Revenue Fund (87), and \$17,926,932 from the Community Air Protection AB 134 Fund (77);
2. Redistribute the source of funds for the approved projects from the following funding sources as needed: SB 1107, SB 129, State Reserve, and associated interest funds in Fund (32), Carl Moyer AB 923 Fund (80), CARE4Kids Program Advanced Technology, Outreach and Education Fund (17), CARB SEP Special Revenue Fund (87), and the Community Air Protection Fund (77); and
3. Reassign projects between funding years, as needed; in order to expeditiously meet program funding liquidation requirements to the extent that such actions are not in conflict with any applicable guidance, requirement or direction from CARB or U.S. EPA.

Wayne Nastri
Executive Officer

AK:MW:SC:YJT

Background

Since the commencement of the Lower-Emission School Bus Program in 2001, South Coast AQMD has awarded nearly \$372 million in local, state and federal funds to replace over 1,900 highly polluting diesel school buses with alternative fuel or zero-emission buses and retrofitted 3,400 diesel school buses with particulate traps. This program has enabled thousands of students to commute in the cleanest school buses in the country.

In January 2025, the Board recognized up to \$22.2 million in funding from the U.S. EPA 2024 Clean Heavy-Duty Vehicles Grant for projects under the CARE4Kids program to replace internal combustion engine school buses with zero-emission buses.

Additional funds in the amount of up to \$3.52 million from CARB Supplemental Environmental Project (SEP) funds are also available to support zero-emission school bus projects. In February 2025, the Board approved the issuance of Program Announcement #PA2025-02 for the Lower-Emission School Bus and CARE4Kids programs to solicit applications for the replacement of internal combustion engine school buses with zero-emission buses. These programs require that eligible school buses have a Gross Vehicle Weight Rating greater than 14,000 pounds. In response to the Program Announcement, 33 school districts from all four counties within South Coast AQMD's jurisdiction submitted applications requesting the replacement of 237 school buses. Recommended projects will be funded using a combination of Carl Moyer Program AB923, CARE4Kids, SEP, and Community Air Protection Program (CAPP) funds. All CAPP-funded school buses will be deployed to serve disadvantaged or low-income communities.

Subsequently, Program Announcement #PA2025-03 was released in March 2025 to solicit applications for "Year 27" of the Carl Moyer Program. Two school districts submitted applications in response to PA2025-03, requesting to replace 54 internal combustion engine school buses with zero-emission buses. These applications received under PA2025-03 were evaluated using the Carl Moyer Program guidelines and eligible projects will be funded using CAPP funds.

A total of approximately \$78.2M in funding is available to support the recommended project awards for the replacement of internal combustion engine school buses with zero-emission buses, as well as the deployment of supporting infrastructure. Funding is provided from the Carl Moyer Program AB 923, the CARE4Kids Program, CARB SEP Special Revenue, and CAPP funds.

Proposal

Staff is proposing to award up to \$78,187,054 to support the deployment of 232 school buses under program announcement #PA2025-02 and 54 school buses under program announcement #PA2025-03, for a total of 286 new zero-emission school buses and supporting infrastructure.

All applications received under the Lower Emission School Bus Program Announcement #PA2025-02 were evaluated, and the eligible projects from 33 school districts are recommended for funding as listed in Table 1 for a total of \$70,621,602, utilizing approximately \$34,570,116 from Carl Moyer Program AB 923 Special Revenue Fund (80), \$22,180,000 from CARE4Kids Program Advanced Technology, Outreach and Education Fund (17), \$3,510,006 from CARB SEP Special Revenue Fund (87), and \$10,361,480 from Community Air Protection Program Fund (77). Five school buses were deemed ineligible due to inoperability.

In addition, Table 2 summarizes the school bus replacement projects recommended under the Carl Moyer Program Announcement #PA2025-03. These projects have been evaluated in accordance with the Carl Moyer Program guidelines and are recommended for awards up to \$7,565,452 through the Community Air Protection Program Fund (77). These school buses will serve disadvantaged or low-income communities. CAPP Funds can be used to fund Carl Moyer Program-eligible projects.

Utilizing CalEPA's CalEnviroScreen mapping tool, which helps identify disadvantaged and low-income communities in California, over 87 percent of the projects that are proposed for the awards are in the disadvantaged or low-income communities.

In addition, to ensure program funding liquidation targets are met, staff recommends the Board authorize the Executive Officer flexibility to redistribute the sources of funds for the proposed eligible projects in this Board Letter as needed and reassign projects between funding years.

Outreach

In accordance with South Coast AQMD's Procurement Policy and Procedure, a public notice advertising the PA 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. Additionally, potential applicants were notified utilizing South Coast AQMD's own electronic listing of certified minority vendors. Notices of the PA were emailed to Legislative Caucuses and various minority chambers of commerce and business associations and placed on South Coast AQMD's website (<http://www.aqmd.gov>) where it can be viewed by making a menu selection "Grants & Bids." South Coast AQMD posts pre-recorded presentations and hosts meetings to provide program information and application assistance for applicants interested in participating in the Carl Moyer Program. South Coast AQMD staff also released several email notifications to over 300 recipients, including public-school districts within the South Coast AQMD jurisdiction, dealerships and school bus manufacturers, announcing the Program Announcements. Subsequent email notifications were sent to remind potential applicants to apply before the application deadlines.

Benefits to South Coast AQMD

The successful replacement of high-polluting internal combustion engine school buses with zero-emission buses will ensure less polluting and safer school transportation for school children and reduce public exposure to criteria and toxic air pollution. Annually, the projects are estimated to reduce 46.3 tons of NO_x and 3.5 tons of PM emissions.

Resource Impacts

Total funding for projects will not exceed \$78,187,054, comprised of the following funding sources:

Funding Source	Total Funds Awarded
Carl Moyer AB 923 Special Revenue (AB 923): Fund (80)	\$34,570,116
U.S. EPA CHDV (CARE4Kids): Fund (17)	\$22,180,000
CARB SEP Special Revenue (SEP): Fund (87) - #SEP22-003-01; SEP22-003-02; SEP22-003-03	\$3,510,006
Community Air Protection Program (CAPP): Fund (77)	\$17,926,932
Total	\$78,187,054

Attachments

Table 1: Zero-Emission School Bus Awards
(AB 923, CAPP, CARE4Kids, SEP Funded)

Table 2: Carl Moyer Program Zero-Emission School Bus Awards
(CAPP Funded)

Table 1: Zero-Emission School Bus Awards
(AB 923, CAPP, CARE4Kids, SEP Funded)

School District	County	Number of Buses	Funding Source	Recommended Maximum Award from Funding Source	Recommended Total Maximum Award*
Alhambra Unified School District	LA	4	AB 923 CAPP	\$605,388 \$909,612	\$1,515,000
Baldwin Park Unified School District	LA	3	CARE4Kids AB 923	\$300,000 \$870,240	\$1,170,240
Bassett Unified School District	LA	3	AB 923	\$364,035	\$364,035
Bonita Unified School District	LA	2	AB 923	\$232,466	\$232,466
Covina Valley Unified School District	LA	5	AB 923	\$1,950,000	\$1,950,000
Hacienda La Puente Unified School District	LA	10	CARE4Kids AB 923 CAPP	\$1,800,000 \$1,031,938 \$489,502	\$3,321,440
Mountain View School District	LA	5	AB 923	\$1,950,000	\$1,950,000
Norwalk La Mirada Unified School District	LA	20	CARE4Kids AB 923 CAPP	\$6,000,000 \$553,615 \$1,251,185	\$7,804,800
Saugus Union School District	LA	4	AB 923	\$1,560,000	\$1,560,000
Sulphur Springs Union School District	LA	3	AB 923	\$1,035,000	\$1,035,000
Torrance Unified School District	LA	6	AB 923	\$2,340,000	\$2,340,000
Walnut Valley Unified School District	LA	7	AB 923	\$2,277,800	\$2,277,800
Whittier Union High School District	LA	2	AB 923	\$235,210	\$235,210
Total Los Angeles County:		74			\$25,755,991
Anaheim Union High School District	OC	2	AB 923	\$162,304	\$162,304**
Buena Park School District	OC	3	AB 923	\$1,170,000	\$1,170,000
Capistrano Unified School District	OC	4	AB 923 SEP	\$390,000 \$1,170,000	\$1,560,000
Fullerton Joint Union High School District	OC	6	CARE4Kids AB923	\$280,000 \$2,060,240	\$2,340,240

School District	County	Number of Buses	Funding Source	Recommended Maximum Award from Funding Source	Recommended Total Maximum Award*
Garden Grove Unified School District	OC	12	CARE4Kids	\$3,600,000	\$4,612,880
			AB 923	\$242,880	
			CAPP	\$770,000	
La Habra City School District	OC	4	AB 923	\$974,760	\$1,560,000
			CAPP	\$585,240	
Magnolia School District	OC	2	AB 923	\$618,909	\$780,000
			CAPP	\$161,091	
Ocean View School District	OC	9	CARE4Kids	\$2,400,000	\$3,511,920
			AB 923	\$1,111,920	
Placentia-Yorba Linda Unified School District	OC	3	AB 923	\$1,170,000	\$1,170,000
Westminster School District	OC	5	CARE4Kids	\$900,000	\$1,950,720
			AB 923	\$743,481	
			CAPP	\$307,239	
Total Orange County:		50			\$18,818,064
Banning Unified School District	RC	3	AB 923	\$1,170,000	\$1,170,000
Jurupa Unified School District	RC	17	AB 923	\$1,705,593	\$1,705,593
Menifee Union school District	RC	6	AB 923	\$1,754,466	\$1,754,466
Moreno Valley Unified School District	RC	24	CARE4Kids	\$4,500,000	\$6,567,618
			AB 923	\$2,067,618	
Murrieta Valley Unified School District	RC	6	AB 923	\$388,594	\$1,140,444
			SEP	\$751,850	
Nuview Union School District	RC	4	SEP	\$418,156	\$418,156
Total Riverside County:		60			\$12,756,277
Colton Joint Unified School District	SB	26	AB 923	\$1,961,591	\$5,827,029
			CAPP	\$3,865,438	
Ontario-Montclair School District	SB	8	CARE4Kids	\$900,000	\$2,838,970
			AB 923	\$318,718	
			SEP	\$1,170,000	
			CAPP	\$450,252	

School District	County	Number of Buses	Funding Source	Recommended Maximum Award from Funding Source	Recommended Total Maximum Award*
Redlands Unified School District	SB	13	CARE4Kids	\$1,500,000	\$4,280,271
			AB 923	\$1,533,350	
			CAPP	\$1,246,921	
Rim of The World Unified School District	SB	1	AB 923	\$20,000	\$345,000
			CAPP	\$325,000	
Total San Bernardino County:		48			\$13,291,270
Total:		232			\$70,621,602

*The listed award amount incorporates \$20,000 per awarded school bus to be used for supporting infrastructure.

**School district did not request infrastructure funding; therefore, no supporting infrastructure funds are included. Total award amount is only for eligible school bus replacement costs.

**Table 2: Carl Moyer Program Zero-Emission School Bus Awards
(CAPP Funded)**

School District	County	Number of Buses	Recommended Maximum School Bus Award
Colton Joint Unified School District***	SB	4	\$1,460,091
Los Angeles Unified School District***	LA	50	\$6,105,361
Total:		54	\$7,565,452

***Project is subject to CARB approval.

BOARD MEETING DATE: November 7, 2025

AGENDA NO. 5

PROPOSAL: Transfer and Appropriate Funds and Issue Solicitation and Purchase Orders for Community Air Monitoring Near Refineries and Related Facilities

SYNOPSIS: In January 2024, the Board amended Rule 1180 and adopted Rule 1180.1, which requires petroleum refineries, other refineries, and related facilities to fund the installation and operation of fence-line and community air monitoring systems. For this purpose, in October 2024, the Board recognized revenue of up to \$5,227,692 and up to \$2,309,469 for Rules 1180 and 1180.1, respectively, into the Rule 1180 Special Revenue Fund (78). These actions are to transfer and appropriate up to \$2,900,800, subject to the availability of funds, from the Rule 1180 Special Revenue Fund (78) and appropriate up to \$471,000 from the General Fund Undesignated (Unassigned) to the Monitoring and Analysis FY 2025-26 and/or FY 2026-27 Budgets, and also to issue a solicitation and purchase orders for air monitoring equipment to meet the operational needs of the community air monitoring systems.

COMMITTEE: Administrative, October 10, 2025; Recommended for Approval

RECOMMENDED ACTIONS:

1. Transfer and appropriate up to \$1,500,000 from the Rule 1180 Special Revenue Fund (78) to the Monitoring and Analysis (MAD) FY 2025-26 and/or 2026-27 Budgets (Org 42), Capital Outlays Major Object, as shown in Table 1;
2. Upon receipt of funds, transfer and appropriate up to \$1,400,800 from the Rule 1180 Special Revenue Fund (78) to the Monitoring and Analysis (MAD) FY 2025-26 and/or 2026-27 Budgets (Org 42), Capital Outlays (up to \$945,000) and Services & Supplies (up to \$455,800) Major Object, as shown in Tables 1 and 2;
3. Appropriate up to \$471,000 from the General Fund Undesignated (Unassigned) fund balance for Rule 1180 activities to MAD's FY 2025-26 and/or 2026-27 Budgets (Org 42), Capital Outlays Major Object (up to \$300,000) and Services and Supplies (up to \$171,000), as indicated in Tables 1 and 2;

4. Authorize the Procurement Manager, in accordance with South Coast AQMD's Procurement Policy and Procedure, to issue a solicitation, and based on the results of this solicitation, execute a purchase order for the development and installation of full station power back-up systems in an amount not to exceed \$300,000, as listed in Table 1 and as described in this Board letter; and
5. Authorize the Procurement Manager, in accordance with South Coast AQMD's Procurement Policy and Procedure, to issue sole source purchase orders for the equipment listed in Tables 1 and 2 in this Board letter.

Wayne Nastri
Executive Officer

JCL:AP:OP:ld:ir:kdL

Background

Rule 1180 - Refinery Fenceline and Community Air Monitoring was adopted by the Board in December 2017 and requires all seven major petroleum refineries in the South Coast Air Basin (Basin) to measure the ambient levels of various air pollutants at their fenceline and notify the public if the concentration of any measured pollutant is above predetermined threshold levels. Rule 1180 also establishes a fee schedule for these refineries to fund the installation, operation, and maintenance of community air monitoring stations that are operated by South Coast AQMD, to provide air quality information and notifications to the public. The requirements of Rule 1180 apply to the following seven refineries:

- Tesoro Refining & Marketing Company, LLC, Carson;
- Tesoro Refining & Marketing Company, LLC, Wilmington;
- Torrance Refining Company, LLC, Torrance;
- Chevron Products Company, El Segundo;
- Phillips 66 Company, Los Angeles Refinery, Carson;
- Phillips 66 Company, Los Angeles Refinery, Wilmington; and
- Valero Wilmington Refinery (permitted as Ultramar, Inc.), Wilmington.

The Rule 1180 refinery fenceline and community air monitoring network has been in operation since January 2020. Novel optical remote sensing (ORS), automated gas chromatography, and traditional analyzers have been installed at multiple fenceline and community air monitoring sites, making this network the first of its kind in terms of complexity and technology deployed.

In January 2024, the Board approved amendments to Rule 1180, which includes additional air monitoring requirements for air toxic metals and particulate matter at the fenceline of the original seven Rule 1180 facilities. The amended rule also requires the

development and installation of new fenceline air monitoring systems at the following refinery-related facilities (related facilities):

- Air Products and Chemicals, Inc., Carson;
- Air Products and Chemicals, Inc., Wilmington;
- Tesoro Refining and Marketing Co., LLC (Sulfur Recovery Plant);
- Kinder Morgan Liquids Terminals, LLC; and
- Tesoro Logistics, Carson Crude Terminal.

Also, in January 2024, the Board adopted Rule 1180.1, which requires fenceline air monitoring for three other refineries in the Basin, namely:

- AltAir Paramount, LLC;
- LTR dba World Oil Refining; and
- Valero Wilmington Asphalt Plant.

Rules 1180 and 1180.1 establish fee schedules to fund the addition of air toxic metals and particulate matter monitoring at community sites near the original seven Rule 1180 refineries, and the planning and implementation of community air monitoring stations near new facilities. Rule 1180 payments totaling \$3,765,960 from the seven major petroleum refineries for the implementation of metals and particulate matter monitoring were received in January 2025. Rule 1180 and 1180.1 payments totaling \$1,461,732 and \$2,309,469, respectively, from related facilities and other refineries for the planning and implementation of additional community air monitoring stations are to be received in two installments (the first installment totaling \$1,131,359 was received in January 2025, and the second installment totaling \$2,639,842 will be received by January 31, 2026). The facilities subject to Rules 1180 and 1180.1 will also fund ongoing operation and maintenance of community air monitoring through future amendments to Rule 301 – Fees.

Proposal

These actions are to transfer and appropriate up to \$2,900,800 in aggregate from the Rule 1180 Special Revenue Fund (78) for Rule 1180 and 1180.1, subject to the availability of funds, and appropriate up to \$471,000 from the General Fund Undesignated (Unassigned) fund balance for Rule 1180 to MAD's FY 2025-26 and/or FY 2026-27 Budgets (Org 42) Capital Outlays and Services & Supplies Major Object, as shown in Tables 1 and 2. These actions are also to authorize the Procurement Manager to issue a solicitation and purchase orders as described below and listed in Tables 1 and 2.

Proposed Purchase Through Solicitation

Battery Back-up Systems

The Rule 1180 community air monitoring stations are equipped with advanced air monitoring equipment for monitoring over 20 air pollutants in near real-time and for

issuing community air quality notifications. These stations are also air-conditioned to maintain optimal operating temperatures for air monitoring equipment and to protect each equipment from excessive heat. Comprehensive full station battery power back-up systems will ensure continued operation of these community air monitoring stations in case of prolonged power outages and will protect each instrumentation from possible damage due to extreme heat or sudden loss of power. Additionally, a large area-wide power outage could potentially impact fenceline air monitoring systems and also refinery operations, resulting in unplanned emissions. Battery back-up systems will allow continued air quality measurements during these crucial times. The battery back-up system will also allow the stations to shift electrical usage from peak hours to off-peak hours which can create savings of up to \$5,000 per year on electricity costs across the Rule 1180 community air monitoring network. This action is to issue a solicitation for the development and installation of up to 10 full station battery power back-up systems for the existing Rule 1180 community air monitoring stations. This action is also to execute a purchase order in an amount not to exceed \$300,000, based on the results of the solicitation, as listed in Table 1

Proposed Purchase Through Sole Source

New air monitoring equipment listed below is needed to conduct community air monitoring at up to five new community air monitoring stations, as required by Rules 1180 and 1180.1. The equipment technical specifications are consistent with those already in operation within the existing South Coast AQMD community network for Rule 1180 monitoring.

Optical Multi-Pollutant Analyzers

Optical multi-pollutant analyzers will be used for continuous real-time monitoring of a suite of VOCs and air toxics required by Rules 1180 and 1180.1. This data will also be used to issue community air quality notifications. This purchase of up to five optical multi-pollutant analyzers from FluxSense will not exceed \$1,500,000, as listed in Table 1.

Auto-GCs

Auto-GCs will be used to measure hourly concentrations of VOCs and air toxics to track community air quality trends. This purchase of up to five Auto-GCs from Tricornitech will not exceed \$500,000, as listed in Table 1.

H2S Analyzers

H2S analyzers will be used for continuous real-time monitoring of H2S. Data will also be used to issue community air quality notifications. This purchase of up to five H2S analyzers from Teledyne will not exceed \$120,000, as listed in Table 1.

PM Monitors

PM monitors will be used for continuous real-time monitoring of PM_{2.5} and PM₁₀, and issuance of community air quality notifications at Rule 1180.1 community air monitoring stations. This purchase of up to three PM monitors from Teledyne will not exceed \$105,000, as listed in Table 1.

Zero Air Generators

Zero air generators will be used to supply clean air to the analyzers installed at the new Rules 1180 and 1180.1 community air monitoring stations. This purchase of up to five zero air generators from Teledyne will not exceed \$60,000, as listed in Table 1.

Gas Dilution Systems

Gas dilution systems will be used for automated quality control of the analyzers installed at the new Rules 1180 and 1180.1 community air monitoring stations. This purchase of up to five gas dilution systems from Teledyne will not exceed \$85,000, as listed in Table 1.

Data Loggers

Specialized data loggers will be used to store and transmit data at air monitoring stations. This purchase of up to five data loggers from Agilaire will not exceed \$75,000, as listed in Table 1.

Services and Supplies

These funds will be used for costs associated with Services and Supplies needed to establish five new community air monitoring stations, as required by Rules 1180 and 1180.1. These costs include leases, permits, power installation, communication setup for these new sites, and also includes other costs for services such as acceptance testing, installation and commissioning of air monitoring equipment, and also staff training. The cost of these services and supplies will not exceed \$455,800, as listed in Table 2.

Annual Consumable Supplies, Quality Assurance Service, and Software License

Optical multi-pollutant analyzers manufactured by FluxSense are deployed at all Rule 1180 community air monitoring sites for measuring a comprehensive array of VOCs and other air toxics, and also for providing real-time community air quality notifications. The consumables, consisting of specialized light sources, are required to ensure routine uninterrupted performance of the optical multi-pollutant analyzers. Quality assurance services and software licenses are also required to ensure timely review and verification of real-time data and community air quality notifications provided to the communities near the refineries and facilities subject to Rules 1180 and 1180.1. FluxSense is the sole source provider of these items due to the use of proprietary technology and their unique qualifications. The cost of annual consumable supplies, including installation, quality assurance services, and software license

purchased from FluxSense will not exceed \$49,000, \$70,000, and \$52,000 respectively, as shown in Table 2.

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. The request for sole source purchases from FluxSense, TricornTech, Teledyne, and Agilaire are made under Sections VIII.B.2.c (1): The unique experience and capabilities of the proposed contractor; VIII.B.2.c (2): The project involves the use of proprietary technology; and VIII.B.2.d (6): Projects requiring compatibility with existing specialized equipment. There are no other vendors who can provide the equipment, supplies, software, and services that fully meet all required specifications to satisfy Rule 1180 air monitoring requirements, and that are compatible with existing specialized equipment already in operation.

Benefits to South Coast AQMD

The expansion of community air monitoring stations will allow South Coast AQMD to fulfill the new requirements in the amended Rule 1180 and newly adopted Rule 1180.1. This will result in benefits to the communities and people working and residing in the Basin near refineries and related facilities. California Health and Safety Code § 42705.6 requires petroleum refineries to fund the costs of refinery-related community air monitoring.

Resource Impacts

Initial and final payments are required from petroleum and other refineries, and related facilities under Rule 1180 and Rule 1180.1 to provide sufficient funding for additional community air monitoring in properly implementing these rules. Amendments to Rule 301 will provide resources for ongoing community air monitoring operation and maintenance near facilities subject to Rule 1180 and 1180.1. The most recent Rule 301 amendment has been presented to the Board for approval in October 2025.

Attachments

- Table 1: Proposed Capital Outlays Expenditures for Rules 1180 and 1180.1 for FY 2025-26 and/or FY 2026-27
- Table 2: Proposed Services & Supplies Expenditures for Rules 1180 and 1180.1 for FY 2025-26 and/or 2026-27

Table 1
Proposed Capital Outlays Expenditures for Rules 1180 and 1180.1
for FY 2025-26 and/or 2026-27

Description	Qty	Appropriation from Rule 1180 Special Revenue Fund (78) First Installment	Appropriation from Rule 1180 Special Revenue Fund (78) Second Installment	Appropriation from Prior Years Budget Savings	Rule	Procurement Method
Battery Back-up Systems*	10			\$300,000	1180: refineries	Solicitation
Optical Multi-Pollutant Analyzer*	2	\$600,000			1180: related facilities	Sole Source
	3	900,000			1180.1	
Auto-GC	2		\$200,000		1180: related facilities	Sole Source
	3		300,000		1180.1	
H2S Analyzer	2		48,000		1180: related facilities	Sole Source
	3		72,000		1180.1	
PM Monitors	3		105,000		1180.1	Sole Source
Zero Air Generator	2		24,000		1180: related facilities	Sole Source
	3		36,000		1180.1	
Gas Dilution System	2		34,000		1180: related facilities	Sole Source
	3		51,000		1180.1	
Data Logger	2		30,000		1180: related facilities	Sole Source
	3		45,000		1180.1	
Total		Up to \$1,500,000	Up to \$945,000	Up to \$300,000		

*Expenditures may be appropriated to Services & Supplies or Capital Outlays Major Object, as warranted.

Table 2
Proposed Services & Supplies Expenditures for Rules 1180 and 1180.1
for FY 2025-26 and/or 2026-27

Description	Appropriation from Rule 1180 Special Revenue Fund (78) Second Installment	Appropriation from Prior Years Budget Savings	Rule
Various Services & Supplies Categories*	\$182,320		1180: related facilities
	273,480		1180.1
Annual Consumables for Optical Multi-Pollutant Analyzers**		\$49,000	1180: refineries
Annual Quality Assurance Services for Optical Multi-Pollutant Analyzers**		70,000	1180: refineries
Annual Software License Renewal for Optical Multi-Pollutant Analyzers**		52,000	1180: refineries
Total	Up to \$455,800	Up to \$171,000	

*Expenditures may be appropriated to Services & Supplies or Capital Outlays Major Object, as warranted.

**Sole Source Procurement.

BOARD MEETING DATE: November 7, 2025

AGENDA NO. 6

PROPOSAL: Issue Purchase Orders for Air Monitoring Equipment

SYNOPSIS: South Coast AQMD received \$676,000 from U.S. EPA for the PM2.5 Monitoring Program to meet federal monitoring requirements. This ongoing program provides for the operation of the PM2.5 monitoring network within the boundaries of South Coast AQMD. The amount provided by U.S. EPA is less than what was previously anticipated and recognized by the Board. This action supersedes that earlier recognition and adjusts how the funds are spent by authorizing purchase orders for air monitoring equipment based on the final award amount.

COMMITTEE: Administrative, October 10, 2025; Recommended for Approval

RECOMMENDED ACTION:

Authorize the Procurement Manager, in accordance with South Coast AQMD's Procurement Policy and Procedure, to issue a sole source purchase order for up to five Met One Speciated PM2.5 SASS samplers not to exceed \$115,000 as listed in Table 1.

Wayne Natri
Executive Officer

JCL:AP:RMB:ld:ir

Background

Since 1998, U.S. EPA has provided funds under Section 103 for a comprehensive PM2.5 Air Monitoring Program. This Program includes the operation of 22 Federal Reference Method (FRM) PM2.5 monitors along with 20 Federal Equivalent Method (FEM/Non-FEM) PM2.5 continuous monitors located within 19 ambient air monitoring stations. In addition, U.S. EPA supports the ongoing collection of PM2.5 mass and chemical speciation data at four sites within the Basin. Chemical speciation of PM2.5 provides critical information to characterize particle sources, assess air quality conditions, and health impacts.

On June 6, 2025, the Board recognized and appropriated an anticipated amount of \$760,000 for the annual PM2.5 program. Subsequently, South Coast AQMD received \$676,000 from U.S. EPA for the continuation of the PM2.5 program through March 31, 2026. The new allocation, which is included as Attachment 1, supersedes the June 2025 Board letter.

Proposal

Met One Speciated PM2.5 SASS Samplers

The current Met One Speciated PM2.5 SASS samplers, which are more than 15 years old, measure fine particulate matter (PM2.5) and identify its chemical components (such as sulfates, nitrates, organic carbon, and metals). Replacing these units with newer flow-controlled units will improve the accuracy and completeness needed to continue meeting U.S. EPA PM2.5 Chemical Speciation Network (CSN) program requirements. The estimated cost for up to five Met One Speciated PM2.5 SASS samplers is \$115,000 (see Table 1). The purchase will be made through a sole source purchase process.

Sole Source Justification

Sole Source Justification Section VIII.B.3 of South Coast AQMD's Procurement Policy and Procedure identifies four major provisions under which a sole source award funded in whole or in part with federal funds may be justified. Specifically, this request for sole source award is made under provision VIII.B.3.a., the item is available only from a single source. The Met One Speciated PM2.5 SASS Sampler is the only instrument utilized as part of the CSN program that satisfies U.S. EPA collocation requirements.

Resource Impacts

U.S. EPA Section 103 Grant funding will support the continuation of the PM2.5 Program, including equipment, and services and supplies necessary to meet the program objectives.

Table 1
Proposed Purchase through Sole Source Purchase Order

Description	Qty	Funding Source	Estimated Amount
Met One Speciated PM2.5 SASS Samplers	Up to five	PM2.5 FY 2025-26	\$115,000
Total			\$115,000

Attachment

Proposed PM2.5 Expenditures for FY 2024-25 and/or FY 2025-26

Attachment 1
Proposed PM2.5 Expenditures for FY 2024-25 and/or FY 2025-26

Account Description	Account Number	Program Code	Estimated Expenditures
Services & Supplies Major Object:			
Rents and Leases Structure	67350	47500	\$3,000
Maintenance of Equipment	67600	47500	\$40,000
Building Maintenance Operation	67650	47500	\$1,000
Laboratory Supplies	68050	47500	\$33,500
Office Expense	68100	47500	\$2,500
Small Tools, Instruments, Equipment	68300	47500	\$20,000
Total Services & Supplies Major Object:			\$100,000
Capital Outlay Major Object:			
Met One Speciated PM2.5 SASS Samplers (up to five)	77000	47500	\$115,000
Total Capital Outlay Major Object:	77000	47500	\$115,000
Total Appropriations			\$215,000

Note: Salaries and Benefits in the amount of \$461,000 are already included in the FY 2024-25 and/or FY 2025-26 Budget.

BOARD MEETING DATE: November 7, 2025

AGENDA NO. 7

PROPOSAL: Authorize Executive Officer to Enter Into Grant Services Agreement With Placer County Air Pollution Control District and Recognize Revenue

SYNOPSIS: Under AB 102, CARB was allocated \$10,000,000 to provide incentive funds to assist with the transition from the use of hexavalent chromium in plating operations to non-toxic alternatives. CARB has subsequently contracted with Placer County Air Pollution Control District (APCD) to assist with implementing a Statewide incentive program for this transition. Under the CARB grant, Placer County APCD can contract with local air districts for local outreach and support services. Based on the number of South Coast AQMD eligible facilities, the contract amount can be up to \$198,113 for South Coast AQMD staff to provide outreach and support services.

COMMITTEE: Administrative, October 10, 2025; Recommended for Approval

RECOMMENDED ACTIONS:

1. Authorize the Executive Officer to accept the terms and conditions and fulfill the requirements of the Hexavalent Chromium Funding Program and execute a contract with Placer County Air Pollution Control District (APCD) to assist with implementation of a statewide chrome plating facility incentive program in an amount not to exceed \$198,113 for staff time from the General Fund (01); and
2. Recognize revenue, upon receipt, up to \$198,113 from Placer County APCD to the General Fund (01).

Wayne Nastri
Executive Officer

SR:MK:KC:ML:TT

Background

Under Assembly Bill 102 (AB 102) the California legislature has appropriated \$10,000,000 to CARB to eliminate hexavalent chromium emissions from plating operations by assisting with the transition away from the use of hexavalent chromium.

CARB has subsequently contracted with the Placer County APCD to administer the program, including contracting with local facilities to fund eligible projects that reduce hexavalent chromium emissions. Under the CARB contract with Placer County APCD, local air districts can provide local outreach and support services and be reimbursed for staff time and other costs. A contract is needed between South Coast AQMD and Placer County APCD to allow for reimbursement of staff time and other costs. Based on the number of South Coast AQMD eligible facilities, the contract amount for staff time can be up to \$198,113.

Proposal

Staff recommends the Board authorize the Executive Officer to enter into a grant services agreement with Placer County APCD in an amount not to exceed \$198,113 and to recognize revenue. Under this contract, South Coast AQMD will work with Placer County APCD and local facilities to assist with program outreach and implementation.

Benefits to South Coast AQMD

The successful implementation of this program would result in the early phase-out of hexavalent chromium use in chrome plating facilities.

Resource Impacts

This contract is to reimburse staff time for implementation of the incentive grant and will not require additional budget resources. Reimbursement from Placer County APCD will be placed in General Fund (01).

BOARD MEETING DATE: November 7, 2025

AGENDA NO. 8

PROPOSAL: Issue Purchase Order for Ingres Relational Database Management System Software Support and Appropriate Funds for Information Management

SYNOPSIS: The Ingres Relational Database Management System is used for the implementation of the Central Information Repository database. This database is used by most enterprise-level software applications at South Coast AQMD and currently supports a suite of client/server and web-based applications known collectively as the Clean Air Support System (CLASS). CLASS applications are used to support South Coast AQMD's core activities. Licensing, maintenance, and support for this software expires on November 29, 2025. This action is to obtain approval for a three year contract with Actian Corporation to renew Ingres licensing, maintenance, and support at an annual cost of \$815,000 per year. In addition, this action is to appropriate funds of \$23,000 to Information Management's FY 2025-26 budget to cover the purchase shortage.

COMMITTEE: Administrative, October 10, 2025; Recommended for Approval

RECOMMENDED ACTIONS:

1. Authorize the Procurement Manager to issue a purchase order to Actian Corporation for three years of Ingres Relational Database Management System software licensing, maintenance and support for an amount not to exceed \$2,445,000; and
2. Authorize the appropriation of \$23,000 from the General Fund Undesignated (Unassigned) Fund Balance to the Information Management 2025-26 Budget (Org 27), Services & Supplies Major Object, Professional & Special Services account to cover the cost shortfall associated with this purchase.

Wayne Natri
Executive Officer

Background

South Coast AQMD has used the Actian Ingres Relational Database Management System (RDBMS) software since before 1995. On October 7, 2022, South Coast AQMD board approved the issuance of a purchase order for Ingres Relational Database Management System for a period of 3 years, from November 30, 2022 to November 29, 2025. The Ingres purchase includes software licensing for updates and enhancements, and maintenance support for technical assistance, troubleshooting, repairs for operating difficulties, system failures, Ingres-related problems, and other system bugs or issues.

The RDBMS software runs on three database servers for production, development, and ad hoc reporting. The production server hosts the Central Information Repository database. This database supports a collection of more than 30 client/server and web-based applications known as the Clean Air Support System (CLASS). The CLASS application suite supports permit administration and processing of equipment-based and facility-based permits; emissions offsetting, monitoring and inventory management for NSR, RECLAIM, and annual emission reporting operations; compliance-related complaint, inspection, assignment, notification, investigation, and settlement operations; and financial accounts. The development server supports software development for CLASS and other applications accessing the Central Information Repository. The decision support server supports CLASS system ad-hoc query and reporting and web-based inquiry applications. These applications are an integral component of South Coast AQMD's day-to-day operations. Given this dependency, we are requesting Board approval to proceed with a renewal of the agreement at the new rate to ensure business continuity.

Sole Source Justification

Section VIII.B.2 of the Procurement Policy and Procedure identifies circumstances under which a sole source purchase award may be justified. This request for a sole source award is made under provision VIII.B.2.c.(2) because the project involves the use of proprietary technology, and provision VIII.B.2.c.(3) because the contractor has ownership of key assets required for project performance. Actian Corporation is the sole manufacturer and provider of this software and therefore the only source for its maintenance and support licensing agreements.

Proposal

This action is to authorize the Procurement Manager to issue a purchase order for Ingres Relational Database Management System software licensing, maintenance, and support to Actian Corporation for three years in an amount not to exceed \$2,445,000 at \$815,000 per year, and appropriate \$23,000 from the General Fund Undesignated (Unassigned) Fund Balance to Information Management FY 2025-26 Budget.

Resource Impacts

The FY 2025-26 Information Management Budget includes \$792,000 under the

Services and Supplies Major Object, Professional and Special Services account. An appropriation of \$23,000 is requested to address the remaining funding requirement for first year's purchase. Funding will be included in subsequent fiscal year budget requests.

BOARD MEETING DATE: November 7, 2025

AGENDA NO. 9

PROPOSAL: Authorize Purchase of CrowdStrike Protection Services

SYNOPSIS: South Coast AQMD currently utilizes CrowdStrike Protection Services to safeguard agency systems against viruses, malware, identity threats, and other modern cyber threats, thereby reducing the likelihood of costly data breaches. This action is to obtain approval for a one-year period with CrowdStrike for a total amount not to exceed \$108,000. Funding for this purchase is included in the FY 2025-26 Budget for Information Management.

COMMITTEE: Administrative, October 10, 2025; Recommended for Approval

RECOMMENDED ACTION:

Authorize the Procurement Manager to purchase CrowdStrike Services and execute all necessary documents for this purchase for a one-year period at an estimated cost of \$108,000.

Wayne Natri
Executive Officer

RMM:CW:tm

Background

CrowdStrike is a global cybersecurity leader that provides a cloud-native platform for protecting critical areas of enterprise risk. Since August 2018, South Coast AQMD has utilized CrowdStrike's protection services to safeguard agency systems against viruses, malware, and other modern cyber threats, thereby reducing the likelihood of costly computer system breaches.

Today's dynamic and expansive Information Technology environment, including cloud adoption, remote work, and third-party access, has significantly expanded the agency's digital boundaries, increasing exposure to emerging cyber threats. Maintaining CrowdStrike protection services is essential to safeguard South Coast AQMD's computer systems and accounts, strengthen agency resilience against cyberattacks,

enable faster responses to real-time threats, automate remediation to reduce the risk of data breaches, and improve operational efficiency while reducing compliance and support costs.

The estimated annual subscription cost for CrowdStrike protection services is \$108,000. Funding for this purchase is included in the FY 2025-26 Budget for Information Management.

Proposal

In accordance with South Coast AQMD's Administrative Policies and Procedures Number 35, bids were solicited from firms on the List of Prequalified Vendors to provide computer, network, printer hardware and software, and desktop computer hardware upgrades. Bids were also sought through vendor master agreements, cooperative agreements, and other interagency agreements with governmental entities to ensure the best available pricing. The prequalified vendor list was approved by the Board on February 2, 2024, and remains in effect through February 2, 2026.

This action is to authorize the Procurement Manager to execute a purchase order for CrowdStrike Protection Services with the vendor offering the lowest-cost bid for the annual subscription fee.

Resource Impacts

Sufficient funds are included in the FY 2025-26 Budget.

BOARD MEETING DATE: November 7, 2025

AGENDA NO. 10

PROPOSAL: Appropriate Funding for Permitting Enhancement Program Legacy System Replacement

SYNOPSIS: In April 2023, Chair Delgado introduced the Permitting Enhancement Program (PEP) with the goal of reducing the permit inventory and modernizing the permitting process platform to improve application processing and issuance timelines. The current legacy permitting software systems, which are more than 25 years old, require replacement. The initial phase of this effort, focused on developing a modern workflow framework, is near completion and was presented to the Board as part of the PEP update on October 3, 2025. As outlined in that presentation, additional funding is needed to move into the next phase to replace and integrate three legacy applications into the computer infrastructure. This action is to transfer and appropriate up to \$750,000 from the General Fund Undesignated (Unassigned) to Information Management's FY 2025-26 and/or FY 2026-27 Budgets for the replacement of legacy applications.

COMMITTEE: Administrative, October 10, 2025; Recommended for Approval

RECOMMENDED ACTION:

1. Appropriate \$750,000 from the General Fund Undesignated (Unassigned) Fund Balance to Information Management's FY 2025-26 and/or FY 2026-27 Budget for Services & Supplies and/or Capital Outlays Major Objects for the replacement of legacy applications.

Wayne Nastri
Executive Officer

WN:RM:XC:jg

Background

In April 2023, Chair Delgado introduced the Permitting Enhancement Program (PEP) with the goal of reducing the permit inventory and modernizing the permitting process

platform to improve application processing and issuance timelines. The current legacy permitting software systems, which are more than 25 years old, lack the ability to track workflow throughout the entire permit application lifecycle, are inflexible to changing requirements, require printing and scanning of documents, and do not integrate with existing programs easily. South Coast AQMD's Information Management team has been working on the initial phase of modernizing the permit processing platform through the development of a modern workflow framework which is near completion and was presented to the Board as part of the PEP update on October 3, 2025. As outlined in that presentation, additional funding is needed to move into the next phase to replace and integrate three legacy applications into the computer infrastructure.

The first legacy system identified for replacement is the New Source Review (NSR) system. South Coast AQMD's New Source Review rules, outlined in Regulation XIII, ensure that as new or modified equipment come into the Basin, they do not adversely impact progress towards attainment of National Ambient Air Quality Standards. New Source Review requires the installation of Best Available Control Technology (BACT) for projects that increase emissions and mandates emission offsets through Emission Reduction Credits to balance pollution. The current legacy system tracks the steps, data, and compliance activities required under New Source Review.

The second legacy system slated for replacement is the Facility Permit (FP) system. South Coast AQMD's RECLAIM (Regional Clean Air Incentives Market) program is a market-based emissions trading system established in 1994 to reduce nitrogen oxides (NO_x) and sulfur oxides (SO_x) from large industrial sources in the South Coast Air Basin. Under RECLAIM, facilities have an allocation of emissions that decline over time and facilities must reconcile actual emissions with their allocation of emissions or RECLAIM Trading Credits. To support RECLAIM, the FP system was developed to implement a single Facility Permit that consolidates all equipment and emissions into one document, streamlining compliance and recordkeeping. The Facility Permit is also utilized by certain Title V facilities.

The third legacy system slated for replacement is the Permit Processing System (PPS). PPS was developed to manage the creation of air quality permits by capturing information related to emission sources, generating permit conditions, applying standardized wording templates, and facilitating the issuance and printing of permits.

These three legacy systems were developed more than 25 years ago using technologies that are now obsolete and increasingly difficult to use, maintain, and enhance. The next phase will involve analyzing the existing systems to identify functionalities that must be migrated and integrated into the new Permit Engineering Portal (PEP) framework, as well as those that require enhancement before integration. The goal is to build a centralized digital platform to manage the intake, evaluation, and issuance of air quality permits. This platform will allow applicants to submit permit applications, engineering data, and emission calculations online, while enabling agency staff to review technical

details, apply regulatory requirements (e.g., BACT, NSR), and track application status. The system will support automated workflows, emissions modeling, fee calculation, and document management. It will also ensure consistency in permit conditions, facilitate public notifications when required, and maintain a permanent record of all permit actions. Post-permit, the system will track compliance deadlines, renewals, inspections, and modifications. Ultimately, the new platform will improve efficiency, transparency, and accountability in the permitting process while supporting the agency's mission to reduce air pollution.

Proposal

Staff recommends the transfer and appropriation of \$750,000 from the General Fund Undesignated (Unassigned) Fund Balance to Information Management 2025-26 and/or 2026-2027 Budget for Services & Supplies and/or Capital Outlays Major Objects to initiate work on the next phase to update and then integrate these three key programs into the new platform. This effort will be designed and managed internally and built using third-party resources; importantly, the final product will be fully owned by South Coast AQMD, ensuring long-term control, flexibility for future enhancements, and the elimination of ongoing licensing fees or vendor lock-in.

Resource Impacts

Sufficient funding will be available in Information Management's FY 2025-26 and/or FY 2026-27 Budget upon approval of the transfer and appropriation of \$750,000 from the General Fund Undesignated (Unassigned) Fund Balance. It is anticipated that the total cost for the next phase will be approximately \$1,500,000. Additional funds will be included in future fiscal year budgets, if needed.

Benefits

Modernizing the permitting computer system is critical to increasing permit processing production rates and to achieve the goals set out to enhance South Coast AQMD's existing permitting program. When completed, the new system will be paperless, incorporate workflow, include internal and external facing dashboards, add the ability to conduct data analytics to identify bottlenecks and ensure cost recovery, be more agile and flexible to changing regulatory needs, and increase permit processing production rates.

BOARD MEETING DATE: November 7, 2025

AGENDA NO. 11

PROPOSAL: Issue RFP for Office Data Cable Infrastructure and RFQ for Modular Furniture Systems Moving Services

SYNOPSIS: South Coast AQMD's headquarters requires a significant upgrade to the third floor-South section of the building to implement the modernization and reorganization of the Engineering and Permitting office space. The third floor upgrade includes: replacing carpeting for the floor, restructuring the cubicle layout, and upgrading office data and network infrastructure. This action is to also issue an RFP to solicit proposals for the upgrade and installation of the office data cable infrastructure, and to issue an RFQ to solicit quotations for modular furniture systems moving services. The total cost will be based on the proposals submitted. Board approval of proposed vendors and funding will be requested upon conclusion of the RFP and RFQ processes.

COMMITTEE: Administrative, October 10, 2025; Recommended for Approval

RECOMMENDED ACTIONS:

1. Issue RFP #P2026-04 to upgrade and install the office data cabling infrastructure at South Coast AQMD headquarters; and
2. Issue RFQ #Q2026-01 to provide modular furniture systems moving services at South Coast AQMD headquarters.

Wayne Nastri
Executive Officer

AJO:RM

Background

The Engineering and Permitting division are currently located on multiple floors throughout the South Coast AQMD headquarters. As part of ongoing efforts to increase operational efficiency and productivity, staff has developed a reconfiguration plan to move staff from the fifth to the third floor, where most of the Engineering and Permitting division are located. The updates to the third floor include replacing the

carpet, reconfiguring the cubicle layout, and upgrading office data and network infrastructure.

The third floor-south section of the building is approximately 19,000 sq. ft., housing offices, conference rooms, and approximately 130 cubicles. The carpet was originally installed in 1992, and will be replaced as part of the upgrade. This work is in progress, with the new office and conference room carpeting already in place.

After the floor carpet replacement, approximately 140 work cubicles will be installed. The reconfigured cubicle layout for the third floor will better align work units with teams closer to their supervisors.

Information Management staff has determined that the current data cabling and network infrastructure will not sustain and support the reconfigured floor layout. The data cabling system was installed in 2001, and an upgrade is required to increase capacity and to update the technology.

The modernization and reorganization of the third floor will be completed over multiple phases to minimize the disruption to staff. The anticipated timeline for completion is 60 to 90 days.

Proposal

Staff requests Board approval to issue RFP #P2026-04, to solicit qualified firms to upgrade and install the office data cable infrastructure. Proposals will be due January 9, 2026, at 1:00 p.m. The proposals will be evaluated and scored as described in RFP #P2026-04 (Attachment 1).

Staff also requests approval to issue RFQ #Q2026-01, to solicit qualified firms to provide quotations for modular furniture systems moving services (teardown and building of cubicle structures and workstation components) for the third floor of the South Coast AQMD headquarters building. Quotations will be due January 9, 2026, at 2:00 p.m. The quotations will be evaluated as described in RFQ #Q2026-01 (Attachment 2).

At the conclusion of the RFP and RFQ processes, staff will bring recommendations to the Board requesting approval to enter into a contract and a purchase order with the recommended vendors.

Outreach

In accordance with South Coast AQMD's Procurement Policy and Procedure, a public notice advertising the RFP and RFQ and inviting bids will be 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 Basin. Additionally, potential bidders may be notified utilizing South Coast AQMD's own electronic listing.

Resource Impacts

The total cost for these services will be based on the proposals submitted. Sufficient funds are available in the General Fund Undesignated (Unassigned) Fund Balance and will be requested as part of the Board's contract and purchase order approval process.

Attachments

Attachment 1 – RFP #P2026-04 – Office Data Cable Infrastructure

Attachment 2 – RFQ #Q2026-01 – Modular Furniture Systems Moving Services

ATTACHMENT 1
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
REQUEST FOR PROPOSALS
OFFICE DATA CABLE INFRASTRUCTURE

P2026-04

South Coast Air Quality Management District (South Coast AQMD) requests proposals for the following purpose according to terms and conditions attached. In the preparation of this Request for Proposals (RFP) the words "Proposer," "Contractor," "Consultant," "Bidder" and "Firm" are used interchangeably.

PURPOSE

The purpose of this RFP is to identify and select the vendor(s) capable of providing the South Coast AQMD with the most cost-effective data cabling infrastructure upgrade.

INDEX - The following are contained in this RFP:

Section I	Background/Information
Section II	Contact Person
Section III	Schedule of Events
Section IV	Participation in the Procurement Process
Section V	Statement of Work/Schedule of Deliverables
Section VI	Required Qualifications
Section VII	Warranty
Section VIII	Proposal Submittal Requirements
Section IX	Proposal Submission
Section X	Proposal Evaluation/Contractor Selection Criteria
Section XI	Sample Contract

Attachment A - Participation in the Procurement Process
Attachment B - Certifications and Representations
Attachment C - Parts List
Attachment D – Floor Plan

SECTION I: BACKGROUND/INFORMATION

The South Coast AQMD is a regional governmental agency responsible for the regulation of sources of air contaminants in the South Coast Air Basin.

South Coast AQMD personnel includes scientists, engineers, chemists, planners, inspectors, attorneys, technicians, and administrative support staff. South Coast AQMD functions include permit issuance, compliance, planning, air monitoring, and administration.

The South Coast AQMD maintains staff responsible for the administration, maintenance, and repair of the South Coast AQMD's computer infrastructure. This includes personal computers, servers, local and network printers, Audio Visual Equipment, and the telecommunications networks (i.e. voice-data network backbone, local area network, and wide area network).

As the South Coast AQMD's computer applications have grown, so have the demands on local area network bandwidth.

In certain areas of South Coast AQMD's Headquarters building, the data cabling infrastructure is outdated or non-existent. The 3rd floor of the South Coast AQMD's HQ building is in need of replacing the current non-working data cabling infrastructure to the latest Industry specifications. Part of this RFP is the removal of all old cabling and equipment from the 3rd-floor. Attachment C is the required parts list and our preferred vendors for this project are APC, Cisco, and Panduit.

SECTION II: CONTACT PERSON:

Questions regarding the content or intent of this RFP or on procedural matters should be addressed to:

De Groeneveld – Information Management

South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765-4178
(909) 396-2907
e-mail: dgroeneveld@aqmd.gov

SECTION III: SCHEDULE OF EVENTS

Date	Event
November 7, 2025	RFP Released
December 2, 2025	Bidder's Conference*
January 9, 2026	Proposals Due to South Coast AQMD - No Later Than 1:00 pm
January 23, 2026	Proposal Evaluations
April 3, 2026	Governing Board Approval
April 21, 2026	Anticipated Contract Execution

A Mandatory Bidder's Conference will be held to present additional information, answer questions and provide a tour of the facility. All prospective bidders that will be acting as a prime contractor on the contract should attend this conference. The Bidder's Conference will be held in Room CC-6 at South Coast AQMD Headquarters in Diamond Bar, California at 9:00 am on Tuesday, December 2, 2025. Please contact De Groeneveld at (909) 396-2907 by close of business on Wednesday, November 26, 2025, if you plan to attend.

SECTION IV: PARTICIPATION IN THE PROCUREMENT PROCESS

It is the policy of South Coast AQMD to ensure that all businesses including minority business enterprises, women business enterprises, disabled veteran business enterprises, and small businesses have a fair and equitable opportunity to compete for and participate in South Coast AQMD contracts. Attachment A to this RFP contains definitions and further information.

SECTION V: STATEMENT OF WORK/SCHEDULE OF DELIVERABLES

A. Project Goals and Objectives

The South Coast AQMD's strategic initiative with respect to information management is toward open systems, interoperability, application portability, hardware scalability, and client-server

architecture. The primary means adopted by the South Coast AQMD for fulfilling this overall objective is through integrated networks and platforms using the TCP/IP protocol suite.

The foremost goal of this procurement is to upgrade the South Coast AQMD's data cabling infrastructure to a level that will meet both current and future needs. The upgrade must be compatible with South Coast AQMD's current operating environment and provide flexibility for technological evolution.

Specific goals for the data cabling infrastructure upgrade include the following:

- Panduit certified installers
- The expected life span of minimum 10 years;
- Easily integrated with the current network infrastructure;
- Minimize staff impact during normal work hours (Tuesday – Friday, 7:00am – 5:30pm);
- Must coexist with current data wiring infrastructure;
- Turn-key solution;
- Each data cable must have a unique permanent identification at both ends (clear, legible, and permanent);
- Each data plate/panel must identify the unique associated cable identification (clear, legible, and permanent);
- Designed to facilitate normal adds/moves/changes and identification;
- Cables shall run parallel or at right angles to the building structure, and shall not be looped diagonally across the ceiling space.
- Cables shall run in existing cable tray/runways.
- Cables should avoid all sources of EMI (electromagnetic interference).
- Cables must avoid all sources of heat such as heating ducts and hot water pipes.
- Do not lay cables on suspended ceilings.
- Cables must never exceed a 90-degree bend radius.
- Must leave some slack (minimum 6 feet) on each end of cable run in the event of servicing or other requirements.
- Cat-6a patch cables must be provided for any patch panel installations.
- Provide J-Hooks or equivalent for cable support. Cable shall be supported at 5-6 foot span intervals.
- All components shall be factory new, not reconditioned or refurbished.
- All components shall be an available commodity and vendor supportable at the time of award;

B. Statement of Work/Deliverables

1. The following tasks are associated with this RFP:

- Installation of Category 6a (ANSI/TIA/EIA 568 B.2-1 & ISO/IEC 11801 Ed. 2.0) plenum (NFPA 262) cabling for data locations with a 6 ft. service loop at the designated zone cabling enclosure;
- Vendor must verify and confirm the length of all data cables run between the data closet, the assigned zone cabling enclosure locations, cubicle/office and, conference rooms;
- Vendor must verify and confirm the quantity of all materials that are needed to finish the project;
- All data cables and connectors must be installed in accordance with good engineering practices as approved by the TIA/EIA, NEC, and all applicable local building codes;
- All data cables run must have a permanent unique identification at each end;
- Data cables should be in available cable tray, suspended every 5-6 feet in drop ceilings using J or D style hooks or in enclosed conduit;
- All data cables must be properly terminated in the data closet and newly installed zone cabling enclosure and assigned office/conference rooms, per Panduit specifications:

- All data cables must be properly terminated and ready to be patched to the Cisco 9300 network switch in the data closet;
 - All data cables must be properly terminated and ready to be patched from the zone cabling enclosure to the cubicle wall plate;
 - The vendor is responsible for all materials, labor, and all other associated apparatus necessary to completely install, test, and turnover the wiring infrastructure;
 - Vendor must test and provide associated reports for all data cable runs according to industry standard.
 - Install 6 zone cabling enclosures in specified locations on the 3rd floor south office building;
 - Install 120 CAT6a data cables from the closet (3 West) to 3 zone cabling enclosures; 1x24 and 2x48.
 - Install 24 CAT6a data cables from the closet (3 West) to offices, conference rooms break rooms and spares;
 - Install 120 CAT6a data cables from closet (3 East) to 3 zone cabling enclosures: 1x24 and 2x48.
 - Install 24 CAT6a data cables from the closet (3 East) to offices, conference rooms break rooms and spares;
 - Install 40 access points (CW9176I-CFG);
 - Removing outdated data cabling from all the network trays to the offices, open office and conference rooms; (CAT3 and CAT5e)
 - Removing outdated 2 post network rack and installing new Panduit network cabinet in data closet (3 West and 3East);
 - Relocate existing fiber to the new Panduit network cabinet;
 - Install Cisco network switches;
 - Install rackmount APC Uninterruptable Power Supplies;
 - Install rackmount Panduit Power Distribution Units;
 - Labeling patch panels and wall plate jacks with indelible labels/ink indicating closet location and unique identified port number;
 - Attachment D reference the floorplan with IDF closet location, cable tray/raceway, and zone enclosure locations;
 - Attachment C reference required parts list and descriptions.
2. Under this RFP vendor must submit detailed proposals for the South Coast AQMD's data wiring infrastructure upgrade. The proposals must include, but are not limited to, the following:
- A proposed methodology for the cabling, testing and delivering the products according to Industry Standard;
 - Work Schedule;
 - Project timeline;
 - A detailed list of materials and supplies;
 - The approximate number of staff that will be working on the job;
 - Total project cost with itemized cost breakdown (e.g. labor, materials, permits, etc.);
3. The data wiring infrastructure delivered under this RFP must include the following at a minimum:
- Materials and workmanship specified and furnished must: be fully guaranteed by the vendor for a twenty-five (25) year extended product warranty period; meet all Plenum, TIA, ETL and UL specifications, physically tested according to the acceptable standard; and be tested to deliver Ethernet connection between the closet patch panel, zone cabling enclosure, cubicle/office and, conference rooms . The vendor shall promptly, and at no cost to the South Coast AQMD,

correct any nonconforming or defective work within the warranty period. The supplying vendor must be the single point of contact for all warranty service.

- Vendors shall not be allowed to substitute cable components after the award of the contract without written approval from the South Coast AQMD.
- All work shall conform to the latest edition of the National Electrical Code, the building code, and all local codes and ordinances, as applicable. All installation activities shall adhere to all standards. Methodologies outlined in the latest edition of BICSI Telecommunications Distribution Methods Manual shall also be used during all installation activities.

4. Inspection and Acceptance:

Inspections –

On-going inspections shall be performed during construction by the vendor project manager and South Coast AQMD staff. All work shall be performed in a high-quality manner and the overall appearance shall be clean, neat and orderly. The following points will be examined and must be complied with satisfactorily:

- All cables are properly labeled from end-to-end.
- All terminated cables properly tested in accordance with the specifications for the specific category as well as tested for open, shorts, and damage.
- All cable installations are installed per Panduit installation guidelines
- The pathway manufacturer's guidelines have been followed.
- All cable penetrations installed properly and fire stopped according to code.
- Have the contractors avoided excessive cable bending.
- Hanging supports are within 1.5-2 meters (5 -6 feet).
- Hanging cable does not exhibit sag.
- Telecommunications closet terminations are compatible with applications equipment.
- Patch Panel instructions have been followed.
- Termination positions are correct.
- All pair terminations are tight with minimal pair distortion.
- Cable dressing has been done.
- The correct outlet connectors are used.
- All identification markings are uniform, permanent and readable.

5. Acceptance:

- Test Report - The vendor must test all cable pairs, after they have been terminated, according to standards and business practice. The cabling vendor must provide a full copy of all test results in both hard copy and electronic form, with the following information:
 - Cable identification
 - Date of test
 - Cable distance
 - Name of the tester
 - Pass/fail condition and cable map
- All field testing shall be performed with an approved level IIIe field test device by a known Major manufacturer and also by standards of the American National Standards Institute (ANSI) and the Telecommunications Industry Association (TIA). All installed cables shall perform equal to or better than the minimum requirements by the industry standard.

- All field testers shall be factory calibrated each calendar year by the field test equipment manufacturer as stipulated by the manuals provided with the field test unit. The calibration certificate shall be provided for review prior to the start of testing.
- Autotest settings provided in the field tester for testing the installed cabling shall be set to the default parameters.

C. Schedule of Deliverables

All hardware and services purchased under this RFP must be available for delivery to the SOUTH COAST AQMD within 90 days of receipt of the purchase order and/or a signed contract.

SOUTH COAST AQMD reserves the right to place orders through master agreements, cooperative agreements, or other interagency agreements with governmental entities in order to achieve the best available prices. Therefore, bidders must provide a list of their current agreements with the federal government, the State of California, Los Angeles, Riverside, San Bernardino, and Orange Counties, or other government agencies.

SECTION VI: REQUIRED QUALIFICATIONS

A. Qualifications

The selected vendor must be fully capable and experienced in the cabling infrastructure system specified. To ensure the system has continued support, the South Coast AQMD will contract only with vendors having a successful history of sales, installation, service, and support. During the evaluation process, the South Coast AQMD may, with the full cooperation of the vendors, visit the vendors; places of business, observe operations and inspect records.

The South Coast AQMD may, with the full cooperation of the vendors, visit client installations to consult with references. Specified visits and discussions shall be arranged through the vendors, but the vendor will not be present during the discussions.

1. General

- a. Contractor/s (sub-contractors included) shall be a current Panduit OneSM Partner, Silver and above that has completed the Structured Cabling Deployment training (Panduit Certified Installer). A copy of the corporate Panduit manufacturer certification shall be included with all quotes.
- b. Contractor shall have at least 5 years documented experience installing and testing structured cabling systems of similar type and size.
- c. Contractor shall employ at least one BICSI Registered Communication Distribution Designer (RCDD) to sign-off on all designs offered, including stamping the design with their current BICSI/RCDD stamp.
- d. Contractor shall have all necessary permits, licenses, and inspections required for the performance of data, voice, and fiber optic cable installations.
- e. At least 30 percent of the technicians installing low-voltage copper systems on the job shall have a current Panduit Certified Copper Technicians certificate.
- f. At least 30 percent of the technicians installing any Fiber Distribution Systems shall have a current Panduit Certified Fiber Technicians certificate.
- g. The Telecommunications contractor shall provide a Project Manager to serve as the single point of contact to manage the installation, speak for the contractor and provide the following functions:

- Initiate and coordinate tasks with the AQMD Project Manager and others as specified by the project schedule.
 - Provide day-to-day direction and-site supervision of Contractor personnel.
 - Ensure conformance with all contract and warranty provisions.
 - Acknowledge and remediate findings of AQMD weekly site project meetings.
 - This individual will remain Project Manager for the duration of the project. The contractor may change Project Manager only with the written approval of AQMD.
- h. Contractor Project Manager on site shall have completed the Panduit Structured Cabling Deployment training and hold certificates for both copper and fiber.
2. References and Response Times
- a. Communication Contractor shall provide with bid, a list of four (4) reference accounts where similar Data, Voice, Fiber Optic Cable, and related equipment installation work was performed within the last year (twelve-month period).
3. Termination of Services
- a. AQMD reserves the right to terminate the Communication Contractor's services if at any time it is determined the Communication Contractor is not fulfilling their responsibilities as defined within this document and all associated project documentation.
- b. Upon termination, the Communications Contractor shall be restricted from the premises and compensated for the percentage of work completed satisfactorily.
- c. Contractor's appearance and work ethic shall be of a professional manner. Dress shall be appropriate to the work being performed.
- d. Conduct on AQMD property will be professional in nature.
- e. Any person in the Contractor's employ working on a AQMD project considered by AQMD to be incompetent, disorderly, or for any other reason unsatisfactory or undesirable to Information Technologies, such person shall be removed from the AQMD project.
4. Other Contractor Responsibilities
- a. Confirmation of Pathway and Cable Manager sizing:
- Wherever cabling pathways or managers are installed, it is the Contractor's responsibility to confirm pathway or manager sizing to represent no more than 25% fill upon installation according to manufacturer's fill tables.
 - Pathways deemed overfilled upon installation will not be accepted and shall be remedied at Contractor expense.
- b. Contractor is responsible for the removal and disposal of all installation and construction debris created in the process of the job.
- c. All work areas will be cleaned at the conclusion of the workday and no tools or materials shall be left in a manner as to pose a safety hazard.
- d. Projects are not considered finished and will not be paid by AQMD until all debris, dust, etc. has been cleaned and removed to the satisfaction of AQMD.
- e. Contractor shall remove all abandoned cable per Article 800 of the National Electrical Code and per TIA and BICSI standards, recycling these materials where possible. Removal of orphaned cable is mandatory. Contractors shall consider this when placing bids.
- f. Contractor shall abide by all AQMD Security Policies pertaining to access and conduct while on AQMD property.

- g. Contractor shall obey all posted speed limits and parking regulations at the AQMD facilities where the work is being performed.
- h. Contractor understands that illegally parked vehicles will be towed and Contractor is responsible for and will assume all costs associated with towing.

B. Vendor must submit the following:

- 1. A copy of the vendor's annual report or a certified financial statement. Copies of certified financial statements will be kept confidential.
- 2. A list of at least three reference accounts at which similar work, both in scope and design, have been completed by the vendor within the last three years. A government agency reference is highly desirable.
- 3. A summary of the vendor's general qualifications to meet the required qualifications and fulfill the statement of work.

SECTION VII: WARRANTY

- A. This data cabling warranty will need to be provided to assure that the network infrastructure will deliver consistent, reliable performance in support of critical operations. It is intended to safeguard the Agency's investment by ensuring long-term stability, secure connectivity, and readiness to support future technology requirements. The following warranty provisions outline the specific coverage and commitments included.
 - 1. Contractor shall provide a 25-year Panduit Certification PlusSM System Warranty on all copper and fiber links and/or channels.
 - 2. Panduit[®] Certification PlusSM warranty shall meet the following criteria.
 - a. A 25-year guarantee that the installed cabling system will pass the Commercial Building Telecommunications Standards cited in this document.
 - b. This warranty will cover all registered links and/or channels.
 - c. Contractor shall indicate in warranty documentation whether registered links are to be link or channel.
 - If links are covered, this warranty may be invoked only if the links are comprised entirely of Panduit components and cable.
 - If channels are covered, this warranty may be invoked only if entire channel links are comprised of continuous Panduit components and cable, including patch cords.
 - d. The communications Contractor will correct any problems and malfunctions that are warranty-related issues without charge for the entire warranty period.
 - e. If the Certification PlusSM warranty is needed by AQMD within the warranted period and the original installer is no longer in business, Panduit shall find a substitute Panduit ONESM certified contractor and assume costs to fulfill the obligations of the warranty.
 - f. Upon acceptance of the warranty paperwork and test results from the Contractor, Panduit will mail a notification letter to the installer and a notification letter with warranty certificate to AQMD
 - g. The warranty period shall commence following the final acceptance of the project AQMD and written confirmation of warranty from Panduit.

SECTION VIII: PROPOSAL SUBMITTAL REQUIREMENTS

Submitted proposals must follow the format outlined below and all requested information must be supplied. Failure to submit proposals in the required format will result in elimination from proposal evaluation. South Coast AQMD may modify the RFP or issue supplementary information or guidelines during the proposal preparation period prior to the due date. Please check our website for updates (<http://www.aqmd.gov/grants-bids>). The cost for developing the proposal is the responsibility of the Contractor, and shall not be chargeable to South Coast AQMD.

Each proposal must be submitted in three separate volumes:

- Volume I - Technical Proposal
- Volume II - Cost Proposal
- Volume III - Certifications and Representations included in Attachment B to this RFP, must be completed and executed by an authorized official of the Contractor.

A separate cover letter including the name, address, and telephone number of the contractor, and signed by the person or persons authorized to represent the Firm should accompany the proposal submission. Firm contact information as follows should also be included in the cover letter:

1. Address and telephone number of the office in, or nearest to, Diamond Bar, California.
2. Name and title of Firm's representative designated as a contact.

A separate Table of Contents should be provided for Volumes I and II.

VOLUME I - TECHNICAL PROPOSAL

Summary (Section A) - State overall approach to meeting the objectives and satisfying the scope of work to be performed, the sequence of activities, and a description of methodology or techniques to be used.

Program Schedule (Section B) - Provide projected milestones or benchmarks for completing the project (to include reports) within the total time allowed.

Project Organization (Section C) - Describe the proposed management structure, program monitoring procedures, and organization of the proposed team. Provide a statement detailing your approach to the project, specifically address the Firm's ability and willingness to commit and maintain staffing to successfully complete the project on the proposed schedule.

Qualifications (Section D) - Describe the technical capabilities of the Firm. Provide references of other similar studies or projects performed during the last five years demonstrating the ability to successfully complete the work. Include contact name, title, and telephone number for any references listed. Provide a statement of your Firm's background and related experience in performing similar services for other governmental organizations.

Assigned Personnel (Section E) - Provide the following information about the staff to be assigned to this project:

1. List all key personnel assigned to the project by level, name, and location. Provide a resume or similar statement describing the background, qualifications, and experience of the lead person and all persons assigned to the project. Substitution of project manager or lead personnel will not be permitted without prior written approval of South Coast AQMD.
2. Provide a spreadsheet of the labor hours proposed for each labor category at the task level.
3. Provide a statement indicating whether or not 90% of the work will be performed within the geographical boundaries of South Coast AQMD.
4. Provide a statement of education and training programs provided to, or required of, the staff identified for participation in the project, particularly with reference to management consulting, governmental practices and procedures, and technical matters.
5. Provide a summary of your Firm's general qualifications to meet required qualifications and fulfill statement of work, including additional Firm personnel and resources beyond those who may be assigned to the project.

Subcontractors (Section F) - This project may require expertise in multiple technical areas. List any subcontractors that will be used, identifying functions to be performed by them, their related qualifications and experience and the total number of hours or percentage of time they will spend on the project.

Conflict of Interest (Section G) - Address possible conflicts of interest with other clients affected by actions performed by the Firm on behalf of South Coast AQMD. South Coast AQMD recognizes that prospective Contractors may be performing similar projects for other clients. Include a complete list of such clients for the past three (3) years with the type of work performed and the total number of years performing such tasks for each client. Although the Proposer will not be automatically disqualified by reason of work performed for such clients, South Coast AQMD reserves the right to consider the nature and extent of such work in evaluating the proposal.

Additional Data (Section H) - Provide other essential data that may assist in the evaluation of this proposal.

VOLUME II - COST PROPOSAL

Name and Address - The Cost Proposal must list the name and complete address of the Proposer in the upper left-hand corner.

Cost Proposal – South Coast AQMD anticipates awarding a fixed price contract. Cost information must be provided as listed below:

1. Detail must be provided by the following categories:
 - A. Labor – The Cost Proposal must list the fully-burdened hourly rates and the total number of hours estimated for each level of professional and administrative staff to be used to perform the tasks required by this RFP. Costs should be estimated for each of the components of the work plan.
 - B. Subcontractor Costs - List subcontractor costs and identify subcontractors by name. Itemize subcontractor charges per hour or per day.

- C. Travel Costs - Indicate amount of travel cost and basis of estimate to include trip destination, purpose of trip, length of trip, airline fare or mileage expense, per diem costs, lodging and car rental.
- D. Other Direct Costs -This category may include such items as postage and mailing expense, printing and reproduction costs, etc. Provide a basis of estimate for these costs.
2. It is the policy of the South Coast AQMD to receive at least as favorable pricing, warranties, conditions, benefits and terms as other customers or clients making similar purchases or receiving similar services. South Coast AQMD will give preference, where appropriate, to vendors who certify that they will provide "most favored customer" status to the South Coast AQMD. To receive preference points, Proposer shall certify that South Coast AQMD is receiving "most favored customer" pricing in the Business Status Certifications page of Volume III, Attachment B – Certifications and Representations.

VOLUME III - CERTIFICATIONS AND REPRESENTATIONS (see Attachment B to this RFP)

SECTION IX: PROPOSAL SUBMISSION

All proposals must be submitted according to specifications set forth in the section above, and this section. Failure to adhere to these specifications may be cause for rejection of the proposal.

Signature - All proposals must be signed by an authorized representative of the Proposer.

Due Date - **All proposals are due no later than 1:00 p.m., January 9, 2026, and should be directed to:**

Procurement Unit
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765-4178
(909) 396-3520

Submittal - Submit five (5) complete copies of the proposal in a sealed envelope, plainly marked in the upper left-hand corner with the name and address of the Proposer and the words "Request for Proposals P2026-04."

Late bids/proposals will not be accepted under any circumstances.

Grounds for Rejection - A proposal may be immediately rejected if:

- It is not prepared in the format described, or
- It is signed by an individual not authorized to represent the Firm.

Modification or Withdrawal - Once submitted, proposals cannot be altered without the prior written consent of South Coast AQMD. All proposals shall constitute firm offers and may not be withdrawn for a period of ninety (90) days following the last day to accept proposals.

SECTION X: PROPOSAL EVALUATION/CONTRACTOR SELECTION CRITERIA

- A. Proposals will be evaluated by a panel of three to five South Coast AQMD staff members familiar with the subject matter of the project. The panel shall be appointed by the Executive Officer or his designee. In addition, the evaluation panel may include such outside public sector or academic community expertise as deemed desirable by the Executive Officer. The panel will make a recommendation to the Executive Officer and/or the Governing Board of South Coast AQMD for final selection of a contractor and negotiation of a contract.
- B. Each member of the evaluation panel shall be accorded equal weight in his or her rating of proposals. The evaluation panel members shall evaluate the proposals according to the specified criteria and numerical weightings set forth below.

1.

R&D Projects Requiring Technical or Scientific Expertise, or Special Projects Requiring Unique Knowledge or Abilities

Understanding the Problem	20
Technical/Management Approach	20
Contractor Qualifications	20
Previous Experience on Similar Projects	10
Cost	<u>30</u>
TOTAL	100

Additional Points

Small Business or Small Business Joint Venture	10
DVBE or DVBE Joint Venture	10
Use of DVBE or Small Business Subcontractors	7
Zero or Near-Zero Emission Vehicle Business	5
Local Business (Non-Federally Funded Projects Only)	5
Off-Peak Hours Delivery Business	2
Most Favored Customer	2

The cumulative points awarded for small business, DVBE, use of small business or DVBE subcontractors, zero or near-zero emission vehicle business, local business, and off-peak hours delivery business shall not exceed 15 points. Most Favored Customer status incentive points shall be added, as applicable for a total of 17 points.

Self-Certification for Additional Points

The award of these additional points shall be contingent upon Proposer completing the Self-Certification section of Attachment B – Certifications

and Representations and/or inclusion of a statement in the proposal self-certifying that Proposer qualifies for additional points as detailed above.

2. To receive additional points in the evaluation process for the categories of Small Business or Small Business Joint Venture, DVBE or DVBE Joint Venture or Local Business (for non-federally funded projects), the proposer must submit a self-certification or certification from the State of California Office of Small Business Certification and Resources at the time of proposal submission certifying that the proposer meets the requirements set forth in Section IV. To receive points for the use of DVBE and/or Small Business subcontractors, at least 25 percent of the total contract value must be subcontracted to DVBEs and/or Small Businesses. To receive points as a Zero or Near-Zero Emission Vehicle Business, the proposer must demonstrate to the Executive Officer, or designee, that supplies and materials delivered to South Coast AQMD are delivered in vehicles that operate on clean-fuels. To receive points as a Local Business, the proposer must affirm that it has an ongoing business within the South Coast AQMD at the time of bid/proposal submittal and that 90% of the work related to the contract will be performed within the South Coast AQMD. Proposals for legislative representation, such as in Sacramento, California or Washington D.C. are not eligible for local business incentive points. Federally funded projects are not eligible for local business incentive points. To receive points as an Off-Peak Hours Delivery Business, the proposer must submit, at proposal submission, certification of its commitment to delivering supplies and materials to South Coast AQMD between the hours of 10:00 a.m. and 3:00 p.m. To receive points for Most Favored Customer status, the proposer must submit, at proposal submission, certification of its commitment to provide most favored customer status to the South Coast AQMD. The cumulative points awarded for Small Business, DVBE, use of Small Business or DVBE Subcontractors, Local Business, Zero or Near-Zero Emission Vehicle Business, Off-Peak Hour Delivery Business and Most Favored Customer shall not exceed 17 points.
 3. For procurement of Research and Development (R & D) projects or projects requiring technical or scientific expertise or special projects requiring unique knowledge and abilities, technical factors including past experience shall be weighted at 70 points and cost shall be weighted at 30 points. A proposal must receive at least 56 out of 70 points on R & D projects and projects requiring technical or scientific expertise or special projects requiring unique knowledge and abilities, in order to be deemed qualified for award.
 4. The lowest cost proposal will be awarded the maximum cost points available and all other cost proposals will receive points on a prorated basis. For example if the lowest cost proposal is \$1,000 and the maximum points available are 30 points, this proposal would receive the full 30 points. If the next lowest cost proposal is \$1,100 it would receive 27 points reflecting the fact that it is 10% higher than the lowest cost (90% of 30 points = 27 points).
- C. During the selection process the evaluation panel may wish to interview some proposers for clarification purposes only. No new material will be permitted at this time. Additional information provided during the bid review process is limited to clarification

by the Proposer of information presented in his/her proposal, upon request by South Coast AQMD.

- D. The Executive Officer or Governing Board may award the contract to a Proposer other than the Proposer receiving the highest rating in the event the Governing Board determines that another Proposer from among those technically qualified would provide the best value to South Coast AQMD considering cost and technical factors. The determination shall be based solely on the Evaluation Criteria contained in the Request for Proposal (RFP), on evidence provided in the proposal and on any other evidence provided during the bid review process.
- E. Selection will be made based on the above-described criteria and rating factors. The selection will be made by and is subject to Executive Officer or Governing Board approval. Proposers may be notified of the results by letter.
- F. The Governing Board has approved a Bid Protest Procedure which provides a process for a Bidder or prospective Bidder to submit a written protest to South Coast AQMD Procurement Manager in recognition of two types of protests: Protest Regarding Solicitation and Protest Regarding Award of a Contract. Copies of the Bid Protest Policy can be secured through a request to South Coast AQMD Procurement Department.
- G. The Executive Officer or Governing Board may award contracts to more than one proposer if in (his or their) sole judgment the purposes of the (contract or award) would best be served by selecting multiple proposers.
- H. If additional funds become available, the Executive Officer or Governing Board may increase the amount awarded. The Executive Officer or Governing Board may also select additional proposers for a grant or contract if additional funds become available.
- I. Disposition of Proposals – Pursuant to South Coast AQMD's Procurement Policy and Procedure, South Coast AQMD reserves the right to reject any or all proposals. All proposals become the property of South Coast AQMD, and are subject to the California Public Records Act. One copy of the proposal shall be retained for South Coast AQMD files. Additional copies and materials will be returned only if requested and at the proposer's expense.
- J. **If proposal submittal is for a Public Works project as defined by State of California Labor Code Section 1720, Proposer is required to include Contractor Registration No. in Attachment B. Proposal submittal will be deemed as non-responsive and Bidder may be disqualified if Contractor Registration No. is not included in Attachment B. Proposer is alerted to changes to California Prevailing Wage compliance requirements as defined in Senate Bill 854 (Stat. 2014, Chapter 28), and California Labor Code Sections 1770, 1771 and 1725.**
- K. PERFORMANCE AND PAYMENT BONDS
Before execution of the Contract, the Contractor shall file surety bonds in the amounts and for the purpose specified in the Request for Proposal (RFP). Bonds shall be issued by a surety who is listed in the latest version of U.S. Department of Treasury Circular 570, who is authorized to issue bonds in California, and whose bonding limitation shown in said circular is sufficient to provide bonds in the amount required by the Contract shall be approved by South Coast AQMD. Bonds from all other sureties shall be accompanied by all of the documents enumerated in the Code of Civil Procedure, Section 995.660a).

Each bond shall incorporate, by reference, the Contract and be signed by both the Bidder and Surety. The signature of the authorized agent of the Surety shall be notarized. The Contractor shall provide 2 good and sufficient surety bonds.

PERFORMANCE BOND

The Performance Bond shall be for 100 percent of the Contract Price to guaranty faithful performance of all work, within the time prescribed, in a manner satisfactory to South Coast AQMD, and that all materials and workmanship will be free from original or developed defects. The bond must remain in effect until the end of all warranty periods as set forth in the Contract Documents

The selected Contractor shall be required to furnish and pay all bond premiums, costs and incidentals listed below.

Should any bond become insufficient, the Contractor shall renew the bond within 10 Days after receiving notice from South Coast AQMD.

Should any surety at any time be unsatisfactory to South Coast AQMD, notice to the effect will be given to the Contractor. No further payments shall be deemed due or will be made under the Contract until a new surety qualifies and is accepted by South Coast AQMD.

Changes in the Project or extension of time, made pursuant to the Contract, shall in no way release the Contractor or Surety from the obligation. Notice of such changes or extensions shall be waived by the Surety.

PAYMENT BOND

Within fourteen days after execution of the Contract by South Coast AQMD and prior to performing any work under the Contract, the CONTRACTOR shall file with South Coast AQMD, a Payment Bond (material and labor bond) in an amount equal to one hundred (100) percent of the contract price, to satisfy claims of material suppliers and of mechanics and laborers employed by the Contractor to perform the work.

The Payment Bond shall be not for less than 100 percent of the Contract price, to satisfy claims of material suppliers and mechanics and laborers employed on the Project. The Bond shall be maintained by the Contractor in full force and effect until the performance of the Contract is accepted by South Coast AQMD and until all claims for materials and labor are paid, and otherwise comply with the Civil Code. Contractor shall provide South Coast AQMD with Conditional Lien Releases with each payment request and Unconditional Lien Releases for the final payment for all material suppliers, mechanics and laborers employed on the Project.

1. UNSATISFACTORY SURETIES - Should any Surety, at any time, be deemed unsatisfactory by South Coast AQMD, notice will be given to the Contractor to that effect. No further payments shall be deemed due, or will be made under the Contract until a new Surety shall qualify and be accepted by South Coast AQMD.
2. EFFECT OF CHANGES IN THE WORK/EXTENSIONS OF TIME ON THE SURETY Changes in the work, or extensions of time, made pursuant to the Contract, shall in no way release the Contractor or the Surety from their obligations under the bond. Notice of such changes or extensions shall be waived by the Surety.

SECTION XI: SAMPLE CONTRACT

A sample contract to carry out the work described in this RFP is available on South Coast AQMD's website at <http://www.aqmd.gov/grants-bids> or upon request from the RFP Contact Person (Section II).

ATTACHMENT A

PARTICIPATION IN THE PROCUREMENT PROCESS

- A. It is the policy of South Coast Air Quality Management District (South Coast AQMD) to ensure that all businesses including minority business enterprises, women business enterprises, disabled veteran business enterprises and small businesses have a fair and equitable opportunity to compete for and participate in South Coast AQMD contracts.

B. Definitions:

The definition of minority, women or disadvantaged business enterprises set forth below is included for purposes of determining compliance with the affirmative steps requirement described in Paragraph G below on procurements funded in whole or in part with federal grant funds which involve the use of subcontractors. The definition provided for disabled veteran business enterprise, local business, small business enterprise, low-emission vehicle business and off-peak hours delivery business are provided for purposes of determining eligibility for point or cost considerations in the evaluation process.

1. "Women business enterprise" (WBE) as used in this policy means a business enterprise that meets all of the following criteria:
 - a. a business that is at least 51 percent owned by one or more women, or in the case of any business whose stock is publicly held, at least 51 percent of the stock is owned by one or more women.
 - b. a business whose management and daily business operations are controlled by one or more women.
 - c. a business which is a sole proprietorship, corporation, or partnership with its primary headquarters office located in the United States, which is not a branch or subsidiary of a foreign corporation, foreign firm, or other foreign-based business.
2. "Disabled veteran" as used in this policy is a United States military, naval, or air service veteran with at least 10 percent service-connected disability who is a resident of California.
3. "Disabled veteran business enterprise" (DVBE) as used in this policy means a business enterprise that meets all of the following criteria:
 - a. is a sole proprietorship or partnership of which at least 51 percent is owned by one or more disabled veterans or, in the case of a publicly owned business, at least 51 percent of its stock is owned by one or more disabled veterans; a subsidiary which is wholly owned by a parent corporation but only if at least 51 percent of the voting stock of the parent corporation is owned by one or more disabled veterans; or a joint venture in which at least 51 percent of the joint venture's management and control and earnings are held by one or more disabled veterans.
 - b. the management and control of the daily business operations are by one or more disabled veterans. The disabled veterans who exercise management and control are not required to be the same disabled veterans as the owners of the business.

- c. is a sole proprietorship, corporation, or partnership with its primary headquarters office located in the United States, which is not a branch or subsidiary of a foreign corporation, firm, or other foreign-based business.
4. "Local business" as used in this policy means a company that has an ongoing business within geographical boundaries of South Coast AQMD at the time of bid or proposal submittal and performs 90% of the work related to the contract within the geographical boundaries of South Coast and AQMD and satisfies the requirements of subparagraph H below. Proposals for legislative representation, such as in Sacramento, California or Washington D.C. are not eligible for local business incentive points.
5. "Small business" as used in this policy means a business that meets the following criteria:
 - a. 1) an independently owned and operated business; 2) not dominant in its field of operation; 3) together with affiliates is either:
 - A service, construction, or non-manufacturer with 100 or fewer employees, and average annual gross receipts of ten million dollars (\$10,000,000) or less over the previous three years, or
 - A manufacturer with 100 or fewer employees.
 - b. Manufacturer means a business that is both of the following:
 - 1) Primarily engaged in the chemical or mechanical transformation of raw materials or processed substances into new products.
 - 2) Classified between Codes 311000 and 339000, inclusive, of the North American Industrial Classification System (NAICS) Manual published by the United States Office of Management and Budget, 2007 edition.
6. "Joint ventures" as defined in this policy pertaining to certification means that one party to the joint venture is a DVBE or small business and owns at least 51 percent of the joint venture.
7. "Zero or Near-Zero Emission Vehicle Business" as used in this policy means a company or contractor that uses low-emission vehicles in conducting deliveries to South Coast AQMD. Zero or Near-Zero emission vehicles include vehicles powered by electric, compressed natural gas (CNG), liquefied natural gas (LNG), liquefied petroleum gas (LPG), ethanol, methanol and hydrogen and are certified to 90% or lower of the existing standard. .
8. "Off-Peak Hours Delivery Business" as used in this policy means a company or contractor that commits to conducting deliveries to South Coast AQMD during off-peak traffic hours defined as between 10:00 a.m. and 3:00 p.m.

9. "Benefits Incentive Business" as used in this policy means a company or contractor that provides janitorial, security guard or landscaping services to South Coast AQMD and commits to providing employee health benefits (as defined below in Section VIII.D.2.d) for full time workers with affordable deductible and co-payment terms.
 10. "Minority Business Enterprise" as used in this policy means a business that is at least 51 percent owned by one or more minority person(s), or in the case of any business whose stock is publicly held, at least 51 percent of the stock is owned by one or more or minority persons.
 - a. a business whose management and daily business operations are controlled by one or more minority persons.
 - b. a business which is a sole proprietorship, corporation, or partnership with its primary headquarters office located in the United States, which is not a branch or subsidiary of a foreign corporation, foreign firm, or other foreign-based business.
 - c. "Minority person" for purposes of this policy, means a Black American, Hispanic American, Native-American (including American Indian, Eskimo, Aleut, and Native Hawaiian), Asian-Indian (including a person whose origins are from India, Pakistan, and Bangladesh), Asian-Pacific-American (including a person whose origins are from Japan, China, the Philippines, Vietnam, Korea, Samoa, Guam, the United States Trust Territories of the Pacific, Northern Marianas, Laos, Cambodia, and Taiwan).
 11. "Most Favored Customer" as used in this policy means that the South Coast AQMD will receive at least as favorable pricing, warranties, conditions, benefits and terms as other customers or clients making similar purchases or receiving similar services.
 12. "Disadvantaged Business Enterprise" as used in this policy means a business that is an entity owned and/or controlled by a socially and economically disadvantaged individual(s) as described by Title X of the Clean Air Act Amendments of 1990 (42 U.S.C. 7601 note) (10% statute), and Public Law 102-389 (42 U.S.C. 4370d)(8% statute), respectively;
 - a Small Business Enterprise (SBE);
 - a Small Business in a Rural Area (SBRA);
 - a Labor Surplus Area Firm (LSAF); or
 - a Historically Underutilized Business (HUB) Zone Small Business Concern, or a concern under a successor program.
- C. Under Request for Quotations (RFQ), DVBEs, DVBE business joint ventures, small businesses, and small business joint ventures shall be granted a preference in an amount equal to 5% of the lowest cost responsive bid. Low-Emission Vehicle Businesses shall be granted a preference in an amount equal to 5 percent of the lowest cost responsive bid. Off-Peak Hours Delivery Businesses shall be granted a preference in an amount equal to 2 percent of the lowest cost responsive bid. Local businesses (if the procurement is not funded in whole or in part by federal grant funds) shall be granted a preference in an amount equal to 2% of the lowest cost responsive bid. Businesses offering Most

Favored Customer status shall be granted a preference in an amount equal to 2 percent of the lowest cost responsive bid.

- D. Under Request for Proposals, DVBEs, DVBE joint ventures, small businesses, and small business joint ventures shall be awarded ten (10) points in the evaluation process. A non-DVBE or large business shall receive seven (7) points for subcontracting at least twenty-five (25%) of the total contract value to a DVBE and/or small business. Zero or Near-Zero Emission Vehicle Businesses shall be awarded five (5) points in the evaluation process. On procurements which are not funded in whole or in part by federal grant funds local businesses shall receive five (5) points. Off-Peak Hours Delivery Businesses shall be awarded two (2) points in the evaluation process. Businesses offering Most Favored Customer status shall be awarded two (2) points in the evaluation process.
- E. South Coast AQMD will ensure that discrimination in the award and performance of contracts does not occur on the basis of race, color, sex, national origin, marital status, sexual preference, creed, ancestry, medical condition, or retaliation for having filed a discrimination complaint in the performance of South Coast AQMD contractual obligations.
- F. South Coast AQMD requires Contractor to be in compliance with all state and federal laws and regulations with respect to its employees throughout the term of any awarded contract, including state minimum wage laws and OSHA requirements.
- G. When contracts are funded in whole or in part by federal funds, and if subcontracts are to be let, the Contractor must comply with the following, evidencing a good faith effort to solicit disadvantaged businesses. Contractor shall submit a certification signed by an authorized official affirming its status as a MBE or WBE, as applicable, at the time of contract execution. South Coast AQMD reserves the right to request documentation demonstrating compliance with the following good faith efforts prior to contract execution.
 - 1. Ensure Disadvantaged Business Enterprises (DBEs) are made aware of contracting opportunities to the fullest extent practicable through outreach and recruitment activities. For Indian Tribal, State and Local Government recipients, this will include placing DBEs on solicitation lists and soliciting them whenever they are potential sources.
 - 2. Make information on forthcoming opportunities available to DBEs and arrange time frames for contracts and establish delivery schedules, where the requirements permit, in a way that encourages and facilitates participation by DBEs in the competitive process. This includes, whenever possible, posting solicitations for bids or proposals for a minimum of 30 calendar days before the bid or proposal closing date.
 - 3. Consider in the contracting process whether firms competing for large contracts could subcontract with DBEs. For Indian Tribal, State and Local Government recipients, this will include dividing total requirements when economically feasible into smaller tasks or quantities to permit maximum participation by DBEs in the competitive process.
 - 4. Encourage contracting with a consortium of DBEs when a contract is too large for one of these firms to handle individually.

5. Using the services and assistance of the Small Business Administration and the Minority Business Development Agency of the Department of Commerce.
 6. If the prime contractor awards subcontracts, require the prime contractor to take the above steps.
- H. To the extent that any conflict exists between this policy and any requirements imposed by federal and state law relating to participation in a contract by a certified MBE/WBE/DVBE as a condition of receipt of federal or state funds, the federal or state requirements shall prevail.
- I. When contracts are not funded in whole or in part by federal grant funds, a local business preference will be awarded. For such contracts that involve the purchase of commercial off-the-shelf products, local business preference will be given to suppliers or distributors of commercial off-the-shelf products who maintain an ongoing business within the geographical boundaries of South Coast AQMD. However, if the subject matter of the RFP or RFQ calls for the fabrication or manufacture of custom products, only companies performing 90% of the manufacturing or fabrication effort within the geographical boundaries of South Coast AQMD shall be entitled to the local business preference. Proposals for legislative representation, such as in Sacramento, California or Washington D.C. are not eligible for local business incentive points.
- J. In compliance with federal fair share requirements set forth in 40 CFR Part 33, South Coast AQMD shall establish a fair share goal annually for expenditures with federal funds covered by its procurement policy.

ATTACHMENT B



South Coast Air Quality Management District

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

Business Information Request

Dear South Coast AQMD Contractor/Supplier:

South Coast Air Quality Management District (South Coast AQMD) is committed to ensuring that our contractor/supplier records are current and accurate. If your firm is selected for award of a purchase order or contract, it is imperative that the information requested herein be supplied in a timely manner to facilitate payment of invoices. In order to process your payments, we need the enclosed information regarding your account. **Please review and complete the information identified on the following pages, remember to sign all documents for our files, and return them as soon as possible to the address below:**

**Attention: Accounts Payable, Accounting Department
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765-4178**

If you do not return this information, we will not be able to establish you as a vendor. This will delay any payments and would still necessitate your submittal of the enclosed information to our Accounting department before payment could be initiated. Completion of this document and enclosed forms would ensure that your payments are processed timely and accurately.

If you have any questions or need assistance in completing this information, please contact Accounting at (909) 396-3777. We appreciate your cooperation in completing this necessary information.

Sincerely,

Sujata Jain
Chief Financial Officer

AP:kb

Enclosures: Business Information Request
Disadvantaged Business Certification
W-9
Form 590 Withholding Exemption Certificate
Federal Contract Debarment Certification
Campaign Contributions Disclosure
Direct Deposit Authorization



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178

(909) 396-2000 • www.aqmd.gov

BUSINESS INFORMATION REQUEST

Business Name	
Division of	
Subsidiary of	
Website Address	
Type of Business <i>Check One:</i>	☐ Individual ☐ DBA, Name _____, County Filed in _____ ☐ Corporation, ID No. _____ ☐ LLC/LLP, ID No. _____ ☐ Other _____

REMITTING ADDRESS INFORMATION

Address			
City/Town			
State/Province		Zip	
Phone	()	Fax	() -
Contact		Title	
E-mail Address			
Payment Name if Different			

All invoices must reference the corresponding Purchase Order Number(s)/Contract Number(s) if applicable and mailed to:

**Attention: Accounts Payable, Accounting Department
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765-4178**

BUSINESS STATUS CERTIFICATIONS

Federal guidance for utilization of disadvantaged business enterprises allows a vendor to be deemed a small business enterprise (SBE), minority business enterprise (MBE) or women business enterprise (WBE) if it meets the criteria below.

- is certified by the Small Business Administration or
- is certified by a state or federal agency or
- is an independent MBE(s) or WBE(s) business concern which is at least 51 percent owned and controlled by minority group member(s) who are citizens of the United States.

Statements of certification:

As a prime contractor to South Coast AQMD, _____ (name of business) will engage in good faith efforts to achieve the fair share in accordance with 40 CFR Section 33.301, and will follow the six affirmative steps listed below **for contracts or purchase orders funded in whole or in part by federal grants and contracts.**

1. Place qualified SBEs, MBEs, and WBEs on solicitation lists.
2. Assure that SBEs, MBEs, and WBEs are solicited whenever possible.
3. When economically feasible, divide total requirements into small tasks or quantities to permit greater participation by SBEs, MBEs, and WBEs.
4. Establish delivery schedules, if possible, to encourage participation by SBEs, MBEs, and WBEs.
5. Use services of Small Business Administration, Minority Business Development Agency of the Department of Commerce, and/or any agency authorized as a clearinghouse for SBEs, MBEs, and WBEs.
6. If subcontracts are to be let, take the above affirmative steps.

Self-Certification Verification: Also for use in awarding additional points, as applicable, in accordance with South Coast AQMD Procurement Policy and Procedure:

Check all that apply:

- | | |
|---|--|
| ☐ Small Business Enterprise/Small Business Joint Venture | ☐ Women-owned Business Enterprise |
| ☐ Local business | ☐ Disabled Veteran-owned Business Enterprise/DVBE Joint Venture |
| ☐ Minority-owned Business Enterprise | ☐ Most Favored Customer Pricing Certification |

Percent of ownership: _____ %

Name of Qualifying Owner(s): _____

State of California Public Works Contractor Registration No. _____ MUST BE INCLUDED IF BID PROPOSAL IS FOR PUBLIC WORKS PROJECT.

I, the undersigned, hereby declare that to the best of my knowledge the above information is accurate. Upon penalty of perjury, I certify information submitted is factual.

NAME

TITLE

TELEPHONE NUMBER

DATE

Definitions

Disabled Veteran-Owned Business Enterprise means a business that meets all of the following criteria:

- is a sole proprietorship or partnership of which is at least 51 percent owned by one or more disabled veterans, or in the case of any business whose stock is publicly held, at least 51 percent of the stock is owned by one or more disabled veterans; a subsidiary which is wholly owned by a parent corporation but only if at least 51 percent of the voting stock of the parent corporation is owned by one or more disabled veterans; or a joint venture in which at least 51 percent of the joint venture's management and control and earnings are held by one or more disabled veterans.
- the management and control of the daily business operations are by one or more disabled veterans. The disabled veterans who exercise management and control are not required to be the same disabled veterans as the owners of the business.
- is a sole proprietorship, corporation, partnership, or joint venture with its primary headquarters office located in the United States and which is not a branch or subsidiary of a foreign corporation, firm, or other foreign-based business.

Joint Venture means that one party to the joint venture is a DVBE and owns at least 51 percent of the joint venture. In the case of a joint venture formed for a single project this means that DVBE will receive at least 51 percent of the project dollars.

Local Business means a business that meets all of the following criteria:

- has an ongoing business within the boundary of South Coast AQMD at the time of bid application.
- performs 90 percent of the work within South Coast AQMD's jurisdiction.

Minority-Owned Business Enterprise means a business that meets all of the following criteria:

- is at least 51 percent owned by one or more minority persons or in the case of any business whose stock is publicly held, at least 51 percent of the stock is owned by one or more minority persons.
- is a business whose management and daily business operations are controlled or owned by one or more minority person.
- is a business which is a sole proprietorship, corporation, partnership, joint venture, an association, or a cooperative with its primary headquarters office located in the United States, which is not a branch or subsidiary of a foreign corporation, foreign firm, or other foreign business.

"Minority" person means a Black American, Hispanic American, Native American (including American Indian, Eskimo, Aleut, and Native Hawaiian), Asian-Indian American (including a person whose origins are from India, Pakistan, or Bangladesh), Asian-Pacific American (including a person whose origins are from Japan, China, the Philippines, Vietnam, Korea, Samoa, Guam, the United States Trust Territories of the Pacific, Northern Marianas, Laos, Cambodia, or Taiwan).

Small Business Enterprise means a business that meets the following criteria:

- a. 1) an independently owned and operated business; 2) not dominant in its field of operation; 3) together with affiliates is either:
 - **A service, construction, or non-manufacturer with 100 or fewer employees, and average annual gross receipts of ten million dollars (\$10,000,000) or less over the previous three years, or**
 - A manufacturer with 100 or fewer employees.
- b. Manufacturer means a business that is both of the following:
 - 1) Primarily engaged in the chemical or mechanical transformation of raw materials or processed substances into new products.
 - 2) Classified between Codes 311000 to 339000, inclusive, of the North American Industrial Classification System (NAICS) Manual published by the United States Office of Management and Budget, 2007 edition.

Small Business Joint Venture means that one party to the joint venture is a Small Business and owns at least 51 percent of the joint venture. In the case of a joint venture formed for a single project this means that the Small Business will receive at least 51 percent of the project dollars.

Women-Owned Business Enterprise means a business that meets all of the following criteria:

- is at least 51 percent owned by one or more women or in the case of any business whose stock is publicly held, at least 51 percent of the stock is owned by one or more women.
- is a business whose management and daily business operations are controlled or owned by one or more women.
- is a business which is a sole proprietorship, corporation, partnership, or a joint venture, with its primary headquarters office located in the United States, which is not a branch or subsidiary of a foreign corporation, foreign firm, or other foreign business.

Most Favored Customer as used in this policy means that the South Coast AQMD will receive at least as favorable pricing, warranties, conditions, benefits and terms as other customers or clients making similar purchases or receiving similar services.

Request for Taxpayer Identification Number and Certification

^a Go to www.irs.gov/FormW9 for instructions and the latest information.

Give Form to the
requester. Do not
send to the IRS.

Print or type.
See Specific Instructions on page 3.

1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank.							
2 Business name/disregarded entity name, if different from above							
3 Check appropriate box for federal tax classification of the person whose name is entered on line 1. Check only one of the following seven boxes. <table><tr><td>Individual/sole proprietor or single-member LLC</td><td>C Corporation</td><td>S Corporation</td><td>Partnership</td><td>Trust/estate</td></tr></table> ☐ Limited liability company. Enter the tax classification (C=Corporation, S=S corporation, P=Partnership) ^a _____ Note: Check the appropriate box in the line above for the tax classification of the single-member owner. Do not check LLC if the LLC is classified as a single-member LLC that is disregarded from the owner unless the owner of the LLC is another LLC that is not disregarded from the owner for U.S. federal tax purposes. Otherwise, a single-member LLC that is disregarded from the owner should check the appropriate box for the tax classification of its owner. ☐ Other (see instructions) ^a		Individual/sole proprietor or single-member LLC	C Corporation	S Corporation	Partnership	Trust/estate	4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3): Exempt payee code (if any) _____ Exemption from FATCA reporting code (if any) _____ (Applies to accounts maintained outside the U.S.)
Individual/sole proprietor or single-member LLC	C Corporation	S Corporation	Partnership	Trust/estate			
5 Address (number, street, and apt. or suite no.) See instructions.	Requester's name and address (optional)						
6 City, state, and ZIP code							
7 List account number(s) here (optional)							

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN*, later.

Note: If the account is in more than one name, see the instructions for line 1. Also see *What Name and Number To Give the Requester* for guidelines on whose number to enter.

Social security number									
				-				-	
or									
Employer identification number									
				-					

Part II Certification

Under penalties of perjury, I certify that:

- The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
- I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
- I am a U.S. citizen or other U.S. person (defined below); and
- The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

Sign Here	Signature of U.S. person ^a	Date ^a
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General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to www.irs.gov/FormW9.

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following.

- Form 1099-INT (interest earned or paid)
- Form 1099-DIV (dividends, including those from stocks

or mutual funds)

- Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
- Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
- Form 1099-S (proceeds from real estate transactions)
- Form 1099-K (merchant card and third party network transactions)
- Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
- Form 1099-C (canceled debt)
- Form 1099-A (acquisition or abandonment of secured property)

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See What is backup withholding, later.

By signing the filled-out form, you:

1. Certify that the TIN you are giving is correct (or you are waiting for a number to be issued),
2. Certify that you are not subject to backup withholding, or
3. Claim exemption from backup withholding if you are a U.S. exempt payee. If applicable, you are also certifying that as a U.S. person, your allocable share of any partnership income from a U.S. trade or business is not subject to the withholding tax on foreign partners' share of effectively connected income, and
4. Certify that FATCA code(s) entered on this form (if any) indicating that you are exempt from the FATCA reporting, is correct. See *What is FATCA reporting*, later, for further information.

Note: If you are a U.S. person and a requester gives you a form other than Form W-9 to request your TIN, you must use the requester's form if it is substantially similar to this Form W-9.

Definition of a U.S. person. For federal tax purposes, you are considered a U.S. person if you are:

- An individual who is a U.S. citizen or U.S. resident alien;
- A partnership, corporation, company, or association created or organized in the United States or under the laws of the United States;
- An estate (other than a foreign estate); or
- A domestic trust (as defined in Regulations section 301.7701-7).

Special rules for partnerships. Partnerships that conduct a trade or business in the United States are generally required to pay a withholding tax under section 1446 on any foreign partners' share of effectively connected taxable income from such business. Further, in certain cases where a Form W-9 has not been received, the rules under section 1446 require a partnership to presume that a partner is a foreign person, and pay the section 1446 withholding tax. Therefore, if you are a U.S. person that is a partner in a partnership conducting a trade or business in the United States, provide Form W-9 to the partnership to establish your U.S. status and avoid section 1446 withholding on your share of partnership income.

In the cases below, the following person must give Form W-9 to the partnership for purposes of establishing its U.S. status and avoiding withholding on its allocable share of net income from the partnership conducting a trade or business in the United States.

- In the case of a disregarded entity with a U.S. owner, the U.S. owner of the disregarded entity and not the entity;
- In the case of a grantor trust with a U.S. grantor or other U.S. owner, generally, the U.S. grantor or other U.S. owner of the grantor trust and not the trust; and
- In the case of a U.S. trust (other than a grantor trust), the U.S. trust (other than a grantor trust) and not the beneficiaries of the trust.

Foreign person. If you are a foreign person or the U.S. branch of a foreign bank that has elected to be treated as a U.S. person, do not use Form W-9. Instead, use the appropriate Form W-8 or Form 8233 (see Pub. 515, *Withholding of Tax on Nonresident Aliens and Foreign Entities*).

Nonresident alien who becomes a resident alien. Generally, only a nonresident alien individual may use the terms of a tax treaty to reduce or eliminate U.S. tax on certain types of income. However, most tax treaties contain a provision known as a "saving clause." Exceptions specified in the saving clause may permit an exemption from tax to continue for certain types of income even after the payee has otherwise become a U.S. resident alien for tax purposes.

If you are a U.S. resident alien who is relying on an exception contained in the saving clause of a tax treaty to claim an exemption from U.S. tax on certain types of income, you must attach a statement to Form W-9 that specifies the following five items.

1. The treaty country. Generally, this must be the same treaty under which you claimed exemption from tax as a nonresident alien.
2. The treaty article addressing the income.
3. The article number (or location) in the tax treaty that contains the saving clause and its exceptions.
4. The type and amount of income that qualifies for the exemption from tax.
5. Sufficient facts to justify the exemption from tax under the terms of the treaty article.

Example. Article 20 of the U.S.-China income tax treaty allows an exemption from tax for scholarship income received by a Chinese student temporarily present in the United States. Under U.S. law, this student will become a resident alien for tax purposes if his or her stay in the United States exceeds 5 calendar years. However, paragraph 2 of the first Protocol to the U.S.-China treaty (dated April 30, 1984) allows the provisions of Article 20 to continue to apply even after the Chinese student becomes a resident alien of the United States. A Chinese student who qualifies for this exception (under paragraph 2 of the first protocol) and is relying on this exception to claim an exemption from tax on his or her scholarship or fellowship income would attach to Form W-9 a statement that includes the information described above to support that exemption.

If you are a nonresident alien or a foreign entity, give the requester the appropriate completed Form W-8 or Form 8233.

Backup Withholding

What is backup withholding? Persons making certain payments to you must under certain conditions withhold and pay to the IRS 24% of such payments. This is called "backup withholding." Payments that may be subject to backup withholding include interest, tax-exempt interest, dividends, broker and barter exchange transactions, rents, royalties, nonemployee pay, payments made in settlement of payment card and third party network transactions, and certain payments from fishing boat operators. Real estate transactions are not subject to backup withholding.

You will not be subject to backup withholding on payments you receive if you give the requester your correct TIN, make the proper certifications, and report all your taxable interest and dividends on your tax return.

Payments you receive will be subject to backup withholding if:

1. You do not furnish your TIN to the requester,
2. You do not certify your TIN when required (see the instructions for Part II for details),
3. The IRS tells the requester that you furnished an incorrect TIN,
4. The IRS tells you that you are subject to backup withholding because you did not report all your interest and dividends on your tax return (for reportable interest and dividends only), or
5. You do not certify to the requester that you are not subject to backup withholding under 4 above (for reportable interest and dividend accounts opened after 1983 only).

Certain payees and payments are exempt from backup withholding. See *Exempt payee code*, later, and the separate Instructions for the Requester of Form W-9 for more information.

Also see *Special rules for partnerships*, earlier.

What is FATCA Reporting?

The Foreign Account Tax Compliance Act (FATCA) requires a participating foreign financial institution to report all United States account holders that are specified United States persons. Certain payees are exempt from FATCA reporting. See *Exemption from FATCA reporting code*, later, and the Instructions for the Requester of Form W-9 for more information.

Updating Your Information

You must provide updated information to any person to whom you claimed to be an exempt payee if you are no longer an exempt payee and anticipate receiving reportable payments in the future from this person. For example, you may need to provide updated information if you are a C corporation that elects to be an S corporation, or if you no longer are tax exempt. In addition, you must furnish a new Form W-9 if the name or TIN changes for the account; for example, if the grantor of a grantor trust dies.

Penalties

Failure to furnish TIN. If you fail to furnish your correct TIN to a requester, you are subject to a penalty of \$50 for each such failure unless your failure is due to reasonable cause and not to willful neglect.

Civil penalty for false information with respect to withholding. If you make a false statement with no reasonable basis that results in no backup withholding, you are subject to a \$500 penalty.

Criminal penalty for falsifying information. Willfully falsifying certifications or affirmations may subject you to criminal penalties including fines and/or imprisonment.

Misuse of TINs. If the requester discloses or uses TINs in violation of federal law, the requester may be subject to civil and criminal penalties.

Specific Instructions

Line 1

You must enter one of the following on this line; **do not** leave this line blank. The name should match the name on your tax return.

If this Form W-9 is for a joint account (other than an account maintained by a foreign financial institution (FFI)), list first, and then circle, the name of the person or entity whose number you entered in Part I of Form W-9. If you are providing Form W-9 to an FFI to document a joint account, each holder of the account that is a U.S. person must provide a Form W-9.

a. **Individual.** Generally, enter the name shown on your tax return. If you have changed your last name without informing the Social Security Administration (SSA) of the name change, enter your first name, the last name as shown on your social security card, and your new last name.

Note: ITIN applicant: Enter your individual name as it was entered on your Form W-7 application, line 1a. This should also be the same as the name you entered on the Form 1040/1040A/1040EZ you filed with your application.

b. **Sole proprietor or single-member LLC.** Enter your individual name as shown on your 1040/1040A/1040EZ on line 1. You may enter your business, trade, or "doing business as" (DBA) name on line 2.

c. **Partnership, LLC that is not a single-member LLC, C corporation, or S corporation.** Enter the entity's name as shown on the entity's tax return on line 1 and any business, trade, or DBA name on line 2.

d. **Other entities.** Enter your name as shown on required U.S. federal tax documents on line 1. This name should match the name shown on the charter or other legal document creating the entity. You may enter any business, trade, or DBA name on line 2.

e. **Disregarded entity.** For U.S. federal tax purposes, an entity that is disregarded as an entity separate from its owner is treated as a "disregarded entity." See Regulations section 301.7701-2(c)(2)(iii). Enter the owner's name on line 1. The name of the entity entered on line 1 should never be a disregarded entity. The name on line 1 should be the name shown on the income tax return on which the income should be reported. For example, if a foreign LLC that is treated as a disregarded entity for U.S. federal tax purposes has a single owner that is a U.S. person, the U.S. owner's name is required to be provided on line 1. If the direct owner of the entity is also a disregarded entity, enter the first owner that is not disregarded for federal tax purposes. Enter the disregarded entity's name on line 2, "Business name/disregarded entity name." If the owner of the disregarded entity is a foreign person, the owner must complete an appropriate Form W-8 instead of a Form W-9. This is the case even if the foreign person has a U.S. TIN.

Line 2

If you have a business name, trade name, DBA name, or disregarded entity name, you may enter it on line 2.

Line 3

Check the appropriate box on line 3 for the U.S. federal tax classification of the person whose name is entered on line 1. Check only one box on line 3.

IF the entity/person on line 1 is a(n) . . .	THEN check the box for . . .
• Corporation	Corporation
• Individual • Sole proprietorship, or • Single-member limited liability company (LLC) owned by an individual and disregarded for U.S. federal tax purposes.	Individual/sole proprietor or single-member LLC
• LLC treated as a partnership for U.S. federal tax purposes, • LLC that has filed Form 8832 or 2553 to be taxed as a corporation, or • LLC that is disregarded as an entity separate from its owner but the owner is another LLC that is not disregarded for U.S. federal tax purposes.	Limited liability company and enter the appropriate tax classification. (P= Partnership; C= C corporation; or S= S corporation)
• Partnership	Partnership
• Trust/estate	Trust/estate

Line 4, Exemptions

If you are exempt from backup withholding and/or FATCA reporting, enter in the appropriate space on line 4 any code(s) that may apply to you.

Exempt payee code.

- Generally, individuals (including sole proprietors) are not exempt from backup withholding.
- Except as provided below, corporations are exempt from backup withholding for certain payments, including interest and dividends.
- Corporations are not exempt from backup withholding for payments made in settlement of payment card or third party network transactions.
- Corporations are not exempt from backup withholding with respect to attorneys' fees or gross proceeds paid to attorneys, and corporations that provide medical or health care services are not exempt with respect to payments reportable on Form 1099-MISC.

The following codes identify payees that are exempt from backup withholding. Enter the appropriate code in the space in line 4.

- 1—An organization exempt from tax under section 501(a), any IRA, or a custodial account under section 403(b)(7) if the account satisfies the requirements of section 401(f)(2)
- 2—The United States or any of its agencies or instrumentalities
- 3—A state, the District of Columbia, a U.S. commonwealth or possession, or any of their political subdivisions or instrumentalities
- 4—A foreign government or any of its political subdivisions, agencies, or instrumentalities
- 5—A corporation
- 6—A dealer in securities or commodities required to register in the United States, the District of Columbia, or a U.S. commonwealth or possession
- 7—A futures commission merchant registered with the Commodity Futures Trading Commission
- 8—A real estate investment trust
- 9—An entity registered at all times during the tax year under the Investment Company Act of 1940
- 10—A common trust fund operated by a bank under section 584(a)
- 11—A financial institution
- 12—A middleman known in the investment community as a nominee or custodian
- 13—A trust exempt from tax under section 664 or described in section 4947

The following chart shows types of payments that may be exempt from backup withholding. The chart applies to the exempt payees listed above, 1 through 13.

IF the payment is for . . .	THEN the payment is exempt for . . .
Interest and dividend payments	All exempt payees except for 7
Broker transactions	Exempt payees 1 through 4 and 6 through 11 and all C corporations. S corporations must not enter an exempt payee code because they are exempt only for sales of noncovered securities acquired prior to 2012.
Barter exchange transactions and patronage dividends	Exempt payees 1 through 4
Payments over \$600 required to be reported and direct sales over \$5,000 ¹	Generally, exempt payees 1 through 5 ²
Payments made in settlement of payment card or third party network transactions	Exempt payees 1 through 4

¹ See Form 1099-MISC, Miscellaneous Income, and its instructions.

² However, the following payments made to a corporation and reportable on Form 1099-MISC are not exempt from backup withholding: medical and health care payments, attorneys' fees, gross proceeds paid to an attorney reportable under section 6045(f), and payments for services paid by a federal executive agency.

Exemption from FATCA reporting code. The following codes identify payees that are exempt from reporting under FATCA. These codes apply to persons submitting this form for accounts maintained outside of the United States by certain foreign financial institutions. Therefore, if you are only submitting this form for an account you hold in the United States, you may leave this field blank. Consult with the person requesting this form if you are uncertain if the financial institution is subject to these requirements. A requester may indicate that a code is not required by providing you with a Form W-9 with "Not Applicable" (or any similar indication) written or printed on the line for a FATCA exemption code.

A—An organization exempt from tax under section 501(a) or any individual retirement plan as defined in section 7701(a)(37)

B—The United States or any of its agencies or instrumentalities

C—A state, the District of Columbia, a U.S. commonwealth or possession, or any of their political subdivisions or instrumentalities

D—A corporation the stock of which is regularly traded on one or more established securities markets, as described in Regulations section 1.1472-1(c)(1)(i)

E—A corporation that is a member of the same expanded affiliated group as a corporation described in Regulations section 1.1472-1(c)(1)(i)

F—A dealer in securities, commodities, or derivative financial instruments (including notional principal contracts, futures, forwards, and options) that is registered as such under the laws of the United States or any state

G—A real estate investment trust

H—A regulated investment company as defined in section 851 or an entity registered at all times during the tax year under the Investment Company Act of 1940

I—A common trust fund as defined in section 584(a) J—

A bank as defined in section 581

K—A broker

L—A trust exempt from tax under section 664 or described in section 4947(a)(1)

M—A tax exempt trust under a section 403(b) plan or section 457(g) plan

Note: You may wish to consult with the financial institution requesting this form to determine whether the FATCA code and/or exempt payee code should be completed.

Line 5

Enter your address (number, street, and apartment or suite number). This is where the requester of this Form W-9 will mail your information returns. If this address differs from the one the requester already has on file, write NEW at the top. If a new address is provided, there is still a chance the old address will be used until the payor changes your address in their records.

Line 6

Enter your city, state, and ZIP code.

Part I. Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. If you are a resident alien and you do not have and are not eligible to get an SSN, your TIN is your IRS individual taxpayer identification number (ITIN). Enter it in the social security number box. If you do not have an ITIN, see *How to get a TIN* below.

If you are a sole proprietor and you have an EIN, you may enter either your SSN or EIN.

If you are a single-member LLC that is disregarded as an entity separate from its owner, enter the owner's SSN (or EIN, if the owner has one). Do not enter the disregarded entity's EIN. If the LLC is classified as a corporation or partnership, enter the entity's EIN.

Note: See *What Name and Number To Give the Requester*, later, for further clarification of name and TIN combinations.

How to get a TIN. If you do not have a TIN, apply for one immediately. To apply for an SSN, get Form SS-5, Application for a Social Security Card, from your local SSA office or get this form online at www.SSA.gov. You may also get this form by calling 1-800-772-1213. Use Form W-7, Application for IRS Individual Taxpayer Identification Number, to apply for an ITIN, or Form SS-4, Application for Employer Identification Number, to apply for an EIN. You can apply for an EIN online by accessing the IRS website at www.irs.gov/Businesses and clicking on Employer Identification Number (EIN) under Starting a Business. Go to www.irs.gov/Forms to view, download, or print Form W-7 and/or Form SS-4. Or, you can go to www.irs.gov/OrderForms to place an order and have Form W-7 and/or SS-4 mailed to you within 10 business days.

If you are asked to complete Form W-9 but do not have a TIN, apply for a TIN and write "Applied For" in the space for the TIN, sign and date the form, and give it to the requester. For interest and dividend payments, and certain payments made with respect to readily tradable instruments, generally you will have 60 days to get a TIN and give it to the requester before you are subject to backup withholding on payments. The 60-day rule does not apply to other types of payments. You will be subject to backup withholding on all such payments until you provide your TIN to the requester.

Note: Entering "Applied For" means that you have already applied for a TIN or that you intend to apply for one soon.

Caution: A disregarded U.S. entity that has a foreign owner must use the appropriate Form W-8.

Part II. Certification

To establish to the withholding agent that you are a U.S. person, or resident alien, sign Form W-9. You may be requested to sign by the withholding agent even if item 1, 4, or 5 below indicates otherwise.

For a joint account, only the person whose TIN is shown in Part I should sign (when required). In the case of a disregarded entity, the person identified on line 1 must sign. Exempt payees, see *Exempt payee code*, earlier.

Signature requirements. Complete the certification as indicated in items 1 through 5 below.

1. Interest, dividend, and barter exchange accounts opened before 1984 and broker accounts considered active during 1983. You must give your correct TIN, but you do not have to sign the certification.

2. Interest, dividend, broker, and barter exchange accounts opened after 1983 and broker accounts considered inactive during 1983. You must sign the certification or backup withholding will apply. If you are subject to backup withholding and you are merely providing your correct TIN to the requester, you must cross out item 2 in the certification before signing the form.

3. Real estate transactions. You must sign the certification. You may cross out item 2 of the certification.

4. Other payments. You must give your correct TIN, but you do not have to sign the certification unless you have been notified that you have previously given an incorrect TIN. "Other payments" include payments made in the course of the requester's trade or business for rents, royalties, goods (other than bills for merchandise), medical and health care services (including payments to corporations), payments to a nonemployee for services, payments made in settlement of payment card and third party network transactions, payments to certain fishing boat crew members and fishermen, and gross proceeds paid to attorneys (including payments to corporations).

5. Mortgage interest paid by you, acquisition or abandonment of secured property, cancellation of debt, qualified tuition program payments (under section 529), ABLE accounts (under section 529A), IRA, Coverdell ESA, Archer MSA or HSA contributions or distributions, and pension distributions. You must give your correct TIN, but you do not have to sign the certification.

What Name and Number To Give the Requester

For this type of account:	Give name and SSN of:
1. Individual	The individual
2. Two or more individuals (joint account) other than an account maintained by an FFI	The actual owner of the account or, if combined funds, the first individual on the account ¹
3. Two or more U.S. persons (joint account maintained by an FFI)	Each holder of the account
4. Custodial account of a minor (Uniform Gift to Minors Act)	The minor ²
5. a. The usual revocable savings trust (grantor is also trustee)	The grantor-trustee ¹
b. So-called trust account that is not a legal or valid trust under state law	The actual owner ¹
6. Sole proprietorship or disregarded entity owned by an individual	The owner ³
7. Grantor trust filing under Optional Form 1099 Filing Method 1 (see Regulations section 1.671-4(b)(2)(i)(A))	The grantor*
For this type of account:	Give name and EIN of:
8. Disregarded entity not owned by an individual	The owner
9. A valid trust, estate, or pension trust	Legal entity ⁴
10. Corporation or LLC electing corporate status on Form 8832 or Form 2553	The corporation
11. Association, club, religious, charitable, educational, or other tax-exempt organization	The organization
12. Partnership or multi-member LLC	The partnership
13. A broker or registered nominee	The broker or nominee

For this type of account:	Give name and EIN of:
14. Account with the Department of Agriculture in the name of a public entity (such as a state or local government, school district, or prison) that receives agricultural program payments	The public entity
15. Grantor trust filing under the Form 1041 Filing Method or the Optional Form 1099 Filing Method 2 (see Regulations section 1.671-4(b)(2)(i)(B))	The trust

¹ List first and circle the name of the person whose number you furnish. If only one person on a joint account has an SSN, that person's number must be furnished.

² Circle the minor's name and furnish the minor's SSN.

³ You must show your individual name and you may also enter your business or DBA name on the "Business name/disregarded entity" name line. You may use either your SSN or EIN (if you have one), but the IRS encourages you to use your SSN.

⁴ List first and circle the name of the trust, estate, or pension trust. (Do not furnish the TIN of the personal representative or trustee unless the legal entity itself is not designated in the account title.) Also see *Special rules for partnerships*, earlier.

***Note:** The grantor also must provide a Form W-9 to trustee of trust.

Note: If no name is circled when more than one name is listed, the number will be considered to be that of the first name listed.

Secure Your Tax Records From Identity Theft

Identity theft occurs when someone uses your personal information such as your name, SSN, or other identifying information, without your permission, to commit fraud or other crimes. An identity thief may use your SSN to get a job or may file a tax return using your SSN to receive a refund.

To reduce your risk:

- Protect your SSN,
- Ensure your employer is protecting your SSN, and
- Be careful when choosing a tax preparer.

If your tax records are affected by identity theft and you receive a notice from the IRS, respond right away to the name and phone number printed on the IRS notice or letter.

If your tax records are not currently affected by identity theft but you think you are at risk due to a lost or stolen purse or wallet, questionable credit card activity or credit report, contact the IRS Identity Theft Hotline at 1-800-908-4490 or submit Form 14039.

For more information, see Pub. 5027, Identity Theft Information for Taxpayers.

Victims of identity theft who are experiencing economic harm or a systemic problem, or are seeking help in resolving tax problems that have not been resolved through normal channels, may be eligible for Taxpayer Advocate Service (TAS) assistance. You can reach TAS by calling the TAS toll-free case intake line at 1-877-777-4778 or TTY/TDD 1-800-829-4059.

Protect yourself from suspicious emails or phishing schemes.

Phishing is the creation and use of email and websites designed to mimic legitimate business emails and websites. The most common act is sending an email to a user falsely claiming to be an established legitimate enterprise in an attempt to scam the user into surrendering private information that will be used for identity theft.

The IRS does not initiate contacts with taxpayers via emails. Also, the IRS does not request personal detailed information through email or ask taxpayers for the PIN numbers, passwords, or similar secret access information for their credit card, bank, or other financial accounts.

If you receive an unsolicited email claiming to be from the IRS, forward this message to phishing@irs.gov. You may also report misuse of the IRS name, logo, or other IRS property to the Treasury Inspector General for Tax Administration (TIGTA) at 1-800-366-4484. You can forward suspicious emails to the Federal Trade Commission at spam@uce.gov or report them at www.ftc.gov/complaint. You can contact the FTC at www.ftc.gov/idtheft or 877-IDTHEFT (877-438-4338). If you have been the victim of identity theft, see www.IdentityTheft.gov and Pub. 5027.

Visit www.irs.gov/IdentityTheft to learn more about identity theft and how to reduce your risk.

Privacy Act Notice

Section 6109 of the Internal Revenue Code requires you to provide your correct TIN to persons (including federal agencies) who are required to file information returns with the IRS to report interest, dividends, or certain other income paid to you; mortgage interest you paid; the acquisition or abandonment of secured property; the cancellation of debt; or contributions you made to an IRA, Archer MSA, or HSA. The person collecting this form uses the information on the form to file information returns with the IRS, reporting the above information. Routine uses of this information include giving it to the Department of Justice for civil and criminal litigation and to cities, states, the District of Columbia, and U.S. commonwealths and possessions for use in administering their laws. The information also may be disclosed to other countries under a treaty, to federal and state agencies to enforce civil and criminal laws, or to federal law enforcement and intelligence agencies to combat terrorism. You must provide your TIN whether or not you are required to file a tax return. Under section 3406, payers must generally withhold a percentage of taxable interest, dividend, and certain other payments to a payee who does not give a TIN to the payer. Certain penalties may also apply for providing false or fraudulent information.

2024 Withholding Exemption Certificate

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The payee completes this form and submits it to the withholding agent. The withholding agent keeps this form with their records.

Withholding Agent Information

Name _____

Payee Information

Name _____ ☐ SSN or ITIN ☐ FEIN ☐ CA Corp no. ☐ CA SOS file no.

Address (apt./ste., room) _____

City (If you have a foreign address, see instructions.) _____

State _____ ZIP code _____

Exemption Reason

Check only one box.

By checking the appropriate box below, the payee certifies the reason for the exemption from the California income tax withholding requirements on payment(s) made to the entity or individual.

☐ **Individuals — Certification of Residency:**

I am a resident of California and I reside at the address shown above. If I become a nonresident at any time, I will promptly notify the withholding agent. See instructions for General Information D, Definitions.

☐ **Corporations:**

The corporation has a permanent place of business in California at the address shown above or is qualified through the California Secretary of State (SOS) to do business in California. The corporation will file a California tax return. If this corporation ceases to have a permanent place of business in California or ceases to do any of the above, I will promptly notify the withholding agent. See instructions for General Information D, Definitions.

☐ **Partnerships or Limited Liability Companies (LLCs):**

The partnership or LLC has a permanent place of business in California at the address shown above or is registered with the California SOS, and is subject to the laws of California. The partnership or LLC will file a California tax return. If the partnership or LLC ceases to do any of the above, I will promptly inform the withholding agent. For withholding purposes, a limited liability partnership (LLP) is treated like any other partnership.

☐ **Tax-Exempt Entities:**

The entity is exempt from tax under California Revenue and Taxation Code (R&TC) Section 23701_____(insert letter) or Internal Revenue Code Section 501(c)_____(insert number). If this entity ceases to be exempt from tax, I will promptly notify the withholding agent. Individuals cannot be tax-exempt entities.

☐ **Insurance Companies, Individual Retirement Arrangements (IRAs), or Qualified Pension/Profit-Sharing Plans:**

The entity is an insurance company, IRA, or a federally qualified pension or profit-sharing plan.

☐ **California Trusts:**

At least one trustee and one noncontingent beneficiary of the above-named trust is a California resident. The trust will file a California fiduciary tax return. If the trustee or noncontingent beneficiary becomes a nonresident at any time, I will promptly notify the withholding agent.

☐ **Estates — Certification of Residency of Deceased Person:**

I am the executor of the above-named person's estate or trust. The decedent was a California resident at the time of death. The estate will file a California fiduciary tax return.

☐ **Nonmilitary Spouse of a Military Servicemember:**

I am a nonmilitary spouse of a military servicemember and I meet the Military Spouse Residency Relief Act (MSRRA) requirements. See instructions for General Information E, MSRRA.

CERTIFICATE OF PAYEE: Payee must complete and sign below.

Our privacy notice can be found in annual tax booklets or online. Go to ftb.ca.gov/privacy to learn about our privacy policy statement, or go to ftb.ca.gov/forms and search for **1131** to locate FTB 1131 EN-SP, Franchise Tax Board Privacy Notice on Collection. To request this notice by mail, call 800.338.0505 and enter form code **948** when instructed.

Under penalties of perjury, I declare that I have examined the information on this form, including accompanying schedules and statements, and to the best of my knowledge and belief, it is true, correct, and complete. I further declare under penalties of perjury that if the facts upon which this form are based change, I will promptly notify the withholding agent.

Type or print payee's name and title _____

Payee's signature ► _____

Form 590 2023

061243

Telephone_____

Date _____

2024 Instructions for Form 590

Withholding Exemption Certificate

References in these instructions are to the California Revenue and Taxation Code (R&TC).

General Information

California Revenue and Taxation Code (R&TC) Section 18662 requires withholding of income or franchise tax on payments of California source income made to nonresidents of California. For more information, See General Information B, Income Subject to Withholding.

Registered Domestic Partners (RDPs)—For purposes of California income tax, references

to a spouse, husband, or wife also refer to a California RDP unless otherwise specified. For more information on RDPs, get FTB Pub. 737, Tax Information for Registered Domestic Partners.

A Purpose

Use Form 590, Withholding Exemption Certificate, to certify an exemption from nonresident withholding.

Form 590 does not apply to payments of backup withholding. For more information, go to ftb.ca.gov and search for **backup withholding**.

Form 590 does not apply to payments for wages to employees. Wage withholding is administered by the California Employment Development Department (EDD). For more information, go to edd.ca.gov or call 888.745.3886.

Do not use Form 590 to certify an exemption from withholding if you are a **seller of California real estate**. Sellers of California real estate use Form 593, Real Estate Withholding Statement, to claim an exemption from the real estate withholding requirement.

The following are excluded from withholding and completing this form:

- The United States and any of its agencies or instrumentalities.
- A state, a possession of the United States, the District of Columbia, or any of its political subdivisions or instrumentalities.
- A foreign government or any of its political subdivisions, agencies, or instrumentalities.

B Income Subject to Withholding

Withholding is required on the following, but is

not limited to:

- Payments to nonresidents for services rendered in California.
- Distributions of California source income made to domestic nonresident partners, members, and S corporation shareholders

- Distributions of California source income to nonresident beneficiaries from an estate or trust.
- Endorsement payments received for services performed in California.
- Prizes and winnings received by nonresidents for contests in California.

However, withholding is optional if the total payments of California source income are \$1,500 or less during the calendar year.

For more information on withholding, get FTB Pub. 1017, Resident and Nonresident Withholding Guidelines. To get a withholding publication, see Additional Information.

C Who Certifies this Form

Form 590 is certified (completed and signed) by the payee. California residents or entities exempt from the withholding requirement should complete Form 590 and submit it to the withholding agent before payment is made. The withholding agent is then relieved of the withholding requirements if the agent relies in good faith on a completed and signed Form 590 unless notified by the Franchise Tax Board (FTB) that the form should not be relied upon.

An incomplete certificate is invalid and the withholding agent should not accept it. If the withholding agent receives an incomplete certificate, the withholding agent is required to withhold tax on payments made to the payee until a valid certificate is received. In lieu of a completed exemption certificate, the withholding agent may accept a letter from the payee as a substitute explaining why they are not subject to withholding. The letter must contain all the information required on the certificate in similar language, including the under penalty of perjury statement and the

payee's taxpayer identification number (TIN). The certification does not need to be renewed

annually. The certification on Form 590 remains valid until the payee's status changes. The withholding agent must retain a copy of the certification or substitute for at least five years after the last payment to which the certification applies. The agent must provide it to the FTB upon request. If an entertainer (or the entertainer's business

entity) is paid for a performance, the entertainer's information must be provided.

- and allocations of California source income made to foreign partners and members.
- Payments to nonresidents for rents if the payments are made in the course

D Definitions

For California nonwage withholding purposes:

- Nonresident includes all of the following:
 - Individuals who are not residents of California.
 - Corporations not qualified through the California Secretary of State (CA SOS) to do business in California or having no permanent place of business in California.
 - Partnerships or limited liability companies (LLCs) with no permanent place of business in California.
 - Any trust without a resident grantor, beneficiary, or trustee, or estates where the decedent was not a California resident.
- Foreign refers to non-U.S.

For more information about determining resident status, get FTB Pub. 1031, Guidelines for Determining Resident Status. Military servicemembers have special rules for residency. For more information see General Information E, Military Spouse Residency Relief Act (MSRRA), and FTB Pub. 1032, Tax Information for Military Personnel.

Permanent Place of Business:

A corporation has a permanent place of business in California if it is organized and existing under the laws of California or it has qualified through the CA SOS to transact intrastate business. A corporation that has not qualified to transact intrastate business (e.g., a corporation engaged exclusively in interstate commerce) will be considered as having a permanent place of business in California only if it maintains a permanent office in California that is permanently staffed by its employees.

E Military Spouse Residency Relief Act (MSRRA)

Generally, for tax purposes you are considered to maintain your existing residence or domicile. The MSRRA provides:

- A spouse shall not be deemed to have lost a residence or domicile in any state solely by reason of being absent to be with the servicemember serving in compliance with military orders.
- A spouse shall not be deemed to have lost the withholding agent's business.
- Payments to nonresidents for royalties from activities sourced to California.

Do not submit the entertainer's agent or promoter information.

The grantor of a grantor trust shall be treated as the payee for withholding purposes.

Therefore, if the payee is a grantor trust and one or more of the grantors is a nonresident, withholding is required. If all of the grantors on the trust are residents, no withholding is required. Resident grantors can check the box on Form 590 labeled "Individuals — Certification of Residency."

acquired a residence or domicile in any other state solely by reason of being there to be with the servicemember serving in compliance with military orders.

Domicile is defined as the one place:

- Where you maintain a true, fixed, and permanent home.
- To which you intend to return whenever you are absent.

A military servicemember's nonmilitary spouse is considered a nonresident for tax

Form 590 Instructions 2023

Page 1

purposes if the spouse is domiciled outside of California and the spouse is in California solely to be with the servicemember who is serving in compliance with Permanent Change of Station orders. (Note: California may require nonmilitary spouses of military servicemembers to provide proof that they meet the criteria for California personal income tax exemption as set forth in the MSRRRA).

Income of a military servicemember's nonmilitary spouse for services performed in California is not California source income subject to state tax if the spouse is in California to be with the servicemember serving in compliance with military orders, and the spouse is domiciled outside of California.

For additional information or assistance in determining whether the applicant meets the MSRRRA requirements, get FTB Pub. 1032.

Specific Instructions

Payee Instructions

Enter the withholding agent's name.

Enter the payee's information, including the TIN and check the appropriate TIN box.

You must provide a valid TIN as requested on this form. The following are acceptable TINs: social security number (SSN); individual taxpayer identification number (ITIN); federal employer identification number (FEIN); California corporation number (CA Corp no.); or CA SOS file number.

Foreign Address – Follow the country's practice for entering the city, county, province, state, country, and postal code, as applicable, in the appropriate boxes. **Do not** abbreviate the country name.

Exemption Reason – Check the box that reflects the reason why the payee is exempt from the California income tax withholding requirement.

Withholding Agent Instructions

Do not send this form to the FTB. The certification on Form 590 remains valid until the payee's status changes. The withholding agent must retain a copy of the certificate or substitute for at least five years after the last payment to which the certificate applies. The agent must provide it to the FTB upon request.

The payee must notify the withholding agent if any of the following situations occur:

- The individual payee becomes a nonresident.
- The corporation ceases to have a permanent place of business in California or ceases to be qualified to do business in California.
- The partnership ceases to have a permanent place of business in California.
- The LLC ceases to have a permanent place of business in California.
- The tax-exempt entity loses its tax-exempt status.

If any of these situations occur, then withholding may be required. For more information, get Form 592, Resident and Nonresident Withholding Statement, Form 592-B, Resident and Nonresident

Withholding Tax Statement, Form 592-PTE,

Pass-Through Entity Annual Withholding Return, Form 592-Q, Payment Voucher for Pass-Through Entity Withholding, and Form 592-V, Payment Voucher for Resident or Nonresident Withholding.

Additional Information

Website: For more information, go to **ftb.ca.gov** and search for **nonwage**. **MyFTB** offers secure online tax account information and services. For more information, go to **ftb.ca.gov** and login or register for MyFTB.

Telephone: **888.792.4900** or **916.845.4900**, Withholding Services and Compliance phone service

Fax: **916.845.9512**

Mail: **WITHHOLDING SERVICES AND COMPLIANCE MS F182
FRANCHISE TAX BOARD
PO BOX 942867
SACRAMENTO CA 94267-0651**

For questions unrelated to withholding, or to download, view, and print California tax forms and publications, or to access the California Relay Service, see the Internet and Telephone Assistance section.

Internet and Telephone Assistance

Website: **ftb.ca.gov**

Telephone: **800.852.5711** from within the United States
916.845.6500 from outside the United States

California

Relay

Service: **711** or **800.735.2929** for persons with hearing or speaking limitations.

Asistencia Por Internet y Teléfono

Sitio web: **ftb.ca.gov**

Teléfono: **800.852.5711** dentro de los Estados Unidos
916.845.6500 fuera de los Estados Unidos

Servicio de

Retransmisión

de California: **711** o **800.735.2929** para personas con limitaciones auditivas o del habla.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters

The prospective participant certifies to the best of its knowledge and belief that it and the principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
- (b) Have not within a three year period preceding this proposal been convicted of or had a civil judgement rendered against them or commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction: violation of Federal or State antitrust statute or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a government entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

I understand that a false statement on this certification may be grounds for rejection of this proposal or termination of the award. In addition, under 18 USC Sec. 1001, a false statement may result in a fine of up to \$10,000 or imprisonment for up to 5 years, or both.

Typed Name & Title of Authorized Representative

Signature of Authorized Representative Date



CAMPAIGN CONTRIBUTIONS DISCLOSURE

In accordance with California law, bidders and contracting parties are required to disclose, at the time the application is filed, information relating to any campaign contributions made to South Coast Air Quality Management District (SCAQMD) Board Members or members/alternates of the Mobile Source Air Pollution Reduction Review Committee (MSRC) or MSRC Technical Advisory Committee (TAC), including: the name of the party making the contribution (which includes any parent, subsidiary or otherwise related business entity, as defined below), the amount of the contribution, and the date the contribution was made. 2 C.C.R. §18438.8(b). Where a proposed or proposed amended rule impacts three or fewer facilities, those facilities will be treated in much the same manner as contracting parties and so must also complete this form, disclosing information relating to any campaign contributions made to any SCAQMD Board Members. *See* Quadri Advice Letter (2002) A-02.096.¹ In the event that a qualifying campaign contribution is made, the Board Member to whom it was made may be disqualified from participating in the actions involving that donor.

California law prohibits a party, or an agent, from making campaign contributions to SCAQMD Governing Board Members or members/alternates of the MSRC or TAC of more than \$250 while their contract or permit is pending before the SCAQMD; and further prohibits a campaign contribution from being made for twelve (12) months following the date of the final decision by the Governing Board or the MSRC or TAC on a donor's contract or permit. Gov't Code §84308(d). For purposes of reaching the \$250 limit, the campaign contributions of the bidder or contractor plus contributions by its parents, affiliates, and related companies of the contractor or bidder are added together. 2 C.C.R. §18438.5.

In addition, SCAQMD Board Members or members/alternates of the MSRC or TAC must abstain from voting on a contract or permit if they have received a campaign contribution from a party or participant² to the proceeding, or agent, totaling more than \$250 in the 12-month period prior to the consideration of the item by the Governing Board or the MSRC. Gov't Code §84308(c).

The list of current SCAQMD Governing Board Members can be found at the SCAQMD website (www.aqmd.gov). The list of current MSRC and TAC members/alternates can be found at the MSRC website (<http://www.cleantransportationfunding.org>).

SECTION I.

Contractor or Participant (Legal Name): _____

☐ DBA, Name _____, County Filed in _____
☐ Corporation, ID No. _____
☐ LLC/LLP, ID No. _____

List any parent, subsidiaries, or otherwise affiliated business entities of Contractor or Participant:
(See definition below).

¹ The information provided on this form does not, and is not intended to, constitute legal advice. To the extent that you may have questions regarding any case law, citations, or legal interpretations provided above please seek the guidance of your own independent counsel.

² In accordance with California law, a person or entity with a financial interest in a proceeding or particular governmental decision, who is not a party but who actively supports or opposes a particular decision, qualifies as a "participant" in that proceeding for purposes of California Code of Regulations Section 84308. A participant has both a financial interest in the proceeding and communicates with the agency or an officer of the agency for purposes of influencing the proceeding.

SECTION II.

Has Contractor or Participant and/or any parent, subsidiary, or affiliated company, or agent thereof, or persons who direct or control campaign contributions for these entities, made a campaign contribution(s) totaling \$250 or more in the aggregate to a current member of the South Coast Air Quality Management Governing Board or member/alternate of the MSRC or TAC in the 12 months preceding the date of execution of this disclosure?

☐ Yes ☐ No

If YES, complete Section II below and then sign and date the form.

If NO, sign and date below. Include this form with your submittal.

Name(s) of Contributor(s) or Person(s) who Directed or Controlled this Contribution:

Governing Board Member or MSRC or MSRC-TAC Member/Alternate	Amount of Contribution	Date of Contribution

Name(s) of Contributor(s) or Person(s) who Directed or Controlled this Contribution:

Governing Board Member or MSRC or MSRC-TAC Member/Alternate	Amount of Contribution	Date of Contribution

Name(s) of Contributor(s) or Person(s) who Directed or Controlled this Contribution:

Governing Board Member or MSRC or MSRC-TAC Member/Alternate	Amount of Contribution	Date of Contribution

Name(s) of Contributor(s) or Person(s) who Directed or Controlled this Contribution:

Governing Board Member or MSRC or MSRC-TAC Member/Alternate	Amount of Contribution	Date of Contribution

I declare the foregoing disclosures to be true and correct.

By: _____

Title: _____

Date: _____

DEFINITIONS

Parent, Subsidiary, or Otherwise Related Business Entity (2 Cal. Code of Regs., §18703.1(d).)

- (1) Parent subsidiary. A parent subsidiary relationship exists when one corporation directly or indirectly owns shares possessing more than 50 percent of the voting power of another corporation.
- (2) Otherwise related business entity. Business entities, including corporations, partnerships, joint ventures and any other organizations and enterprises operated for profit, which do not have a parent subsidiary relationship are otherwise related if any one of the following three tests is met:
 - (A) One business entity has a controlling ownership interest in the other business entity.
 - (B) There is shared management and control between the entities. In determining whether there is shared management and control, consideration should be given to the following factors:
 - (i) The same person or substantially the same person owns and manages the two entities;
 - (ii) There are common or commingled funds or assets;
 - (iii) The business entities share the use of the same offices or employees, or otherwise share activities, resources or personnel on a regular basis;
 - (iv) There is otherwise a regular and close working relationship between the entities; or
 - (C) A controlling owner (50% or greater interest as a shareholder or as a general partner) in one entity also is a controlling owner in the other entity.



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178

(909) 396-2000 • www.aqmd.gov

STEP 1: Please check all the appropriate boxes

- | | |
|--|--|
| ☐ Individual (Employee, Governing Board Member) | ☐ New Request |
| ☐ Vendor/Contractor | ☐ Cancel Direct Deposit |
| ☐ Changed Information | |

STEP 2: Payee Information

Last Name	First Name	Middle Initial	Title
Vendor/Contractor Business Name (if applicable)			
Address		Apartment or P.O. Box Number	
City	State	Zip	Country
Taxpayer ID Number	Telephone Number	Email Address	

Authorization

1. I authorize South Coast Air Quality Management District (South Coast AQMD) to direct deposit funds to my account in the financial institution as indicated below. I understand that the authorization may be rejected or discontinued by South Coast AQMD at any time. If any of the above information changes, I will promptly complete a new authorization agreement. If the direct deposit is not stopped before closing an account, funds payable to me will be returned to South Coast AQMD for distribution. This will delay my payment.
2. This authorization remains in effect until South Coast AQMD receives written notification of changes or cancellation from you.
3. I hereby release and hold harmless South Coast AQMD for any claims or liability to pay for any losses or costs related to insufficient fund transactions that result from failure within the Automated Clearing House network to correctly and timely deposit monies into my account.

STEP 3:

You must verify that your bank is a member of an Automated Clearing House (ACH). Failure to do so could delay the processing of your payment. You must attach a voided check or have your bank complete the bank information and the account holder must sign below.

To be Completed by your Bank

Staple Voided Check Here	Name of Bank/Institution		
	Account Holder Name(s)		
	☐ Saving ☐ Checking	Account Number	Routing Number
	Bank Representative Printed Name	Bank Representative Signature	Date
	ACCOUNT HOLDER SIGNATURE:		Date

For South Coast AQMD Use Only

Input By _____

Date _____

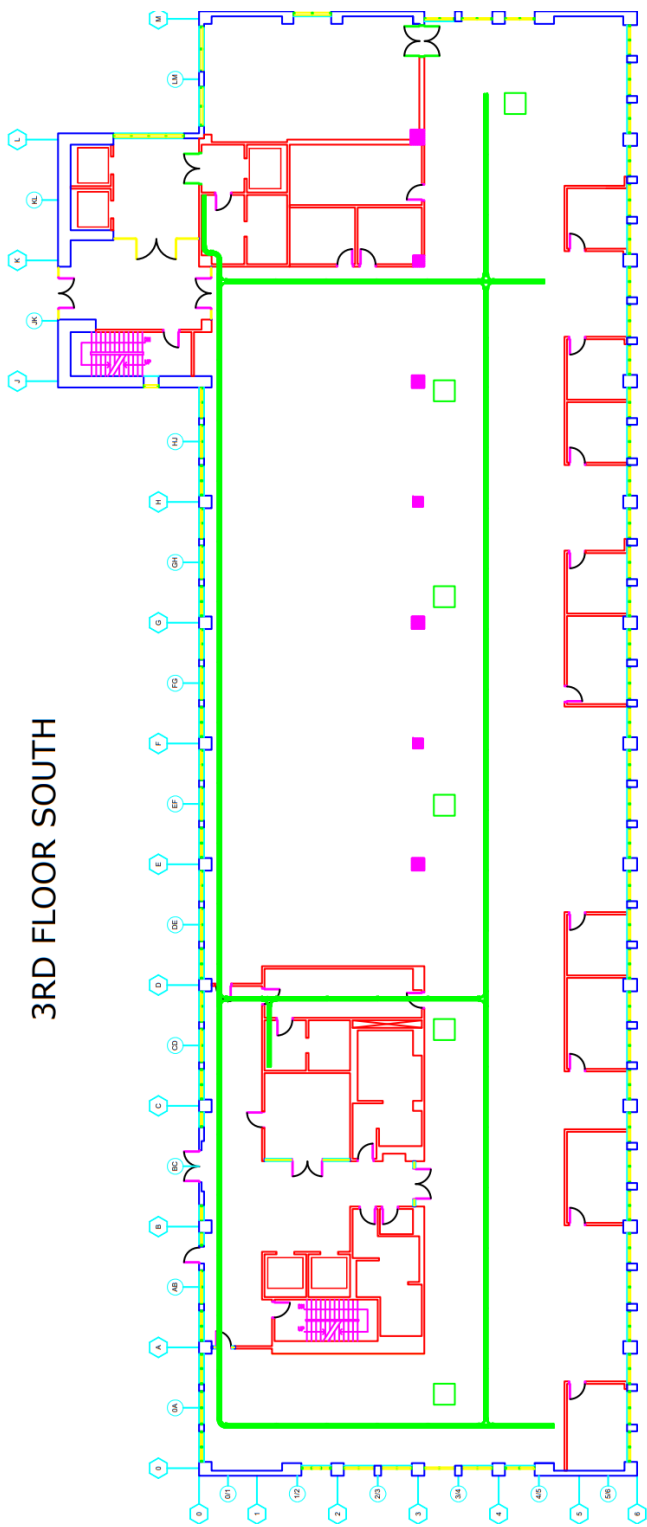
ATTACHMENT C

The part quantities in Attachment C, are estimated quantities only. The vendor is responsible for confirming part quantities and cable lengths between the data closet, the assigned zone cabling enclosure locations, cubicle/office and conference rooms.

Mfr-Part No.	Est. Qty	Description
PUP6AHD04BU-G	90000	Panduit - 6A Plenum rated BLUE
FP6X88MTG-X	30	CAT6A UTP Field Term Plug, 10 Pack
CJ6X88TGBU	800	MiniCom Category 6A RJ45 Jack
CPP24FMWBLY	8	Panduit MiniCom – 24 Port Patch Panel
CPP48HDWBLY	16	Panduit MiniCom – 48 Port High Density Patch Panel
SRB19ED5BL	40	Panduit Strain Relief Bar
UTP28X8INBU	900	Panduit 8" (8 inch) CAT 6A Patch Cable.
UTP28X8BU	400	Panduit 8' (8 feet) CAT 6A Patch Cable.
UTP28X10BU	400	Panduit 10' (10 feet) CAT 6A Patch Cable.
UTP28X5BU	400	Panduit 5' (5 feet) CAT 6A Patch Cable.
CFLP1WH	200	Single gang, flush mount vertical faceplate w/ label, accepts one MiniCom module. White
CFLP2WH	100	Single gang, flush mount vertical faceplate w/ label, accepts two MiniCom module. White
TLBP1S-V	75	Tool-less Blanking Panel
TLBP2S-V	75	Tool-less Blanking Panel
PZICEA	6	Panduit - PanZone® In-Ceiling Enclosure
6G-0601-04	1000	Green Ground Cable
XG64212BS0001	2	FlexFusion™ XG Series Cabinet 42 (600x1070) BLACK
ACF20	2	Smart Rack Security Handle Harness
P12E20G	4	G6 MS PDU, 15AMP, (12)5-20R, NEMA 5-15P
CFPE2WH-X	20	Mini-Com® Executive Style Faceplate with Label Pocket (10)
CFPE1WHY	250	Mini-Com® Executive Style Faceplate with Label Pocket
ACF06	2	Smart Rack Handle with Humidity Sensor and Keypad
CISCO-NETWORK- SUB	1	Cisco Networking Subscription
SVS-L0SPT-CN	1	Cisco Network Product Support
LIC-CW-E	40	Cisco Wireless License - Essentials
LIC-SPACES-ESS	40	Cisco Spaces Extend for Unified Licensing Essentials
CW9176I-CFG	40	Cisco Wireless 9176I(W7,3 radio,3 band 4x4,UWB),Global
CON-ROB-CW9176IC	40	RMA UPGRADE 8X5XNBD Cisco Wireless 9176I (12 Month)
AIR-AP-BRACKET-2	40	802.11 AP Universal Mounting Bracket
AIR-AP-NO-CLIP	40	No AP Ceiling Grid Clip Required
CW9176-MULTI	40	Multi-AP packaging, minimum order qty is 6 APs
C9800-CL-K9	2	Cisco Catalyst 9800-CL Wireless Controller for Cloud
C9300-48UN-E	2	Cisco Catalyst 9300 - Network Essentials - switch - 48 ports
PWR-C1-1100WAC-P	2	1100W AC CONFIG 1 SECONDARY POWER SUPPLY
STACK-T1-50CM	2	Cisco StackWise 480 - stacking cable - 1.6 ft

CAB-SPWR-30CM	2	Cisco StackPower - power cable - 1 ft
SC9800CLGCPK9-173	2	Cisco Catalyst 9800-CL Wireless Controllers - GCP
CON-ECMUSC9800CLC	2	Cisco Smart Net Total Care Software Support Service - 1 Year
LIC-ENT-1YR	40	Meraki MR Enterprise License, 1YR
C9300-DNA-E-48	2	Cisco Digital Network Architecture Essentials
NETWORK-PNP-LIC	2	Cisco Network Plug-n-Play Connect - license - 1 license
CON-SNT-C93004UN	2	Cisco Smart Net Total Care - extended service agreement
C9300-NM-8X	2	CATALYST 9300 NETWORK MODULE 8 X 10G
SFP-10G-SR=	8	10GBASE-SR SFP MODULE
10506-706	2	CHATSWORTH Cable runway Elevation kit for racks 4" – 6" High.
14304-718	4	CHATSWORTH Tool-less Cross member radius drop 18" W (457mm)
	TBD	Misc. Installation parts for Ceiling Enclosures.
	TBD	Misc. parts J-Hook with clip (cable support).
	TBD	Misc. parts concrete anchors for cabinet.

ATTACHMENT D



ATTACHMENT 2
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
REQUEST FOR QUOTATION (RFQ) FOR MODULAR FURNITURE
SYSTEMS MOVING SERVICES

Q2026-01

PURPOSE

South Coast Air Quality Management District (South Coast AQMD) invites sealed quotes from qualified firms interested in providing modular furniture systems moving services at the Diamond Bar headquarters. In the preparation of this Request for Quotes (RFQ), the word "Proposer," "Contractor," "Vendor," and "Consultant" are used interchangeably.

INDEX - The following are contained in this RFQ.

Section I	Background/Information/Schedule of Events
Section II	Participation in the Procurement Process
Section III	Scope of Work
Section IV	Response Submittal Requirements
Section V	Evaluation and Selection Criteria
Section VI	Request for Quotation/Title Page
Section VII	References
Section VIII	Company Information Questionnaire
Attachment A	Terms and Conditions
Attachment B	Participation in the Procurement Process
Attachment C	Certifications and Representations

SECTION I: BACKGROUND/INFORMATION/SCHEDULE OF EVENTS

South Coast AQMD is a regional governmental agency responsible for meeting air quality health standards in Orange County and parts of Los Angeles, Riverside and San Bernardino counties.

The object of this RFQ is to obtain quotations from qualified vendors to provide the disassembly and reassembly of existing modular furniture systems at South Coast AQMD Diamond Bar headquarters' third floor. This project may include, but not limited to, the procurement of moving supplies, coordination with South Coast AQMD's Business Services Manager or designated staff, and removal and disposal or recycling of outdated or surplus items.

SOUTH COAST AQMD CONTACT PERSONS:

Questions regarding the content or intent of this RFQ or on procedural matters should be addressed to:

Administrative:	Technical:
Procurement Unit	Victoria Leung, Business Services Manager
South Coast Air Quality Management District	South Coast Air Quality Management District
21865 Copley Drive	21865 Copley Drive
Diamond Bar, CA 91765	Diamond Bar, CA 91765
909-396-3520	909-396-3027
	vleung@aqmd.gov

SCHEDULE OF EVENTS

November 7, 2025

December 4, 2025

January 9, 2026

January 10-23, 2026

April 3, 2026

April 17, 2026

Release of RFQ

Mandatory Zoom Bidder's Conference*

RFQ Closes at 2:00 P.M.

Quotation Evaluation

Anticipated Governing Board Approval

Anticipated Issue Purchase Order

Please note that South Coast AQMD is closed on Monday and cannot receive bid submittals accordingly.

***MANDATORY ZOOM BIDDER'S CONFERENCE**

A bidder's conference will be held on:

Date: December 4, 2025

Time: 11:00 a.m.

Participation in the Zoom bidder's conference is mandatory. Questions may be asked and answered at that time. Additional information or amendments may also be provided. Those interested in participating will need to contact Jacqueline Gonzalez at jgonzalez1@aqmd.gov no later than December 2, 2025, at 5:00 p.m. for the Zoom ID/link.

Proposals will not be accepted from business(es) that do not send an authorized representative to the mandatory Zoom bidder's conference.

An OPTIONAL walkthrough may be requested for those who are interested. Please contact Jacqueline Gonzalez at jgonzalez1@aqmd.gov to set up an in-person walkthrough after the Zoom Bidder's Conference on December 4, 2025.

SECTION II: PARTICIPATION IN THE PROCUREMENT PROCESS

It is the policy of South Coast AQMD to ensure that all businesses including minority business enterprises, women business enterprises, disabled veteran business enterprises and small businesses have a fair and equitable opportunity to compete for and participate in South Coast AQMD contracts. Attachments B and C to this RFQ contain definitions and further information.

SECTION III: SCOPE OF WORK

The request for modular furniture systems moving services is located at South Coast AQMD Diamond Bar headquarters' third floor of approximately 19,000 sq. ft. South Coast AQMD currently uses a Haworth modular office furniture system. The disassembly and reassembly will cover approximately 140 workstations, including, but not limited to, cubicle panels, overhead shelves, pedestals, cabinets, worksurfaces, chairs, keyboards, and moving boxes. The current and proposed floor plans for this project will be presented during the Mandatory Zoom Bidder's Conference to be held on December 4, 2025, at 11:00 a.m.

South Coast AQMD's business hours are Tuesday through Friday, 7:00 a.m. to 5:30 p.m. All services shall be performed during these hours unless prior written approval is obtained for work outside of this schedule.

This project will be completed in multiple phases to align with renovation and infrastructure upgrades being

managed by other departments. The schedule for moving services will be contingent upon coordination with the Building Maintenance division and Information Management department.

The awarded vendor will be required to remain flexible and responsive to project scheduling needs. Precise dates for each phase will be communicated as they are confirmed, and vendors should be prepared to adjust for minimal lead time.

Contractor must provide all necessary labor, materials, and equipment for the modular furniture system moving services. Contractor must provide reusable keyboard bags for the disassembly and reassembly of the Haworth modular office furniture system.

Contractor must ensure that all personnel assigned to this project are trained and qualified to safely reconnect power to modular furniture systems in accordance with manufacturer specifications and applicable safety standards. Contractor is also responsible for testing each connect to confirm that power is functioning properly upon reassembly. Any issues identified during testing must be promptly addressed before the area is considered complete.

SECTION IV: RESPONSE SUBMITTAL REQUIREMENTS

QUOTES - All quotes must be submitted according to specifications set forth in this RFQ.

SIGNATURE- Quotes must be signed by an authorized representative of the vendor.

DUE DATE - **Four (4) complete copies of the quotes must be submitted.** Quotes must be typewritten and submitted in a sealed envelope, plainly marked in the upper, left-hand corner with the name and address of the vendor with the words, "Request for Quotation Q2026-01". It should be addressed to:

Procurement Unit
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

Quotes are due no later than 2:00 p.m. on January 9, 2026. Any corrections or resubmissions of the quote will not be sufficient reason to extend the deadline.

No late quotations will be accepted under any circumstances.

Grounds for rejection: A quote may be rejected if:

1. It is not prepared in the format described, or
2. It is signed by an individual not authorized to represent the firm.

FORMAT - the content and format of the quote will adhere to the specifications listed below. Failure to follow this format may result in quote disqualification.

1. A typed cover letter must be included, with the name, address, telephone number, e-mail address, and face number (if available) of the vendor. The letter must also include the name, title, and telephone number of the vendor's designated contact person and must be signed by the person authorized to submit a response for the vendor.

2. The proposal must be completed as indicated in the RFQ and submitted in its entirety, including:
 - a. Section VI – RFQ/Title Page
 - b. Section VII – References
 - c. Section VIII – Company Information Questionnaire
 - d. Attachment C – Certification and Representations
3. Submit four (4) complete copies of the RFQ response.

SECTION V: EVALUATION AND SELECTION CRITERIA

Award will be made to the vendor submitting the lowest cost quotation which is fully responsive to the specifications set forth in the RFQ, and/or providing the best value to the South Coast AQMD in accordance with the South Coast AQMD Procurement Policy and Procedure.

It is the policy of the South Coast AQMD to receive at least as favorable pricing, warranties, conditions, benefits and terms as other customers or clients making similar purchases or receiving similar services. To this purpose, formal bidding procedures, sole source awards, and RFP/RFQ processes will include a certification for “most favored customer” status. South Coast AQMD will give preference, where appropriate, to vendors who certify that they will provide “most favored customer” status to the South Coast AQMD.

Disabled Veteran Business Enterprises (DVBE's), Small Businesses, Zero or Near-Zero Emission Vehicle Businesses, Off-Peak Hours Delivery Businesses, Local Businesses and businesses offering the South Coast AQMD most favored customer pricing status, meeting the definitions contained in Attachments B and C of this RFQ shall be granted a preference in an amount equal to the percentage listed below of the lowest cost responsive quote (preference percentage points):

Small Business or Small Business Joint Venture	5%
DVBE or DVBE Joint Venture	5%
Zero or Near-Zero Emission Vehicle Business	5%
Local Business (Non-EPA Funded Projects only)	2%
Off-Peak Hours Delivery Business	2%
Most Favored Customer Pricing Status	2%

To receive additional preference percentage points in the evaluation process for the categories of Small Business or Small Business Joint Venture, DVBE or DVBE Joint Venture or Local Business (for non-EPA funded projects), the bidder must submit a self-certification at the time of quotation submission certifying that the bidder meets the requirements set forth Attachments B and C. To receive preference percentage points for the use of DVBE and/or Small Business subcontractors, at least 25 percent of the total contract value must be subcontracted to DVBEs and/or Small Businesses. To receive preference percentage points as a Zero or Near-Zero Emission Vehicle Business, the bidder must demonstrate to the Executive Officer, or designee, that supplies and materials delivered to South Coast AQMD are delivered in vehicles that operate on clean-fuels. To receive percentage points as a Local Business, the bidder must affirm that it has an ongoing business within the South Coast AQMD at the time of the bid/quotation submittal and that 90% of the work related to the contract/purchase order will be performed in the South Coast AQMD. Federally funded projects are not eligible for local business percentage points. To receive preference percentage points as an Off-Peak Hours Delivery Business, the proposer must submit, at quotation submission, certification of its commitment to delivering supplies and materials to South Coast AQMD between the hours of 10:00 a.m. and 3:00 p.m. Businesses offering Most Favored Customer status shall be granted a preference in an amount equal to 2 percent of the lowest cost responsive bid. The cumulative preference percentage points awarded for Small Business, DVBE, use of Small Business or DVBE Subcontractors, Local Business, Zero or Near-Zero Vehicle Business and Off-Peak Hour Delivery Business shall not exceed

15 preference percentage points.

Specify Yes/No next to the applicable categories as they pertain to price and delivery of the item(s) on this RFQ only. In order to receive eligible business preference/percentage points, vendor must complete this section:

Disabled Veteran Business Enterprise	_____	Local Business*	_____
Disabled Veteran Business Enterprise	_____	Zero or Near-Zero Vehicle	_____
Joint Venture	_____	Business**	_____
		Off-Peak Hours Delivery	_____
Small Business	_____	Business	_____
		Most Favored Customer Pricing	_____
Small Business Joint Venture	_____	Status	_____

*Local business preference will be awarded to eligible vendors when procurements are not funded in whole or in part by federal grant funds.

**If you answered "yes" for above Zero or Near-Zero Emission Vehicle Business, complete section below. Check the type of vehicle that qualifies your business as a Zero or Near-Zero Emission Vehicle Business in conducting deliveries to South Coast AQMD. If a common carrier is used, please list the carrier name. This information is subject to verification.

Type of Zero or Near-Zero Emission Vehicle:	Check Vehicle Type	Name of Common Carrier (if applicable)
Electric Powered Vehicle		
Compressed Natural Gas (CNG) Powered Vehicle		
Liquefied Natural Gas (LNG) Powered Vehicle		
Liquefied Petroleum (LPG) Powered Vehicle		
Ethanol Powered Vehicle		
Methanol Powered Vehicle		
Hydrogen Powered Vehicle		

The Procurement Section will be responsible for monitoring compliance of suppliers awarded purchase orders based upon use of low-emission vehicles or off-peak traffic hour delivery commitments through the use of vendor logs which will identify the contractor awarded the incentive. The purchase order shall incorporate terms which obligate the supplier to deliver materials in low-emission vehicles or deliver during off-peak traffic hours. The Receiving department will monitor those qualified supplier deliveries to ensure compliance to the purchase order requirements. Suppliers in non-compliance will be subject to a two percent of total purchase order value penalty. The Procurement Manager will adjudicate any disputes regarding either low-emission vehicle or off-peak hour deliveries.

The Governing Board has approved a Bid Protest Procedure which provides a process for a bidder or prospective bidder to submit a written protest to South Coast AQMD Procurement Manager in recognition of two types of protests: Protest Regarding Solicitation and Protest Regarding Award of a Contract. Copies of the Bid Protest Policy can be secured through a request to South Coast AQMD Procurement Department.

If quotations submittal is for a Public Works project as defined by State of California Labor Code

Section 1720, bidder is required to include Contractor Registration No. in Attachment C. Quotation submittal will be deemed as non-responsive and bidder may be disqualified if Contractor Registration No. is not included in Attachment C. Bidder is alerted to changes to California Prevailing Wage compliance requirements as defined in Senate Bill 854 (Stat. 2014, Chapter 28) and California Labor Code Sections 1770, 1771, 1725, 1777, 1813 and 1815.

PERFORMANCE AND PAYMENT BONDS

Before issuance of the Purchase Order, the Contractor shall file surety bonds in the amounts and for the purpose specified in the Request for Quotations (RFQ). Bonds shall be issued by a surety who is listed in the latest version of U.S. Department of Treasury Circular 570, who is authorized to issue bonds in California, and whose bonding limitation shown in said circular is sufficient to provide bonds in the amount required by the Contract shall be approved by South Coast AQMD. Bonds from all other sureties shall be accompanied by all of the documents enumerated in the Code of Civil Procedure, Section 995.660a).

Each bond shall incorporated, by reference in the Purchase Order and be signed by both the Bidder and Surety. The signature of the authorized agent of the Surety shall be notarized. The Contractor shall provide 2 good and sufficient surety bonds.

PERFORMANCE BOND

The Performance Bond shall be for 100 percent of the Purchase Order Price to guaranty faithful performance of all work, within the time prescribed, in a manner satisfactory to South Coast AQMD, and that all materials and workmanship will be free from original or developed defects. The bond must remain in effect until the end of all warranty periods as set forth in the Purchase Order.

The selected Contractor shall be required to furnish and pay all bond premiums, costs and incidentals listed below.

Should any bond become insufficient, the Contractor shall renew the bond within 10 Days after receiving notice from South Coast AQMD.

Should any surety at any time be unsatisfactory to South Coast AQMD, notice to the effect will be given to the Contractor. No further payments shall be deemed due or will be made under the Contract until a new surety qualifies and is accepted by South Coast AQMD.

Changes in the Project or extension of time, made pursuant to the Contract, shall in no way release the Contractor of Surety from the obligation. Notice of such changes or extensions shall be waived by the Surety.

1. UNSATISFACTORY SURETIES - Should any Surety, at any time, be deemed unsatisfactory by South Coast AQMD, notice will be given to the Contractor to that effect. No further payments shall be deemed due, or will be made under the Contract until a new Surety shall qualify and be accepted by South Coast AQMD.
2. EFFECT OF CHANGES IN THE WORK/EXTENSIONS OF TIME ON THE SURETY
Changes in the work, or extensions of time, made pursuant to the Contract, shall in no way release the Contractor or the Surety from their obligations under the bond. Notice of such changes or extensions shall be waived by the Surety.

DISPOSITION: South Coast AQMD reserves the right to reject any or all quotations. All materials and documents submitted with the quote will become the property of South Coast AQMD.

**REQUEST FOR QUOTATION (RFQ) FOR MODULAR FURNITURE
SYSTEMS MOVING SERVICES**

TO: South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765
Attention: Procurement Manager

The undersigned, having carefully examined South Coast AQMD's specifications attached hereto, hereby proposed and agrees to the conditions stated in this quotation. If this quote is accepted by South Coast AQMD, the undersigned agrees to the conditions as stated.

Company Name _____

Company Address _____

Authorized by _____
(print name)

Authorized Signature _____

Title _____

Telephone No. _____

Contact Email Address: _____

**NOTE: FOUR (4) COMPLETE COPIES OF RFQ RESPONSE MUST BE SUBMITTED.
REQUEST FOR QUOTATION Q2026-01
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT**

SECTION VII:**REFERENCES****Q2026-01**

- 1 Company Name _____
 Address _____

 Contact Person _____
 Phone Number _____
 Cell Phone _____
 E-mail Address _____

- 2 Company Name _____
 Address _____

 Contact Person _____
 Phone Number _____
 Cell Phone _____
 E-mail Address _____

- 3 Company Name _____
 Address _____

 Contact Person _____
 Phone Number _____
 Cell Phone _____
 E-mail Address _____

- 4 Company Name _____
 Address _____

 Contact Person _____
 Phone Number _____
 Cell Phone _____
 E-mail Address _____

- 5 Company Name _____
 Address _____

 Contact Person _____
 Phone Number _____
 Cell Phone _____
 E-mail Address _____

SECTION VIII: COMPANY INFORMATION QUESTIONNAIRE**Q2026-01**

Please provide the following information regarding your company:

1. How many years has your company been providing modular furniture moving services?
2. Have you worked with specific modular furniture systems (e.g., Haworth, Herman Miller, Steelcase)? Please specify.
3. Describe your approach to scheduling and coordination with South Coast AQMD's Business Services Manager or designated staff.
4. What is your process for labeling, tracking, disassembly, and reassembly of modular furniture systems?
5. What is the anticipated crew size per phase?
6. What are the anticipated working hours per day? What are the anticipated working days per week?
7. Describe the anticipated timeline for each phase as described and presented in the Mandatory Zoom Bidder's Conference.
8. Will your company be able to provide flexibility in scheduling to align with the renovation and infrastructure upgrades being managed by other departments within the building?
9. Indicate the typical amount of lead time your company requires for scheduling for each project phase.
10. Will subcontractors be used for any portion of the work? If yes, please list them and describe their roles.
11. How do you ensure proper handling of power and data components during disassembly and reconnection?
12. Describe in detail how you handle unanticipated issues or last-minute floor plan or schedule changes.
13. Describe your safety protocols and any compliance procedures.
14. Is the crew trained and qualified to safely reconnect power to modular office furniture systems in accordance with manufacturer specifications and applicable safety standards?
15. Can you meet the required insurance and performance bond requirements?
16. Provide a detailed pricing breakdown, including labor rates, supplies (i.e., keyboard bags), and any additional charges.

ATTACHMENT A

TERMS AND CONDITIONS

1. Cash Discount Cash discount period will be computed either from the date of delivery and acceptance of the goods ordered or the date of receipt of correct and proper invoices, prepared in accordance with the terms of the purchase order, whichever is later.

2. Sales or Use Taxes Unless otherwise definitely specified, the prices quoted herein do not include sales or use taxes.

3. Transportation Charges No charges for transportation, unloading, containers, packing, etc., will be allowed unless specified in vendor's quotation.

4. Infringement Indemnity Vendor shall defend at its expense any suit against South Coast Air Quality Management District (South Coast AQMD) based on a claim that any item furnished under this agreement or the normal sale thereof infringes any United States Letters Patent or copyright and shall pay costs and damages finally awarded in any such suit provided Vendor is notified in writing of the suit and given authority, information, and assistance at Vendor's expense for defense of same if the use of said item is enjoined as a result of such suit. Vendor at no expense to District shall obtain for South Coast AQMD the right to use and sell said item or shall substitute an equivalent item acceptable to South Coast AQMD and extend this patent indemnity thereto.

5. Force Majeure Neither South Coast AQMD nor Vendor shall be liable or deemed to be in default for any delay or failure in performance under this agreement or interruption of services resulting, directly or indirectly, from acts of God, civil or military authority, acts of public enemy, war, strikes, labor disputes, shortages of suitable parts, materials, labor or transportation, or any similar cause beyond the reasonable control of South Coast AQMD or Vendor.

6. Non-Discrimination In the performance of this agreement, Vendor shall not discriminate in recruiting, hiring, promotion, demotion, or termination practices on the basis of race, religious creed, color, national origin, ancestry, sex, age, or physical or mental disability and shall comply with the provisions of the California Fair Employment & Housing Act (Government Code Section 12900 et. seq.), the Federal Civil Rights Act of 1964 (P.L. 88-352) and all amendments thereto, Executive Order no. 11246 (30 Federal Register 12319), and all administrative rules and regulations issued pursuant to said Acts and Order. Vendor shall likewise require each subcontractor to comply with this paragraph and shall include in each subcontract language similar to this paragraph.

7. Federal, State, and Local Laws Vendor warrants that in the performance of this agreement it shall comply with all applicable Federal, State and local laws and ordinances and all lawful orders, rules and regulations hereunder.

8. Assignments and Subcontractors Neither this agreement or any interest herein nor claim hereunder may be assigned by Vendor voluntarily or by operation of law, nor may all or substantially all of this agreement be further subcontracted by Vendor without the prior written consent of South AQMD. Consent by South Coast AQMD shall not be deemed to relieve Vendor of its obligations to comply with the requirements hereof.

9. Indemnification Vendor agrees to hold harmless, indemnify, and defend South Coast AQMD, its officers, employees, agents, representatives, and successors-in-interest against any and all loss, damage, cost, or expenses which South Coast AQMD, its officers, employees, agents, representatives,

and successors-in-interest may incur or be required to pay by reason of any injury or property damage caused or incurred by Vendor, its employees, contractors, or agents in the performance of this agreement.

10. Termination In the event Vendor fails to comply with any term or condition of this agreement, or fails to provide the supplies or services in the manner agreed upon by the parties, this failure shall constitute a breach

of the agreement. South Coast AQMD at its sole discretion shall either notify the Vendor that it must cure this breach within fifteen (15) days of notice of breach or provide written notification of its intention to terminate this agreement. South Coast AQMD reserves the right to terminate this agreement for its convenience and will reimburse Vendor for actual costs incurred in performance of this agreement through the effective date of termination. Upon receipt of notice of termination, Vendor shall immediately take action not to incur any further obligations, cost, or expenses except as may be reasonably necessary to termination activities. All finished or unfinished materials procured or produced by Vendor hereunder shall, at the option of South Coast AQMD, become South Coast AQMD property upon the date of such termination.

11. Changes By written notice, South Coast AQMD may, from time to time, order work suspension or make changes in quantities, drawings, specifications, place of delivery or delivery schedules, methods of shipment and packaging and/or property and services to be furnished by South Coast AQMD. If a change causes an increase or decrease in the price of this agreement or in the time required for its performance, Vendor shall promptly notify South Coast AQMD and assert its claim for adjustment within thirty (30) days after the change is ordered and an equitable adjustment shall be made to the agreement. However, nothing in this clause shall excuse Vendor from proceedings immediately with the agreement as changed.

12. Title and Risk of Loss Unless otherwise provided in this agreement, Vendor shall have title to and bear the risk of any loss of or damage to items purchased hereunder until they are delivered in conformity with this agreement at the F.O. B. point specified herein. Upon such delivery, title shall pass from Vendor to South Coast AQMD and Vendor's responsibility for loss or damage shall cease, except for loss or damage resulting from Vendor's negligence. Passing of title upon such delivery shall not constitute acceptance of the item by South Coast AQMD.

13. Inspection and Acceptance All items are subject to final inspection and acceptance by South Coast AQMD at destination notwithstanding any payment or prior inspection at Vendor's facilities. Final inspection will be made within a reasonable time after receipt of items hereunder.

14. Payment Unless otherwise provided in this agreement, terms are net 30 days.

15. Most Favored Customer It is the policy of the South Coast AQMD to receive at least as favorable pricing, warranties, conditions, benefits and terms as other customers or clients making similar purchases or receiving similar services. To this purpose, formal bidding procedures, sole source awards, and RFP/RFQ processes will include a certification for "most favored customer" status. South Coast AQMD will give preference, where appropriate, to vendors who certify that they will provide "most favored customer" status to the South Coast AQMD.

ATTACHMENT B

PARTICIPATION IN THE PROCUREMENT PROCESS

- A. It is the policy of South Coast Air Quality Management District (South Coast AQMD) to ensure that all businesses including minority business enterprises, women business enterprises, disabled veteran business enterprises and small businesses have a fair and equitable opportunity to compete for and participate in South Coast AQMD contracts.

B. Definitions:

The definition of minority, women or disadvantaged business enterprises set forth below is included for purposes of determining compliance with the affirmative steps requirement described in Paragraph G below on procurements funded in whole or in part with federal grant funds which involve the use of subcontractors. The definition provided for disabled veteran business enterprise, local business, small business enterprise, zero or near-zero emission vehicle business and off-peak hours delivery business are provided for purposes of determining eligibility for point or cost considerations in the evaluation process.

1. "Women business enterprise" (WBE) as used in this policy means a business enterprise that meets all of the following criteria:
 - a. a business that is at least 51 percent owned by one or more women, or in the case of any business whose stock is publicly held, at least 51 percent of the stock is owned by one or more women.
 - b. a business whose management and daily business operations are controlled by one or more women.
 - c. a business which is a sole proprietorship, corporation, or partnership with its primary headquarters office located in the United States, which is not a branch or subsidiary of a foreign corporation, foreign firm, or other foreign-based business.
2. "Disabled veteran" as used in this policy is a United States military, naval, or air service veteran with at least 10 percent service-connected disability who is a resident of California.
3. "Disabled veteran business enterprise" (DVBE) as used in this policy means a business enterprise that meets all of the following criteria:
 - a. is a sole proprietorship or partnership of which at least 51 percent is owned by one or more disabled veterans or, in the case of a publicly owned business, at least 51 percent of its stock is owned by one or more disabled veterans; a subsidiary which is wholly owned by a parent corporation but only if at least 51 percent of the voting stock of the parent corporation is owned by one or more disabled veterans; or a joint venture in which at least 51 percent of the joint venture's management and control and earnings are held by one or more disabled veterans.
 - b. the management and control of the daily business operations are by one or more disabled veterans. The disabled veterans who exercise management and control are not required to be the same disabled veterans as the owners of the business.
 - c. is a sole proprietorship, corporation, or partnership with its primary headquarters office located in the United States, which is not a branch or subsidiary of a foreign corporation,

firm, or other foreign-based business.

4. "Local business" as used in this policy means a company that has an ongoing business within geographical boundaries of South Coast AQMD at the time of bid or proposal submittal and performs 90% of the work related to the contract within the geographical boundaries of South Coast AQMD and satisfies

the requirements of subparagraph H below. Proposals for legislative representation, such as in Sacramento, California or Washington D.C. are not eligible for local business incentive points.

5. "Small business" as used in this policy means a business that meets the following criteria:
 - a. 1) an independently owned and operated business; 2) not dominant in its field of operation; 3) together with affiliates is either:
 - ☐ A service, construction, or non-manufacturer with 100 or fewer employees, and average annual gross receipts of ten million dollars (\$10,000,000) or less over the previous three years, or
 - ☐ A manufacturer with 100 or fewer employees.
 - b. Manufacturer means a business that is both of the following:
 - 1) Primarily engaged in the chemical or mechanical transformation of raw materials or processed substances into new products.
 - 2) Classified between Codes 311000 and 339000, inclusive, of the North American Industrial Classification System (NAICS) Manual published by the United States Office of Management and Budget, 2007 edition.
6. "Joint ventures" as defined in this policy pertaining to certification means that one party to the joint venture is a DVBE or small business and owns at least 51 percent of the joint venture.
7. "Zero or Near-Zero Vehicle Business" as used in this policy means a company or contractor that uses zero or near-zero emission vehicles in conducting deliveries to South Coast AQMD. Zero or near-zero emission vehicles include vehicles powered by electric, compressed natural gas (CNG), liquefied natural gas (LNG), liquefied petroleum gas (LPG), ethanol, methanol, hydrogen and are certified to 90% or lower than the existing standard.
8. "Off-Peak Hours Delivery Business" as used in this policy means a company or contractor that commits to conducting deliveries to South Coast AQMD during off-peak traffic hours defined as between 10:00 a.m. and 3:00 p.m.
9. "Benefits Incentive Business" as used in this policy means a company or contractor that provides janitorial, security guard or landscaping services to South Coast AQMD and commits to providing employee health benefits (as defined below in Section VIII.D.2.d) for full time workers with affordable deductible and co-payment terms.
10. "Minority Business Enterprise" as used in this policy means a business that is at least 51 percent owned by one or more minority person(s), or in the case of any business whose stock is publicly held, at least 51 percent of the stock is owned by one or more minority persons.
 - a. a business whose management and daily business operations are controlled by one or more minority persons.

- b. a business which is a sole proprietorship, corporation, or partnership with its primary headquarters office located in the United States, which is not a branch or subsidiary of a foreign corporation, foreign firm, or other foreign-based business.
 - c. "Minority person" for purposes of this policy, means a Black American, Hispanic American, Native- American (including American Indian, Eskimo, Aleut, and Native Hawaiian), Asian-Indian (including a person whose origins are from India, Pakistan, and Bangladesh), Asian-Pacific-American (including a person whose origins are from Japan, China, the Philippines, Vietnam, Korea, Samoa, Guam, the United States Trust Territories of the Pacific, Northern Marianas, Laos, Cambodia, and Taiwan).
11. "Most Favored Customer" as used in this policy means that the South Coast AQMD will receive at least as favorable pricing, warranties, conditions, benefits and terms as other customers or clients making similar purchases or receiving similar services.
 12. "Disadvantaged Business Enterprise" as used in this policy means a business that is an entity owned and/or controlled by a socially and economically disadvantaged individual(s) as described by Title X of the Clean Air Act Amendments of 1990 (42 U.S.C. 7601 note) (10% statute), and Public Law 102-389 (42 U.S.C. 4370d)(8% statute), respectively; a Small Business Enterprise (SBE); a Small Business in a Rural Area (SBRA); a Labor Surplus Area Firm (LSAF); or a Historically Underutilized Business (HUB) Zone Small Business Concern, or a concern under a successor program.
- C. Under Request for Quotations (RFQ), DVBEs, DVBE business joint ventures, small businesses, and small business joint ventures shall be granted a preference in an amount equal to 5% of the lowest cost responsive bid. Zero or Near-Zero Emission Vehicle Businesses shall be granted a preference in an amount equal to 5 percent of the lowest cost responsive bid. Off-Peak Hours Delivery Businesses shall be granted a preference in an amount equal to 2 percent of the lowest cost responsive bid. Local businesses (if the procurement is not funded in whole or in part by federal grant funds) shall be granted a preference in an amount equal to 2% of the lowest cost responsive bid. Businesses offering Most Favored Customer status shall be granted a preference in an amount equal to 2 percent of the lowest cost responsive bid.
 - D. Under Request for Proposals, DVBEs, DVBE joint ventures, small businesses, and small business joint ventures shall be awarded ten (10) points in the evaluation process. A non-DVBE or large business shall receive seven (7) points for subcontracting at least twenty-five (25%) of the total contract value to a DVBE and/or small business. Zero or Near-Zero Emission Vehicle Businesses shall be awarded five (5) points in the evaluation process. On procurements which are not funded in whole or in part by federal grant funds local businesses shall receive five (5) points. Off-Peak Hours Delivery Businesses shall be awarded two (2) points in the evaluation process. Businesses offering Most Favored Customer status shall be awarded two (2) points in the evaluation process.
 - E. South Coast AQMD will ensure that discrimination in the award and performance of contracts does not occur on the basis of race, color, sex, national origin, marital status, sexual preference, creed, ancestry, medical condition, or retaliation for having filed a discrimination complaint in the performance of South Coast AQMD contractual obligations.
 - F. South Coast AQMD requires Contractor to be in compliance with all state and federal laws and regulations with respect to its employees throughout the term of any awarded contract, including state minimum wage laws and OSHA requirements.
 - G. When contracts are funded in whole or in part by federal funds, and if subcontracts are to be let, the Contractor must comply with the following, evidencing a good faith effort to solicit disadvantaged businesses. Contractor shall submit a certification signed by an authorized official affirming its status

as a MBE or WBE, as applicable, at the time of contract execution. South Coast AQMD reserves the right to request documentation demonstrating compliance with the following good faith efforts prior to contract execution.

1. Ensure Disadvantaged Business Enterprises (DBEs) are made aware of contracting opportunities to the fullest extent practicable through outreach and recruitment activities. For Indian Tribal, State and Local Government recipients, this will include placing DBEs on solicitation lists and soliciting them whenever they are potential sources.
 2. Make information on forthcoming opportunities available to DBEs and arrange time frames for contracts and establish delivery schedules, where the requirements permit, in a way that encourages and facilitates participation by DBEs in the competitive process. This includes,
whenever possible, posting solicitations for bids or proposals for a minimum of 30 calendar days before the bid or proposal closing date.
 3. Consider in the contracting process whether firms competing for large contracts could subcontract with DBEs. For Indian Tribal, State and Local Government recipients, this will include dividing total requirements when economically feasible into smaller tasks or quantities to permit maximum participation by DBEs in the competitive process.
 4. Encourage contracting with a consortium of DBEs when a contract is too large for one of these firms to handle individually.
 5. Using the services and assistance of the Small Business Administration and the Minority Business Development Agency of the Department of Commerce.
 6. If the prime contractor awards subcontracts, require the prime contractor to take the above steps.
- H. To the extent that any conflict exists between this policy and any requirements imposed by federal and state law relating to participation in a contract by a certified MBE/WBE/DVBE as a condition of receipt of federal or state funds, the federal or state requirements shall prevail.
- I. When contracts are not funded in whole or in part by federal grant funds, a local business preference will be awarded. For such contracts that involve the purchase of commercial off-the-shelf products, local business preference will be given to suppliers or distributors of commercial off-the-shelf products who maintain an ongoing business within the geographical boundaries of South Coast AQMD. However, if the subject matter of the RFP or RFQ calls for the fabrication or manufacture of custom products, only companies performing 90% of the manufacturing or fabrication effort within the geographical boundaries of South Coast AQMD shall be entitled to the local business preference. Proposals for legislative representation, such as in Sacramento, California or Washington D.C. are not eligible for local business incentive points.
- J. In compliance with federal fair share requirements set forth in 40 CFR Part 33, South Coast AQMD shall establish a fair share goal annually for expenditures with federal funds covered by its procurement policy.

ATTACHMENT C

CERTIFICATIONS AND REPRESENTATIONS



South Coast Air Quality Management District

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

Business Information Request

Dear South Coast AQMD Contractor/Supplier:

South Coast Air Quality Management District (South Coast AQMD) is committed to ensuring that our contractor/supplier records are current and accurate. If your firm is selected for award of a purchase order or contract, it is imperative that the information requested herein be supplied in a timely manner to facilitate payment of invoices. In order to process your payments, we need the enclosed information regarding your account. **Please review and complete the information identified on the following pages, remember to sign all documents for our files, and return them as soon as possible to the address below:**

**Attention: Accounts Payable, Accounting Department
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765-4178**

If you do not return this information, we will not be able to establish you as a vendor. This will delay any payments and would still necessitate your submittal of the enclosed information to our Accounting department before payment could be initiated. Completion of this document and enclosed forms would ensure that your payments are processed timely and accurately.

If you have any questions or need assistance in completing this information, please contact Accounting at (909) 396-3777. We appreciate your cooperation in completing this necessary information.

Sincerely,

Sujata Jain
Chief Financial Officer

DH;jn

Enclosures: Business Information Request
Disadvantaged Business
Certification W-9
Form 590 Withholding Exemption
Certificate Federal Contract Debarment
Certification Campaign Contributions
Disclosure



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA

91765-4178 (909) 396-2000 •

www.aqmd.gov

BUSINESS INFORMATION REQUEST

Business Name	
Division of	
Subsidiary of	
Website Address	
Type of Business <i>Check One:</i>	☐ Individual ☐ DBA, Name _____, County Filed in _____ ☐ Corporation, ID No. _____ ☐ LLC/LLP, ID No. _____ ☐ Other _____

REMITTING ADDRESS INFORMATION

Address			
City/Town			
State/Province		Zip	
Phone	() - Ext	Fax	() -
Contact		Title	
E-mail Address			
Payment Name if Different			

All invoices must reference the corresponding Purchase Order Number(s)/Contract Number(s) if applicable and mailed to:

Attention: Accounts Payable, Accounting Department
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765-4178

BUSINESS STATUS CERTIFICATIONS

Federal guidance for utilization of disadvantaged business enterprises allows a vendor to be deemed a small business enterprise (SBE), minority business enterprise (MBE) or women business enterprise (WBE) if it meets the criteria below.

- is certified by the Small Business Administration or
- is certified by a state or federal agency or
- is an independent MBE(s) or WBE(s) business concern which is at least 51 percent owned and controlled by minority group member(s) who are citizens of the United States.

Statements of certification:

As a prime contractor to South Coast AQMD, _____ (name of business) will engage in good faith efforts to achieve the fair share in accordance with 40 CFR Section 33.301, and will follow the six affirmative steps listed below **for contracts or purchase orders funded in whole or in part by federal grants and contracts.**

1. Place qualified SBEs, MBEs, and WBEs on solicitation lists.
2. Assure that SBEs, MBEs, and WBEs are solicited whenever possible.
3. When economically feasible, divide total requirements into small tasks or quantities to permit greater participation by SBEs, MBEs, and WBEs.
4. Establish delivery schedules, if possible, to encourage participation by SBEs, MBEs, and WBEs.
5. Use services of Small Business Administration, Minority Business Development Agency of the Department of Commerce, and/or any agency authorized as a clearinghouse for SBEs, MBEs, and WBEs.
6. If subcontracts are to be let, take the above affirmative steps.

Self-Certification Verification: Also for use in awarding additional points, as applicable, in accordance with South Coast AQMD Procurement Policy and Procedure:

Check all that apply:

- | | |
|---|--|
| ☐ Small Business Enterprise/Small Business Joint Venture | ☐ Women-owned Business Enterprise |
| ☐ Local business | ☐ Disabled Veteran-owned Business Enterprise/DVBE Joint |
| ☐ Venture | ☐ Most Favored Customer Pricing Certification |
| ☐ Minority-owned Business Enterprise | |

Percent of ownership: _____ %

Name of Qualifying Owner(s): _____

State of California Public Works Contractor Registration No. _____.
MUST BE INCLUDED IF BID PROPOSAL IS FOR PUBLIC WORKS PROJECT.

I, the undersigned, hereby declare that to the best of my knowledge the above information is accurate. Upon penalty of perjury, I certify information submitted is factual.

NAME

TITLE

TELEPHONE NUMBER

DATE

Definitions

Disabled Veteran-Owned Business Enterprise means a business that meets all of the following criteria:

- is a sole proprietorship or partnership of which is at least 51 percent owned by one or more disabled veterans, or in the case of any business whose stock is publicly held, at least 51 percent of the stock is owned by one or more disabled veterans; a subsidiary which is wholly owned by a parent corporation but only if at least 51 percent of the voting stock of the parent corporation is owned by one or more disabled veterans; or a joint venture in which at least 51 percent of the joint venture's management and control and earnings are held by one or more disabled veterans.
- the management and control of the daily business operations are by one or more disabled veterans. The disabled veterans who exercise management and control are not required to be the same disabled veterans as the owners of the business.
- is a sole proprietorship, corporation, partnership, or joint venture with its primary headquarters office located in the United States and which is not a branch or subsidiary of a foreign corporation, firm, or other foreign-based business.

Joint Venture means that one party to the joint venture is a DVBE and owns at least 51 percent of the joint venture. In the case of a joint venture formed for a single project this means that DVBE will receive at least 51 percent of the project dollars.

Local Business means a business that meets all of the following criteria:

- has an ongoing business within the boundary of South Coast AQMD at the time of bid application.
- performs 90 percent of the work within South Coast AQMD's jurisdiction.

Minority-Owned Business Enterprise means a business that meets all of the following criteria:

- is at least 51 percent owned by one or more minority persons or in the case of any business whose stock is publicly held, at least 51 percent of the stock is owned by one or more minority persons.
- is a business whose management and daily business operations are controlled or owned by one or more minority person.
- is a business which is a sole proprietorship, corporation, partnership, joint venture, an association, or a cooperative with its primary headquarters office located in the United States, which is not a branch or subsidiary of a foreign corporation, foreign firm, or other foreign business.

"Minority" person means a Black American, Hispanic American, Native American (including American Indian, Eskimo, Aleut, and Native Hawaiian), Asian-Indian American (including a person whose origins are from India, Pakistan, or Bangladesh), Asian-Pacific American (including a person whose origins are from Japan, China, the Philippines, Vietnam, Korea, Samoa, Guam, the United States Trust Territories of the Pacific, Northern Marianas, Laos, Cambodia, or Taiwan).

Small Business Enterprise means a business that meets the following criteria:

- a. 1) an independently owned and operated business; 2) not dominant in its field of operation; 3) together with affiliates is either:
 - ☐ **A service, construction, or non-manufacturer with 100 or fewer employees, and average annual gross receipts of ten million dollars (\$10,000,000) or less over the previous three years, or**
 - ☐ A manufacturer with 100 or fewer employees.
- b. Manufacturer means a business that is both of the following:
 - 1) Primarily engaged in the chemical or mechanical transformation of raw materials or processed substances into new products.

- 2) Classified between Codes 311000 to 339000, inclusive, of the North American Industrial Classification System (NAICS) Manual published by the United States Office of Management and Budget, 2007 edition.

Small Business Joint Venture means that one party to the joint venture is a Small Business and owns at least 51 percent of the joint venture. In the case of a joint venture formed for a single project this means that the Small Business will receive at least 51 percent of the project dollars.

Women-Owned Business Enterprise means a business that meets all of the following criteria:

- is at least 51 percent owned by one or more women or in the case of any business whose stock is publicly held, at least 51 percent of the stock is owned by one or more women.
- is a business whose management and daily business operations are controlled or owned by one or more women.
- is a business which is a sole proprietorship, corporation, partnership, or a joint venture, with its primary headquarters office located in the United States, which is not a branch or subsidiary of a foreign corporation, foreign firm, or other foreign business.

Most Favored Customer as used in this policy means that the South Coast AQMD will receive at least as favorable pricing, warranties, conditions, benefits and terms as other customers or clients making similar purchases or receiving similar services.

Request for Taxpayer Identification Number and Certification

► Go to www.irs.gov/FormW9 for instructions and the latest information.

Give Form to the
requester. Do not
send to the IRS.

Print or type. See Specific Instructions on page 3.	1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank.	
	2 Business name/disregarded entity name, if different from above	
	3 Check appropriate box for federal tax classification of the person whose name is entered on line 1. Check only one of the following seven boxes.	
	☐ Individual/sole proprietor or single-member LLC ☐ C Corporation ☐ S Corporation ☐ Partnership ☐ Trust/estate	
	☐ Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=Partnership) ► Note: Check the appropriate box in the line above for the tax classification of the single-member owner. Do not check LLC if the LLC is classified as a single-member LLC that is disregarded from the owner unless the owner of the LLC is another LLC that is not disregarded from the owner for U.S. federal tax purposes. Otherwise, a single-member LLC that is disregarded from the owner should check the appropriate box for the tax classification of its owner. ☐ Other (see instructions) ►	
	4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3): Exempt payee code (if any) Exemption from FATCA reporting code (if any) (Applies to accounts maintained outside the U.S.)	
	5 Address (number, street, and apt. or suite no.) See instructions.	Requester's name and address (optional)
	6 City, state, and ZIP code	
	7 List account number(s) here (optional)	

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN*, later.

Note: If the account is in more than one name, see the instructions for line 1. Also see *What Name and Number To Give the Requester* for guidelines on whose number to enter.

Social security number									
or									
Employer identification number									

Part II Certification

Under penalties of perjury, I certify that:

- The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
- I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
- I am a U.S. citizen or other U.S. person (defined below); and
- The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

Sign Here	Signature of U.S. person ►	Date ►

General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to www.irs.gov/FormW9.

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following.

- Form 1099-INT (interest earned or paid)

- Form 1099-DIV (dividends, including those from stocks or mutual funds)
 - Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
 - Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
 - Form 1099-S (proceeds from real estate transactions)
 - Form 1099-K (merchant card and third party network transactions)
 - Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
 - Form 1099-C (canceled debt)
 - Form 1099-A (acquisition or abandonment of secured property)
- Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See *What Is backup withholding*, later.

By signing the filled-out form, you:

1. Certify that the TIN you are giving is correct (or you are waiting for a number to be issued),
2. Certify that you are not subject to backup withholding, or
3. Claim exemption from backup withholding if you are a U.S. exempt payee. If applicable, you are also certifying that as a U.S. person, your allocable share of any partnership income from a U.S. trade or business is not subject to the withholding tax on foreign partners' share of effectively connected income, and
4. Certify that FATCA code(s) entered on this form (if any) indicating that you are exempt from the FATCA reporting, is correct. See *What Is FATCA reporting*, later, for further information.

Note: If you are a U.S. person and a requester gives you a form other than Form W-9 to request your TIN, you must use the requester's form if it is substantially similar to this Form W-9.

Definition of a U.S. person. For federal tax purposes, you are considered a U.S. person if you are:

- An individual who is a U.S. citizen or U.S. resident alien;
- A partnership, corporation, company, or association created or organized in the United States or under the laws of the United States;
- An estate (other than a foreign estate); or
- A domestic trust (as defined in Regulations section 301.7701-7).

Special rules for partnerships. Partnerships that conduct a trade or business in the United States are generally required to pay a withholding tax under section 1446 on any foreign partners' share of effectively connected taxable income from such business. Further, in certain cases where a Form W-9 has not been received, the rules under section 1446 require a partnership to presume that a partner is a foreign person, and pay the section 1446 withholding tax. Therefore, if you are a U.S. person that is a partner in a partnership conducting a trade or business in the United States, provide Form W-9 to the partnership to establish your U.S. status and avoid section 1446 withholding on your share of partnership income.

In the cases below, the following person must give Form W-9 to the partnership for purposes of establishing its U.S. status and avoiding withholding on its allocable share of net income from the partnership conducting a trade or business in the United States.

- In the case of a disregarded entity with a U.S. owner, the U.S. owner of the disregarded entity and not the entity;
- In the case of a grantor trust with a U.S. grantor or other U.S. owner, generally, the U.S. grantor or other U.S. owner of the grantor trust and not the trust; and
- In the case of a U.S. trust (other than a grantor trust), the U.S. trust (other than a grantor trust) and not the beneficiaries of the trust.

Foreign person. If you are a foreign person or the U.S. branch of a foreign bank that has elected to be treated as a U.S. person, do not use Form W-9. Instead, use the appropriate Form W-8 or Form 8233 (see Pub. 515, *Withholding of Tax on Nonresident Aliens and Foreign Entities*).

Nonresident alien who becomes a resident alien. Generally, only a nonresident alien individual may use the terms of a tax treaty to reduce or eliminate U.S. tax on certain types of income. However, most tax treaties contain a provision known as a "saving clause." Exceptions specified in the saving clause may permit an exemption from tax to continue for certain types of income even after the payee has otherwise become a U.S. resident alien for tax purposes.

If you are a U.S. resident alien who is relying on an exception contained in the saving clause of a tax treaty to claim an exemption from U.S. tax on certain types of income, you must attach a statement to Form W-9 that specifies the following five items.

1. The treaty country. Generally, this must be the same treaty under which you claimed exemption from tax as a nonresident alien.
2. The treaty article addressing the income.
3. The article number (or location) in the tax treaty that contains the saving clause and its exceptions.
4. The type and amount of income that qualifies for the exemption from tax.
5. Sufficient facts to justify the exemption from tax under the terms of the treaty article.

Example. Article 20 of the U.S.-China income tax treaty allows an exemption from tax for scholarship income received by a Chinese student temporarily present in the United States. Under U.S. law, this student will become a resident alien for tax purposes if his or her stay in the United States exceeds 5 calendar years. However, paragraph 2 of the first Protocol to the U.S.-China treaty (dated April 30, 1984) allows the provisions of Article 20 to continue to apply even after the Chinese student becomes a resident alien of the United States. A Chinese student who qualifies for this exception (under paragraph 2 of the first protocol) and is relying on this exception to claim an exemption from tax on his or her scholarship or fellowship income would attach to Form W-9 a statement that includes the information described above to support that exemption.

If you are a nonresident alien or a foreign entity, give the requester the appropriate completed Form W-8 or Form 8233.

Backup Withholding

What is backup withholding? Persons making certain payments to you must under certain conditions withhold and pay to the IRS 24% of such payments. This is called "backup withholding." Payments that may be subject to backup withholding include interest, tax-exempt interest, dividends, broker and barter exchange transactions, rents, royalties, nonemployee pay, payments made in settlement of payment card and third party network transactions, and certain payments from fishing boat operators. Real estate transactions are not subject to backup withholding.

You will not be subject to backup withholding on payments you receive if you give the requester your correct TIN, make the proper certifications, and report all your taxable interest and dividends on your tax return.

Payments you receive will be subject to backup withholding if:

1. You do not furnish your TIN to the requester,
2. You do not certify your TIN when required (see the instructions for Part II for details),
3. The IRS tells the requester that you furnished an incorrect TIN,
4. The IRS tells you that you are subject to backup withholding because you did not report all your interest and dividends on your tax return (for reportable interest and dividends only), or
5. You do not certify to the requester that you are not subject to backup withholding under 4 above (for reportable interest and dividend accounts opened after 1983 only).

Certain payees and payments are exempt from backup withholding. See *Exempt payee code*, later, and the separate instructions for the Requester of Form W-9 for more information.

Also see *Special rules for partnerships*, earlier.

What is FATCA Reporting?

The Foreign Account Tax Compliance Act (FATCA) requires a participating foreign financial institution to report all United States account holders that are specified United States persons. Certain payees are exempt from FATCA reporting. See *Exemption from FATCA reporting code*, later, and the instructions for the Requester of Form W-9 for more information.

Updating Your Information

You must provide updated information to any person to whom you claimed to be an exempt payee if you are no longer an exempt payee and anticipate receiving reportable payments in the future from this person. For example, you may need to provide updated information if you are a C corporation that elects to be an S corporation, or if you no longer are tax exempt. In addition, you must furnish a new Form W-9 if the name or TIN changes for the account; for example, if the grantor of a grantor trust dies.

Penalties

Failure to furnish TIN. If you fail to furnish your correct TIN to a requester, you are subject to a penalty of \$50 for each such failure unless your failure is due to reasonable cause and not to willful neglect.

Civil penalty for false information with respect to withholding. If you make a false statement with no reasonable basis that results in no backup withholding, you are subject to a \$500 penalty.

Criminal penalty for falsifying information. Willfully falsifying certifications or affirmations may subject you to criminal penalties including fines and/or imprisonment.

Misuse of TINs. If the requester discloses or uses TINs in violation of federal law, the requester may be subject to civil and criminal penalties.

Specific Instructions

Line 1

You must enter one of the following on this line; **do not** leave this line blank. The name should match the name on your tax return.

If this Form W-9 is for a joint account (other than an account maintained by a foreign financial institution (FFI)), list first, and then circle, the name of the person or entity whose number you entered in Part I of Form W-9. If you are providing Form W-9 to an FFI to document a joint account, each holder of the account that is a U.S. person must provide a Form W-9.

a. **Individual.** Generally, enter the name shown on your tax return. If you have changed your last name without informing the Social Security Administration (SSA) of the name change, enter your first name, the last name as shown on your social security card, and your new last name.

Note: ITIN applicant: Enter your individual name as it was entered on your Form W-7 application, line 1a. This should also be the same as the name you entered on the Form 1040/1040A/1040EZ you filed with your application.

b. **Sole proprietor or single-member LLC.** Enter your individual name as shown on your 1040/1040A/1040EZ on line 1. You may enter your business, trade, or "doing business as" (DBA) name on line 2.

c. **Partnership, LLC that is not a single-member LLC, C corporation, or S corporation.** Enter the entity's name as shown on the entity's tax return on line 1 and any business, trade, or DBA name on line 2.

d. **Other entities.** Enter your name as shown on required U.S. federal tax documents on line 1. This name should match the name shown on the charter or other legal document creating the entity. You may enter any business, trade, or DBA name on line 2.

e. **Disregarded entity.** For U.S. federal tax purposes, an entity that is disregarded as an entity separate from its owner is treated as a "disregarded entity." See Regulations section 301.7701-2(c)(2)(iii). Enter the owner's name on line 1. The name of the entity entered on line 1 should never be a disregarded entity. The name on line 1 should be the name shown on the income tax return on which the income should be reported. For example, if a foreign LLC that is treated as a disregarded entity for U.S. federal tax purposes has a single owner that is a U.S. person, the U.S. owner's name is required to be provided on line 1. If the direct owner of the entity is also a disregarded entity, enter the first owner that is not disregarded for federal tax purposes. Enter the disregarded entity's name on line 2, "Business name/disregarded entity name." If the owner of the disregarded entity is a foreign person, the owner must complete an appropriate Form W-8 instead of a Form W-9. This is the case even if the foreign person has a U.S. TIN.

Line 2

If you have a business name, trade name, DBA name, or disregarded entity name, you may enter it on line 2.

Line 3

Check the appropriate box on line 3 for the U.S. federal tax classification of the person whose name is entered on line 1. Check only one box on line 3.

IF the entity/person on line 1 is a(n) . . .	THEN check the box for . . .
• Corporation	Corporation
• Individual	Individual/sole proprietor or single-member LLC
• Sole proprietorship, or	
• Single-member limited liability company (LLC) owned by an individual and disregarded for U.S. federal tax purposes.	
• LLC treated as a partnership for U.S. federal tax purposes,	Limited liability company and enter the appropriate tax classification. (P= Partnership; C= C corporation; or S= S corporation)
• LLC that has filed Form 8832 or 2553 to be taxed as a corporation, or	
• LLC that is disregarded as an entity separate from its owner but the owner is another LLC that is not disregarded for U.S. federal tax purposes.	
• Partnership	Partnership
• Trust/estate	Trust/estate

Line 4, Exemptions

If you are exempt from backup withholding and/or FATCA reporting, enter in the appropriate space on line 4 any code(s) that may apply to you.

Exempt payee code.

- Generally, individuals (including sole proprietors) are not exempt from backup withholding.
- Except as provided below, corporations are exempt from backup withholding for certain payments, including interest and dividends.
- Corporations are not exempt from backup withholding for payments made in settlement of payment card or third party network transactions.
- Corporations are not exempt from backup withholding with respect to attorneys' fees or gross proceeds paid to attorneys, and corporations that provide medical or health care services are not exempt with respect to payments reportable on Form 1099-MISC.

The following codes identify payees that are exempt from backup withholding. Enter the appropriate code in the space in line 4.

- 1—An organization exempt from tax under section 501(a), any IRA, or a custodial account under section 403(b)(7) if the account satisfies the requirements of section 401(f)(2)
- 2—The United States or any of its agencies or instrumentalities
- 3—A state, the District of Columbia, a U.S. commonwealth or possession, or any of their political subdivisions or instrumentalities
- 4—A foreign government or any of its political subdivisions, agencies, or instrumentalities
- 5—A corporation
- 6—A dealer in securities or commodities required to register in the United States, the District of Columbia, or a U.S. commonwealth or possession
- 7—A futures commission merchant registered with the Commodity Futures Trading Commission
- 8—A real estate investment trust
- 9—An entity registered at all times during the tax year under the Investment Company Act of 1940
- 10—A common trust fund operated by a bank under section 584(a)
- 11—A financial institution
- 12—A middleman known in the investment community as a nominee or custodian
- 13—A trust exempt from tax under section 664 or described in section 4947

The following chart shows types of payments that may be exempt from backup withholding. The chart applies to the exempt payees listed above, 1 through 13.

IF the payment is for . . .	THEN the payment is exempt for . . .
Interest and dividend payments	All exempt payees except for 7
Broker transactions	Exempt payees 1 through 4 and 6 through 11 and all C corporations. S corporations must not enter an exempt payee code because they are exempt only for sales of noncovered securities acquired prior to 2012.
Barter exchange transactions and patronage dividends	Exempt payees 1 through 4
Payments over \$600 required to be reported and direct sales over \$5,000 ¹	Generally, exempt payees 1 through 5 ²
Payments made in settlement of payment card or third party network transactions	Exempt payees 1 through 4

¹ See Form 1099-MISC, Miscellaneous Income, and its instructions.

² However, the following payments made to a corporation and reportable on Form 1099-MISC are not exempt from backup withholding: medical and health care payments, attorneys' fees, gross proceeds paid to an attorney reportable under section 6045(f), and payments for services paid by a federal executive agency.

Exemption from FATCA reporting code. The following codes identify payees that are exempt from reporting under FATCA. These codes apply to persons submitting this form for accounts maintained outside of the United States by certain foreign financial institutions. Therefore, if you are only submitting this form for an account you hold in the United States, you may leave this field blank. Consult with the person requesting this form if you are uncertain if the financial institution is subject to these requirements. A requester may indicate that a code is not required by providing you with a Form W-9 with "Not Applicable" (or any similar indication) written or printed on the line for a FATCA exemption code.

A—An organization exempt from tax under section 501(a) or any individual retirement plan as defined in section 7701(a)(37)

B—The United States or any of its agencies or instrumentalities

C—A state, the District of Columbia, a U.S. commonwealth or possession, or any of their political subdivisions or instrumentalities

D—A corporation the stock of which is regularly traded on one or more established securities markets, as described in Regulations section 1.1472-1(c)(1)(i)

E—A corporation that is a member of the same expanded affiliated group as a corporation described in Regulations section 1.1472-1(c)(1)(i)

F—A dealer in securities, commodities, or derivative financial instruments (including notional principal contracts, futures, forwards, and options) that is registered as such under the laws of the United States or any state

G—A real estate investment trust

H—A regulated investment company as defined in section 851 or an entity registered at all times during the tax year under the Investment Company Act of 1940

I—A common trust fund as defined in section 584(a)

J—A bank as defined in section 581

K—A broker

L—A trust exempt from tax under section 664 or described in section 4947(a)(1)

M—A tax exempt trust under a section 403(b) plan or section 457(g) plan

Note: You may wish to consult with the financial institution requesting this form to determine whether the FATCA code and/or exempt payee code should be completed.

Line 5

Enter your address (number, street, and apartment or suite number). This is where the requester of this Form W-9 will mail your information returns. If this address differs from the one the requester already has on file, write NEW at the top. If a new address is provided, there is still a chance the old address will be used until the payor changes your address in their records.

Line 6

Enter your city, state, and ZIP code.

Part I. Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. If you are a resident alien and you do not have and are not eligible to get an SSN, your TIN is your individual taxpayer identification number (ITIN). Enter it in the social security number box. If you do not have an ITIN, see *How to get a TIN* below.

If you are a sole proprietor and you have an EIN, you may enter either your SSN or EIN.

If you are a single-member LLC that is disregarded as an entity separate from its owner, enter the owner's SSN (or EIN, if the owner has one). Do not enter the disregarded entity's EIN. If the LLC is classified as a corporation or partnership, enter the entity's EIN.

Note: See *What Name and Number To Give the Requester*, later, for further clarification of name and TIN combinations.

How to get a TIN. If you do not have a TIN, apply for one immediately. To apply for an SSN, get Form SS-5, Application for a Social Security Card, from your local SSA office or get this form online at www.SSA.gov. You may also get this form by calling 1-800-772-1213. Use Form W-7, Application for IRS Individual Taxpayer Identification Number, to apply for an ITIN, or Form SS-4, Application for Employer Identification Number, to apply for an EIN. You can apply for an EIN online by accessing the IRS website at www.irs.gov/Businesses and clicking on Employer Identification Number (EIN) under Starting a Business. Go to www.irs.gov/Forms to view, download, or print Form W-7 and/or Form SS-4. Or, you can go to www.irs.gov/OrderForms to place an order and have Form W-7 and/or SS-4 mailed to you within 10 business days.

If you are asked to complete Form W-9 but do not have a TIN, apply for a TIN and write "Applied For" in the space for the TIN, sign and date the form, and give it to the requester. For interest and dividend payments, and certain payments made with respect to readily tradable instruments, generally you will have 60 days to get a TIN and give it to the requester before you are subject to backup withholding on payments. The 60-day rule does not apply to other types of payments. You will be subject to backup withholding on all such payments until you provide your TIN to the requester.

Note: Entering "Applied For" means that you have already applied for a TIN or that you intend to apply for one soon.

Caution: A disregarded U.S. entity that has a foreign owner must use the appropriate Form W-8.

Part II. Certification

To establish to the withholding agent that you are a U.S. person, or resident alien, sign Form W-9. You may be requested to sign by the withholding agent even if item 1, 4, or 5 below indicates otherwise.

For a joint account, only the person whose TIN is shown in Part I should sign (when required). In the case of a disregarded entity, the person identified on line 1 must sign. Exempt payees, see *Exempt payee code*, earlier.

Signature requirements. Complete the certification as indicated in items 1 through 5 below.

1. Interest, dividend, and barter exchange accounts opened before 1984 and broker accounts considered active during 1983. You must give your correct TIN, but you do not have to sign the certification.

2. Interest, dividend, broker, and barter exchange accounts opened after 1983 and broker accounts considered inactive during 1983. You must sign the certification or backup withholding will apply. If you are subject to backup withholding and you are merely providing your correct TIN to the requester, you must cross out item 2 in the certification before signing the form.

3. Real estate transactions. You must sign the certification. You may cross out item 2 of the certification.

4. Other payments. You must give your correct TIN, but you do not have to sign the certification unless you have been notified that you have previously given an incorrect TIN. "Other payments" include payments made in the course of the requester's trade or business for rents, royalties, goods (other than bills for merchandise), medical and health care services (including payments to corporations), payments to a nonemployee for services, payments made in settlement of payment card and third party network transactions, payments to certain fishing boat crew members and fishermen, and gross proceeds paid to attorneys (including payments to corporations).

5. Mortgage interest paid by you, acquisition or abandonment of secured property, cancellation of debt, qualified tuition program payments (under section 529), ABLE accounts (under section 529A), IRA, Coverdell ESA, Archer MSA or HSA contributions or distributions, and pension distributions. You must give your correct TIN, but you do not have to sign the certification.

What Name and Number To Give the Requester

For this type of account:	Give name and SSN of:
1. Individual	The individual
2. Two or more individuals (joint account) other than an account maintained by an FFI	The actual owner of the account or, if combined funds, the first individual on the account ¹
3. Two or more U.S. persons (joint account maintained by an FFI)	Each holder of the account
4. Custodial account of a minor (Uniform Gift to Minors Act)	The minor ²
5. a. The usual revocable savings trust (grantor is also trustee)	The grantor-trustee ¹
b. So-called trust account that is not a legal or valid trust under state law	The actual owner ¹
6. Sole proprietorship or disregarded entity owned by an individual	The owner ³
7. Grantor trust filing under Optional Form 1099 Filing Method 1 (see Regulations section 1.671-4(b)(2)(i)(A))	The grantor ⁴
For this type of account:	Give name and EIN of:
8. Disregarded entity not owned by an individual	The owner
9. A valid trust, estate, or pension trust	Legal entity ⁴
10. Corporation or LLC electing corporate status on Form 8832 or Form 2553	The corporation
11. Association, club, religious, charitable, educational, or other tax-exempt organization	The organization
12. Partnership or multi-member LLC	The partnership
13. A broker or registered nominee	The broker or nominee

For this type of account:	Give name and EIN of:
14. Account with the Department of Agriculture in the name of a public entity (such as a state or local government, school district, or prison) that receives agricultural program payments	The public entity
15. Grantor trust filing under the Form 1041 Filing Method or the Optional Form 1099 Filing Method 2 (see Regulations section 1.671-4(b)(2)(i)(E))	The trust

¹ List first and circle the name of the person whose number you furnish. If only one person on a joint account has an SSN, that person's number must be furnished.

² Circle the minor's name and furnish the minor's SSN.

³ You must show your individual name and you may also enter your business or DBA name on the "Business name/disregarded entity" name line. You may use either your SSN or EIN (if you have one), but the IRS encourages you to use your SSN.

⁴ List first and circle the name of the trust, estate, or pension trust. (Do not furnish the TIN of the personal representative or trustee unless the legal entity itself is not designated in the account title.) Also see *Special rules for partnerships*, earlier.

***Note:** The grantor also must provide a Form W-9 to trustee of trust.

Note: If no name is circled when more than one name is listed, the number will be considered to be that of the first name listed.

Secure Your Tax Records From Identity Theft

Identity theft occurs when someone uses your personal information such as your name, SSN, or other identifying information, without your permission, to commit fraud or other crimes. An identity thief may use your SSN to get a job or may file a tax return using your SSN to receive a refund.

To reduce your risk:

- Protect your SSN,
 - Ensure your employer is protecting your SSN, and
 - Be careful when choosing a tax preparer.
- If your tax records are affected by identity theft and you receive a notice from the IRS, respond right away to the name and phone number printed on the IRS notice or letter.

If your tax records are not currently affected by identity theft but you think you are at risk due to a lost or stolen purse or wallet, questionable credit card activity or credit report, contact the IRS Identity Theft Hotline at 1-800-908-4490 or submit Form 14039.

For more information, see Pub. 5027, Identity Theft Information for Taxpayers.

Victims of identity theft who are experiencing economic harm or a systemic problem, or are seeking help in resolving tax problems that have not been resolved through normal channels, may be eligible for Taxpayer Advocate Service (TAS) assistance. You can reach TAS by calling the TAS toll-free case intake line at 1-877-777-4778 or TTY/TDD 1-800-829-4059.

Protect yourself from suspicious emails or phishing schemes.

Phishing is the creation and use of email and websites designed to mimic legitimate business emails and websites. The most common act is sending an email to a user falsely claiming to be an established legitimate enterprise in an attempt to scam the user into surrendering private information that will be used for identity theft.

The IRS does not initiate contacts with taxpayers via emails. Also, the IRS does not request personal detailed information through email or ask taxpayers for the PIN numbers, passwords, or similar secret access information for their credit card, bank, or other financial accounts.

If you receive an unsolicited email claiming to be from the IRS, forward this message to phishing@irs.gov. You may also report misuse of the IRS name, logo, or other IRS property to the Treasury Inspector General for Tax Administration (TIGTA) at 1-800-366-4484. You can forward suspicious emails to the Federal Trade Commission at spam@uce.gov or report them at www.ftc.gov/complaint. You can contact the FTC at www.ftc.gov/idtheft or 877-IDTHEFT (877-438-4338). If you have been the victim of identity theft, see www.IdentityTheft.gov and Pub. 5027.

Visit www.irs.gov/identitytheft to learn more about identity theft and how to reduce your risk.

Privacy Act Notice

Section 6109 of the Internal Revenue Code requires you to provide your correct TIN to persons (including federal agencies) who are required to file information returns with the IRS to report interest, dividends, or certain other income paid to you; mortgage interest you paid; the acquisition or abandonment of secured property; the cancellation of debt; or contributions you made to an IRA, Archer MSA, or HSA. The person collecting this form uses the information on the form to file information returns with the IRS, reporting the above information. Routine uses of this information include giving it to the Department of Justice for civil and criminal litigation and to cities, states, the District of Columbia, and U.S. commonwealths and possessions for use in administering their laws. The information also may be disclosed to other countries under a treaty, to federal and state agencies to enforce civil and criminal laws, or to federal law enforcement and intelligence agencies to combat terrorism. You must provide your TIN whether or not you are required to file a tax return. Under section 3406, payers must generally withhold a percentage of taxable interest, dividend, and certain other payments to a payee who does not give a TIN to the payer. Certain penalties may also apply for providing false or fraudulent information.

2021 Withholding Exemption Certificate**590**

The payee completes this form and submits it to the withholding agent. The withholding agent keeps this form with their records.

Withholding Agent Information

Name _____

Payee Information

Name _____

☐ SSN or ITIN ☐ FEIN ☐ CA Corp no. ☐ CA SOS file no.

Address (apt./ste., room, PO box, or PMB no.) _____

City (If you have a foreign address, see instructions.) _____

State _____

ZIP code _____

Exemption Reason**Check only one box.**

By checking the appropriate box below, the payee certifies the reason for the exemption from the California income tax withholding requirements on payment(s) made to the entity or individual.

☐ **Individuals — Certification of Residency:**

I am a resident of California and I reside at the address shown above. If I become a nonresident at any time, I will promptly notify the withholding agent. See instructions for General Information D, Definitions.

☐ **Corporations:**

The corporation has a permanent place of business in California at the address shown above or is qualified through the California Secretary of State (SOS) to do business in California. The corporation will file a California tax return. If this corporation ceases to have a permanent place of business in California or ceases to do any of the above, I will promptly notify the withholding agent. See instructions for General Information D, Definitions.

☐ **Partnerships or Limited Liability Companies (LLCs):**

The partnership or LLC has a permanent place of business in California at the address shown above or is registered with the California SOS, and is subject to the laws of California. The partnership or LLC will file a California tax return. If the partnership or LLC ceases to do any of the above, I will promptly inform the withholding agent. For withholding purposes, a limited liability partnership (LLP) is treated like any other partnership.

☐ **Tax-Exempt Entities:**

The entity is exempt from tax under California Revenue and Taxation Code (R&TC) Section 23701 _____ (insert letter) or Internal Revenue Code Section 501(c) _____ (insert number). If this entity ceases to be exempt from tax, I will promptly notify the withholding agent. Individuals cannot be tax-exempt entities.

☐ **Insurance Companies, Individual Retirement Arrangements (IRAs), or Qualified Pension/Profit-Sharing Plans:**

The entity is an insurance company, IRA, or a federally qualified pension or profit-sharing plan.

☐ **California Trusts:**

At least one trustee and one noncontingent beneficiary of the above-named trust is a California resident. The trust will file a California fiduciary tax return. If the trustee or noncontingent beneficiary becomes a nonresident at any time, I will promptly notify the withholding agent.

☐ **Estates — Certification of Residency of Deceased Person:**

I am the executor of the above-named person's estate or trust. The decedent was a California resident at the time of death. The estate will file a California fiduciary tax return.

☐ **Nonmilitary Spouse of a Military Servicemember:**

I am a nonmilitary spouse of a military servicemember and I meet the Military Spouse Residency Relief Act (MSRRA) requirements. See instructions for General Information E, MSRRA.

CERTIFICATE OF PAYEE: Payee must complete and sign below.To learn about your privacy rights, how we may use your information, and the consequences for not providing the requested information, go to ftb.ca.gov/forms and search for 1131. To request this notice by mail, call 800.852.5711.

Under penalties of perjury, I declare that I have examined the information on this form, including accompanying schedules and statements, and to the best of my knowledge and belief, it is true, correct, and complete. I further declare under penalties of perjury that if the facts upon which this form are based change, I will promptly notify the withholding agent.

Type or print payee's name and title _____

Telephone _____

Payee's signature ► _____

Date _____

2021 Instructions for Form 590

Withholding Exemption Certificate

References in these instructions are to the California Revenue and Taxation Code (R&TC).

General Information

California Revenue and Taxation Code (R&TC) Section 18662 requires withholding of income or franchise tax on payments of California source income made to nonresidents of California. For more information, See General Information B, Income Subject to Withholding.

Registered Domestic Partners (RDPs) – For purposes of California income tax, references to a spouse, husband, or wife also refer to a California RDP unless otherwise specified. For more information on RDPs, get FTB Pub. 737, Tax Information for Registered Domestic Partners.

A Purpose

Use Form 590, Withholding Exemption Certificate, to certify an exemption from nonresident withholding.

Form 590 does not apply to payments of backup withholding. For more information, go to ftb.ca.gov and search for **backup withholding**.

Form 590 does not apply to payments for wages to employees. Wage withholding is administered by the California Employment Development Department (EDD). For more information, go to edd.ca.gov or call 888.745.3886.

Do not use Form 590 to certify an exemption from withholding if you are a **seller of California real estate**. Sellers of California real estate use Form 593, Real Estate Withholding Statement, to claim an exemption from the real estate withholding requirement.

The following are excluded from withholding and completing this form:

- The United States and any of its agencies or instrumentalities.
- A state, a possession of the United States, the District of Columbia, or any of its political subdivisions or instrumentalities.
- A foreign government or any of its political subdivisions, agencies, or instrumentalities.

B Income Subject to Withholding

Withholding is required on the following, but is not limited to:

- Payments to nonresidents for services rendered in California.
- Distributions of California source income made to domestic nonresident partners, members, and S corporation shareholders and allocations of California source income made to foreign partners and members.
- Payments to nonresidents for rents if the payments are made in the course of the withholding agent's business.
- Payments to nonresidents for royalties from activities sourced to California.

- Distributions of California source income to nonresident beneficiaries from an estate or trust.
- Endorsement payments received for services performed in California.
- Prizes and winnings received by nonresidents for contests in California.

However, withholding is optional if the total payments of California source income are \$1,500 or less during the calendar year.

For more information on withholding, get FTB Pub. 1017, Resident and Nonresident Withholding Guidelines. To get a withholding publication, see Additional Information.

C Who Certifies this Form

Form 590 is certified (completed and signed) by the payee. California residents or entities exempt from the withholding requirement should complete Form 590 and submit it to the withholding agent before payment is made. The withholding agent is then relieved of the withholding requirements if the agent relies in good faith on a completed and signed Form 590 unless notified by the Franchise Tax Board (FTB) that the form should not be relied upon.

An incomplete certificate is invalid and the withholding agent should not accept it. If the withholding agent receives an incomplete certificate, the withholding agent is required to withhold tax on payments made to the payee until a valid certificate is received. In lieu of a completed exemption certificate, the withholding agent may accept a letter from the payee as a substitute explaining why they are not subject to withholding. The letter must contain all the information required on the certificate in similar language, including the under penalty of perjury statement and the payee's taxpayer identification number (TIN).

The certification does not need to be renewed annually. The certification on Form 590 remains valid until the payee's status changes. The withholding agent must retain a copy of the certification or substitute for at least five years after the last payment to which the certification applies. The agent must provide it to the FTB upon request.

If an entertainer (or the entertainer's business entity) is paid for a performance, the entertainer's information must be provided.

Do not submit the entertainer's agent or promoter information.

The grantor of a grantor trust shall be treated as the payee for withholding purposes. Therefore, if the payee is a grantor trust and one or more of the grantors is a nonresident, withholding is required. If all of the grantors on the trust are residents, no withholding is required. Resident grantors can check the box on Form 590 labeled "Individuals — Certification of Residency."

D Definitions

For California nonwage withholding purposes:

- **Nonresident** includes all of the following:
 - Individuals who are not residents of California.
 - Corporations not qualified through the California Secretary of State (CA SOS) to do business in California or having no permanent place of business in California.
 - Partnerships or limited liability companies (LLCs) with no permanent place of business in California.
 - Any trust without a resident grantor, beneficiary, or trustee, or estates where the decedent was not a California resident.
- **Foreign** refers to non-U.S.

For more information about determining resident status, get FTB Pub. 1031, Guidelines for Determining Resident Status. Military servicemembers have special rules for residency. For more information see General Information E, Military Spouse Residency Relief Act (MSRRA), and FTB Pub. 1032, Tax Information for Military Personnel.

Permanent Place of Business:

A corporation has a permanent place of business in California if it is organized and existing under the laws of California or it has qualified through the CA SOS to transact intrastate business. A corporation that has not qualified to transact intrastate business (e.g., a corporation engaged exclusively in interstate commerce) will be considered as having a permanent place of business in California only if it maintains a permanent office in California that is permanently staffed by its employees.

E Military Spouse Residency Relief Act (MSRRA)

Generally, for tax purposes you are considered to maintain your existing residence or domicile. If a military servicemember and nonmilitary spouse have the same state of domicile, the MSRRA provides:

- A spouse shall not be deemed to have lost a residence or domicile in any state solely by reason of being absent to be with the servicemember serving in compliance with military orders.
- A spouse shall not be deemed to have acquired a residence or domicile in any other state solely by reason of being there to be with the servicemember serving in compliance with military orders.

Domicile is defined as the one place:

- Where you maintain a true, fixed, and permanent home.
- To which you intend to return whenever you are absent.

A military servicemember's nonmilitary spouse is considered a nonresident for tax purposes if the servicemember and spouse have the same domicile outside of California and the spouse is in California solely to be with the servicemember who is serving in compliance with Permanent Change of Station orders.

California may require nonmilitary spouses of military servicemembers to provide proof that they meet the criteria for California personal income tax exemption as set forth in the MSRA.

Income of a military servicemember's nonmilitary spouse for services performed in California is not California source income subject to state tax if the spouse is in California to be with the servicemember serving in compliance with military orders, and the servicemember and spouse have the same domicile in a state other than California.

For additional information or assistance in determining whether the applicant meets the MSRA requirements, get FTB Pub. 1032.

Specific Instructions

Payee Instructions

Enter the withholding agent's name.

Enter the payee's information, including the TIN and check the appropriate TIN box.

You must provide a valid TIN as requested on this form. The following are acceptable TINs: social security number (SSN); individual taxpayer identification number (ITIN); federal employer identification number (FEIN); California corporation number (CA Corp no.); or CA SOS file number.

Private Mail Box (PMB) – Include the PMB in the address field. Write "PMB" first, then the box number. Example: 111 Main Street PMB 123.

Foreign Address – Follow the country's practice for entering the city, county, province, state, country, and postal code, as applicable, in the appropriate boxes. Do not abbreviate the country name.

Exemption Reason – Check the box that reflects the reason why the payee is exempt from the California income tax withholding requirement.

Withholding Agent Instructions

Do not send this form to the FTB. The certification on Form 590 remains valid until the payee's status changes. The withholding agent must retain a copy of the certificate or substitute for at least five years after the last payment to which the certificate applies. The agent must provide it to the FTB upon request.

The payee must notify the withholding agent if any of the following situations occur:

- The individual payee becomes a nonresident.
- The corporation ceases to have a permanent place of business in California or ceases to be qualified to do business in California.
- The partnership ceases to have a permanent place of business in California.
- The LLC ceases to have a permanent place of business in California.
- The tax-exempt entity loses its tax-exempt status.

If any of these situations occur, then withholding may be required. For more information, get Form 592, Resident and Nonresident Withholding Statement, Form 592-B, Resident and Nonresident Withholding Tax Statement, [Form 592-PTE](#), Pass-Through Entity Annual Withholding Return, Form 592-Q, Payment Voucher for Pass-Through Entity Withholding, and Form 592-V, Payment Voucher for Resident or Nonresident Withholding.

Additional Information

Website: For more information, go to ftb.ca.gov and search for **nonwage**.

MyFTB offers secure online tax account information and services. For more information, go to ftb.ca.gov and login or register for **MyFTB**.

Telephone: 888.792.4900 or 916.845.4900, Withholding Services and Compliance phone service

Fax: 916.845.9512

Mail: WITHHOLDING SERVICES AND COMPLIANCE MS F182
FRANCHISE TAX BOARD
PO BOX 942867
SACRAMENTO CA 94267-0651

For questions unrelated to withholding, or to download, view, and print California tax forms and publications, or to access the TTY/TDD numbers, see the Internet and Telephone Assistance section.

Internet and Telephone Assistance

Website: ftb.ca.gov

Telephone: 800.852.5711 from within the United States
916.845.6500 from outside the United States

TTY/TDD: 800.822.6268 for persons with hearing or speech disability
711 or 800.735.2929 California relay service

Asistencia Por Internet y Teléfono

Sitio web: ftb.ca.gov

Teléfono: 800.852.5711 dentro de los Estados Unidos
916.845.6500 fuera de los Estados Unidos

TTY/TDD: 800.822.6268 para personas con discapacidades auditivas o del habla
711 ó 800.735.2929 servicio de relevo de California

Certification Regarding Debarment, Suspension, and Other Responsibility Matters

The prospective participant certifies to the best of its knowledge and belief that it and the principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
- (b) Have not within a three year period preceding this proposal been convicted of or had a civil judgement rendered against them or commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction: violation of Federal or State antitrust statute or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a government entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

I understand that a false statement on this certification may be grounds for rejection of this proposal or termination of the award. In addition, under 18 USC Sec. 1001, a false statement may result in a fine of up to \$10,000 or imprisonment for up to 5 years, or both.

Typed Name & Title of Authorized Representative

Signature of Authorized Representative Date

☐ I am unable to certify to the above statements. My explanation is attached.



CAMPAIGN CONTRIBUTIONS DISCLOSURE

In accordance with California law, bidders and contracting parties are required to disclose, at the time the application is filed, information relating to any campaign contributions made to South Coast Air Quality Management District (SCAQMD) Board Members or members/alternates of the MSRC, including: the name of the party making the contribution (which includes any parent, subsidiary or otherwise related business entity, as defined below), the amount of the contribution, and the date the contribution was made. 2 C.C.R. §18438.8(b). Where a proposed rule or proposed amended rule impacts three or fewer facilities, those facilities will be treated in much the same manner as contracting parties and so must also complete this form, disclosing information relating to any campaign contributions made to any SCAQMD Board Members. See Quadri Advice Letter (2002) A-02.096.1 In the event that a qualifying campaign contribution is made, the Board Member to whom it was made may be disqualified from participating in the actions involving that donor.

California law prohibits a party, or an agent, from making campaign contributions to SCAQMD Governing Board Members or members/alternates of the Mobile Source Air Pollution Reduction Review Committee (MSRC) of more than \$250 while their contract or permit is pending before the SCAQMD; and further prohibits a campaign contribution from being made for three (3) months following the date of the final decision by the Governing Board or the MSRC on a donor's contract or permit. Gov't Code §84308(d). For purposes of reaching the \$250 limit, the campaign contributions of the bidder or contractor plus contributions by its parents, affiliates, and related companies of the contractor or bidder are added together. 2 C.C.R. §18438.5.

In addition, SCAQMD Board Members or members/alternates of the MSRC must abstain from voting on a contract or permit if they have received a campaign contribution from a party or participant to the proceeding, or agent, totaling more than \$250 in the 12-month period prior to the consideration of the item by the Governing Board or the MSRC. Gov't Code §84308(c).

The list of current SCAQMD Governing Board Members can be found at the SCAQMD website (www.aqmd.gov). The list of current MSRC members/alternates can be found at the MSRC website (<http://www.cleantransportationfunding.org>).

SECTION I.

Contractor (Legal Name): _____

DBA, Name _____, County Filed in _____

Corporation, ID No. _____

LLC/LLP, ID No. _____

List any parent, subsidiaries, or otherwise affiliated business entities of Contractor:
(See definition below).

SECTION II.

Has Contractor and/or any parent, subsidiary, or affiliated company, or agent thereof, made a

campaign contribution(s) totaling \$250 or more in the aggregate to a current member of the South Coast Air Quality Management Governing Board or member/alternate of the MSRC in the 12 months preceding the date of execution of this disclosure?

The information provided on this form does not, and is not intended to, constitute legal advice. To the extent that you may have questions regarding any case law, citations, or legal interpretations provided above please seek the guidance of your own independent counsel.

☐ Yes ☐ No **If YES, complete Section II below and then sign and date the form.**

If NO, sign and date below. Include this form with your submittal.
Campaign Contributions Disclosure, *continued*:

Name of Contributor _

Governing Board Member or MSRC Member/Alternate Contribution	Amount of Contribution	Date of
--	------------------------	---------

Name of Contributor _

Governing Board Member or MSRC Member/Alternate Contribution	Amount of Contribution	Date of
--	------------------------	---------

Name of Contributor _

Governing Board Member or MSRC Member/Alternate Contribution	Amount of Contribution	Date of
--	------------------------	---------

Name of Contributor _

Governing Board Member or MSRC Member/Alternate Contribution	Amount of Contribution	Date of
--	------------------------	---------

I declare the foregoing disclosures to be true and correct.

By: _____

Title: _____

Date: _____

DEFINITIONS

Parent, Subsidiary, or Otherwise Related Business Entity (2 Cal. Code of Regs., §18703.1(d).)

- (1) Parent subsidiary. A parent subsidiary relationship exists when one corporation directly or indirectly owns shares possessing more than 50 percent of the voting power of another corporation.
- (2) Otherwise related business entity. Business entities, including corporations, partnerships, joint ventures and any other organizations and enterprises operated for profit, which do not have a parent subsidiary relationship are otherwise related if any one of the following three tests is met:
 - (A) One business entity has a controlling ownership interest in the other business entity.
 - (B) There is shared management and control between the entities. In determining whether there is shared management and control, consideration should be given to the following factors:
 - (i) The same person or substantially the same person owns and manages the two entities;
 - (ii) There are common or commingled funds or assets;
 - (iii) The business entities share the use of the same offices or employees, or otherwise share activities, resources or personnel on a regular basis;
 - (iv) There is otherwise a regular and close working relationship between the entities; or
 - (C) A controlling owner (50% or greater interest as a shareholder or as a general partner) in one entity also is a controlling owner in the other entity.

BOARD MEETING DATE: November 7, 2025

AGENDA NO. 12

PROPOSAL: Approve Contract Awards as Approved by MSRC

SYNOPSIS: The MSRC allocated up to \$16,000,000 to partner with County Transportation Commissions within the South Coast AQMD region to implement high priority transportation demand management and mobility enhancement programs that are effective in reducing motor vehicle emissions. In April 2025, the MSRC issued an Invitation to Negotiate to the four County Transportation Commissions in the region: Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, Riverside County Transportation Commission, and San Bernardino County Transportation Commission. Each of the four County Transportation Commissions submitted proposals in response. The MSRC approved multiple awards totaling \$16,000,000 and seeks Board approval of the contract awards as part of the FYs 2024-27 Work Program.

COMMITTEE: Mobile Source Air Pollution Reduction Review, October 16, 2025;
Recommended for Approval

RECOMMENDED ACTIONS:

1. Approve six contract awards totaling \$16,000,000 under the Transportation Demand Management County Transportation Commission Partnership Program, as part of approval of the FYs 2024-27 Work Program, as described in this letter and as follows:
 - a. An award in an amount not to exceed \$4,000,000 to Los Angeles County Metropolitan Transportation Authority to support expanded Metrolink service during the 2028 Olympic and Paralympic Games;
 - b. An award in an amount not to exceed \$4,000,000 to Orange County Transportation Authority to support expanded transit service and mobility features during the 2028 Olympic and Paralympic Games;
 - c. An award in an amount not to exceed \$3,500,000 to Riverside County Transportation Commission for a strategic transportation demand management study and transit and mobility enhancement initiatives;

- d. An award in an amount not to exceed \$500,000 to Riverside County Transportation Commission for expanded Freeway Service Patrol coverage during Summer 2028;
 - e. An award in an amount not to exceed \$1,000,000 to San Bernardino County Transportation Authority for an initiative to offer free transit fares on both rail and bus during the 2028 Olympic and Paralympic Games; and
 - f. An award in an amount not to exceed \$3,000,000 to San Bernardino County Transportation Authority to support the Highland-Redlands Regional Connector Gap bikeway project.
2. Authorize the Chair (or Chair's designee) to execute the contracts as described above and in this Board Letter.

Larry McCallon
Committee Chair, MSRC

AK: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 subvended to 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.

Proposal

At its October 16, 2025 meeting, the MSRC considered recommendations from its MSRC-TAC and approved the following:

Transportation Demand Management (TDM) County Transportation Commission (CTC) Partnership Program

The MSRC set aside up to \$16,000,000 to partner with CTCs within the South Coast AQMD region to implement high priority TDM and mobility enhancement programs that are effective in reducing motor vehicle emissions. In April 2025, the MSRC issued a TDM CTC Partnership Program Invitation to Negotiate to the four CTCs in the region: Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, Riverside County Transportation Commission, and San Bernardino County Transportation Commission. Projects that support the use of lower-emitting technologies, especially those coupled with traditional TDM strategies, were sought. Additionally, CTCs were encouraged to consider partnering with MSRC on projects that either prepare for, or directly implement, TDM and air pollution reduction strategies supportive of upcoming major events such as the 2028 Olympic and Paralympic Games. Each CTC submitted proposals in response to the Invitation to

Negotiate. The MSRC approved multiple awards totaling \$16,000,000 as part of approval of the FYs 2024-27 Work Program, as follows:

- a. An award in an amount not to exceed \$4,000,000 to Los Angeles County Metropolitan Transportation Authority to support expanded Metrolink service on the Antelope Valley, San Bernardino, and Ventura lines during the 2028 Olympic and Paralympic Games;
- b. An award in an amount not to exceed \$4,000,000 to Orange County Transportation Authority to support expanded transit service and mobility features within Orange County during the 2028 Olympic and Paralympic Games;
- c. An award in an amount not to exceed \$3,500,000 to Riverside County Transportation Commission for a strategic transportation demand management study and transit and mobility enhancement initiatives within the South Coast AQMD portion of Riverside County;
- d. An award in an amount not to exceed \$500,000 to Riverside County Transportation Commission for expanded Freeway Service Patrol coverage within the South Coast AQMD portion of Riverside County during the summer of 2028;
- e. An award in an amount not to exceed \$1,000,000 to San Bernardino County Transportation Authority for an initiative to offer free transit fares on both rail and bus within the South Coast AQMD portion of San Bernardino County during the 2028 Olympic and Paralympic Games; and
- f. An award in an amount not to exceed \$3,000,000 to San Bernardino County Transportation Authority to support the Highland-Redlands Regional Connector Gap bikeway project.

The MSRC requests that the Board approve the contract awards as part of approval of the FYs 2024-27 AB 2766 Discretionary Fund Work Program as outlined above.

Resource Impacts

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: November 7, 2025

AGENDA NO. 13

REPORT: Legislative, Public Affairs and Media Report

SYNOPSIS: This report highlights the September 2025 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, Small Business Assistance, Media Relations, and Outreach to Community Groups and Governments.

COMMITTEE: No Committee Review

RECOMMENDED ACTION:
Receive and file.

Wayne Nastri
Executive Officer

LT:CG:PC:DS:jl:bel:cb

Background

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

Major Events (Hosted and Sponsored)

Each year, staff engage in hosting and sponsoring several major events throughout South Coast AQMD's four-county jurisdiction to promote, educate, and provide important information to the public regarding reducing air pollution, protecting public health, and improving air quality while minimizing economic impacts.

Working with Communities

On September 13, South Coast AQMD's Working with Communities volunteers partnered with Habitat for Humanity of Orange County to help construct three residential buildings that will provide six affordable housing units.

Community Events/Public Meetings

Staff engaged with residents and stakeholders of diverse communities to provide information about the agency, incentive programs, and ways individuals can help reduce air pollution through events and meetings sponsored by South Coast AQMD or in partnership with others. Attendees typically receive information regarding the following:

- Tips on reducing their exposure to smog and its negative health effects
- How to file a complaint
- Clean air technologies and their deployment
- Invitations or notices of conferences, seminars, workshops, and other public events
- South Coast AQMD incentive programs
- Funding/grant opportunities by South Coast AQMD and partner agencies
- Ways to participate in South Coast AQMD's rules and policy development
- Assistance in resolving air pollution-related problems.

Staff attended and/or provided information and updates at the following September events and meetings:

League of Women Voters of Orange Coast - Climate Interest Group

On September 3, staff participated in a League of Women Voters of Orange Coast - Climate Interest Group meeting and announced the Pilot Incentive Program for Zero-Emission Space and Water Heating Appliances (GO ZERO).

Harbor Association of Industry and Commerce

On September 4, staff participated in a Harbor Association of Industry and Commerce Government Affairs Committee meeting to share information on the Infrastructure, Vehicles, and Equipment Strategy for Climate, Equity, Air Quality, and National Competitiveness (INVEST CLEAN) program and GO ZERO.

San Bernardino County Transportation Authority

On September 4, staff participated in the San Bernardino County Transportation Authority City Manager Technical Advisory Committee meeting and provided information on INVEST CLEAN, the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) and the Commercial Electric Lawn and Garden Equipment (eL&G) Program.

North Hollywood Northeast Neighborhood Council

On September 6, staff participated in a North Hollywood Northeast Neighborhood Council Emergency Preparedness event and provided information on how to file air quality complaints, wildfire safety, and GO ZERO.

Inglewood City Council

On September 9, staff participated in an Inglewood City Council meeting to provide information on INVEST CLEAN.

Riverside County Board of Supervisors

On September 9, staff participated in a Riverside County Board of Supervisors meeting to provide information on INVEST CLEAN.

South Bay Association of Chambers of Commerce

On September 9, staff participated in a South Bay Association of Chambers of Commerce meeting to share information on INVEST CLEAN and GO ZERO.

Temecula City Council

On September 9, staff participated in a Temecula City Council meeting to provide information on INVEST CLEAN.

South Pasadena Chamber of Commerce

On September 10, staff participated in a South Pasadena Chamber of Commerce Legislative Affairs Committee meeting to share information on GO ZERO.

Corona Del Mar Chamber of Commerce

On September 11, staff participated in a Corona Del Mar Chamber of Commerce Community and Government Affairs discussion group to provide information on GO ZERO.

Healthy Desert, Healthy You Summit

On September 11, staff participated in the Healthy Desert, Healthy You Summit hosted by the Desert Healthcare District and Foundation to share information on the Dust Summit, Residential Air Filtration Program, Salton Sea Air Monitoring, the AB 617 Program, Commercial and Residential eL&G Programs, INVEST CLEAN, GO ZERO, Replace Your Ride (RYR), and the Carl Moyer Program.

Upland Chamber of Commerce

On September 11, staff participated in an Upland Chamber of Commerce Government Affairs Committee meeting to share information on GO ZERO, INVEST CLEAN, and HVIP.

Santa Fe Springs Chamber of Commerce

On September 17, staff participated in a Santa Fe Springs Chamber of Commerce Business Expo, “Business in the Spotlight” to provide information on South Coast AQMD’s Small Business Assistance Program, INVEST CLEAN, how to file an air quality complaint, and the Mobile App.

Lung Day

On September 20, staff participated in the City of Los Angeles 2nd Council District’s Lung Day in Sun Valley to share information on GO ZERO, how to file an air quality complaint, and the South Coast AQMD Mobile App.

Rialto Pollution Prevention Fair

On September 20, staff provided a resource booth at the City of Rialto’s Pollution Prevention Fair to share information on the Commercial and Residential eL&G Programs, GO ZERO, HVIP, how to file an air quality complaint, and how to sign-up for air alerts.

San Gabriel Valley Economic Partnership

On September 24, staff participated in a San Gabriel Valley Economic Partnership Legislative Action Group meeting to provide information on INVEST CLEAN and GO ZERO.

Ken Grody Ford

On September 26, staff participated in the 2025 Ken Grody Ford Fleet Solutions Expo in Anaheim to share information on INVEST CLEAN, GO ZERO, and Replace Your Ride.

Lakewood's 2025 Public Safety Expo

On September 27, staff provided a resource booth at the City of Lakewood’s 2025 Public Safety Expo to share information on GO ZERO, how to file an air quality complaint, the South Coast AQMD Mobile App, and the Commercial and Residential eL&G programs.

2025 Los Angeles Congress of Neighborhoods

On September 27, staff participated in the 2025 Los Angeles Congress of Neighborhoods to provide information on GO ZERO, how to file an air quality complaint, and the South Coast AQMD Mobile App.

GO ZERO Outreach

September marked the launch of GO ZERO, a pilot program to assist with the purchase of zero-emission space and water heating appliances. Staff conducted outreach and engagement to promote the incentives program for small businesses, single-family homeowners, and multi-family units to all 162 cities within our jurisdiction, including state and federal elected offices, chambers of commerce, community organizations and

other stakeholders. Staff shared the program announcement electronically with their contacts and promoted GO ZERO at the following meetings and resource booths:

- September 3 – League of Women Voters, Orange Coast Climate Interest Group
- September 4 – Harbor Association of Industry and Commerce Government Affairs Committee
- September 6 – North Hollywood Northeast Neighborhood Council Emergency Preparedness 2025, North Hollywood
- September 9 – South Bay Association of Chambers of Commerce
 - o Lake Arrowhead Communities Chamber of Commerce
- September 10 – South Pasadena Chamber of Commerce Government Affairs Committee
- September 11 – Upland Chamber of Commerce Government Affairs Committee
 - o Big Bear Lake Chamber of Commerce Government Affairs Committee
 - o Big Bear Lake Chamber of Commerce Transportation Committee
 - o Healthy Desert, Healthy You Environmental Summit, Palm Springs
- September 12 – Orange County Business Council Government Affairs Committee
- September 20 – Annual City of Rialto Pollution Prevention Fair, Rialto
 - o Los Angeles Council District 2 Lung Day, Sun Valley
- 2025 Santa Fe Springs Chamber of Commerce Business Expo, Santa Fe Springs
- September 24 - San Gabriel Valley Economic Partnership Legislative Action Committee Government Affairs Committee
- September 26 – Ken Grody Ford Fleet Solutions Expo, Anaheim
- September 26 – Orange County Council of Governments
- September 27 – Los Angeles Congress of Neighborhoods, Los Angeles
 - o 2025 Lakewood’s Public Safety Expo, Lakewood

Environmental Justice Update

The following are key EJ related activities in which staff participated during September. These events and meetings involve communities affected disproportionately by adverse air quality impacts.

Napa Street and Calahan Street Elementary Schools

On September 2, staff visited Napa Street Elementary School and Calahan Street Elementary School in Northridge to provide information on the Clean Air Program for Elementary Students (CAPES), wildfire safety, the Mobile App, and how to file an air quality complaint.

Palm View Elementary, Coral Mountain Academy, and Cesar Chavez Elementary

On September 3, staff visited Palm View Elementary School, Coral Mountain Academy, and Cesar Chavez Elementary School in Coachella to share information on CAPES, wildfire safety, the Mobile App, and how to file an air quality complaint.

Parkside Elementary, Public Safety Academy, and the Webb School

On September 9, staff visited Parkside Elementary School, Public Safety Academy, and the Webb School in San Bernardino and Claremont to share information on CAPES, Why Healthy Air Matters Program (WHAM), wildfire safety, the Mobile App, and how to file an air quality complaint.

Pacoima Community Initiative

On September 10, staff met with the Pacoima Community Initiative to provide information on CAPES, WHAM, wildfire safety, the South Coast AQMD Mobile App, and how to file an air quality complaint.

Elizabeth Learning Center and Orange County Academy of Sciences and Arts

On September 17, staff visited the Elizabeth Learning Center and Orange County Academy of Sciences and Arts in Cudahy and Laguna Niguel respectively to provide information on CAPES, wildfire safety, the South Coast AQMD Mobile App, and how to file an air quality complaint.

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.

City of Riverside

On September 24, South Coast AQMD staff presented at the City of Riverside's Lunch and Learn, hosted by the Office of Sustainability, providing about 12 employees with an overview of the agency's mission, programs, and services.

Communication Center Statistics

The Communication Center handles phone calls on South Coast AQMD's main line, 1-800-CUT-SMOG®, the Spanish line, and after-hours calls to those lines. Total calls received in the Month of September are summarized below:

Calls to South Coast AQMD's Main Line and 1-800-CUT-SMOG®	1961
Calls to South Coast AQMD's Spanish Line	43
Clean Air Connections	4
Total Calls	2008

Public Information Center Statistics

The Public Information Center (PIC) handles phone calls and assists individuals who walk in for general information. Email advisories provide information on upcoming meetings and events, program announcements and alerts on time-sensitive issues. Information for the Month of September is summarized below:

Calls Received by PIC	12
Calls to Automated System	105
Total Calls	117
Visitor Transactions	82
Email Advisories Sent	33335

Small 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 works with other agencies and governments to identify efficient, cost-effective ways to reduce air pollution and shares that information broadly. Staff provided personalized assistance to small businesses over the telephone, at South Coast AQMD headquarters and via virtual on-site consultation. The information is summarized below for September.

- Provided permit application assistance to 196 companies
- Processed 99 Air Quality Permit Checklists

Types of businesses assisted:

Architecture Firms	Engineering Firms	Retail Facilities
Auto Body Shops	Gas Stations	Schools
Beauty Salons	Manufacturing Facilities	Warehouses
Construction Firms	Offices	
Dry Cleaners	Restaurants	

Media Relations

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

Major Media Interactions	50
Press Releases	4
News Carousel	9

Major Media Topics:

- **GO ZERO:** Staff participated in an interview with NBC News and Telemundo on GO ZERO. Spectrum News requested an interview on the program in the Fall. Reporter will circle back when time gets closer.
- **Road Paving Project:** Staff participated in an interview (English and Spanish) with NBC Palm Springs and Univision respectively to discuss the AB 617 Road Paving project in Coachella Valley. KESQ-TV had questions regarding the project. Written response was provided.
- **Valley Fever:** NBC Palm Springs requested information on fungal spores found in Coachella Valley dust. Written response was provided.
- **Clean Air Act (CAA):** CBS requested an interview on the CAA and California's waivers. Reporter was referred to CARB.
- **Colorado Lagoon:** Long Beach Post requested an update on the Colorado Lagoon Open Channel Project. Response was provided. Reporter had follow-ups. Response was provided.
- **Hexavalent Chromium:** KCBS/KCAL requested information on our monitoring activities for hexavalent chromium nanoparticles in the burn areas of the LA Wildfires. Responses were provided.
- **Permits:** San Francisco Chronicle requested all permits from backup generators filed by data centers. Reporter was advised to submit a Public Records Request.
- **Porter Ranch:** LA Times requested information on the Porter Ranch Community Air Monitoring project. Response was provided.
- **Ports Cooperative Agreement (CA):** SoCal News Group and Journal of Commerce inquired about the draft CA reached between the district and the Ports. Responses were provided. Inside Washington Publishers inquired about the CA and Indirect Source Rule. Response was provided.
- **Salton Sea:** CalMatters requested a comment on UCLA's study on hydrogen sulfide (H₂S) at Salton Sea. Response was provided.
- **Sunshine Canyon:** LA Public Press had questions on wellhead temperature testing conducted at Sunshine Canyon Landfill. Response was provided.

- **Dust Summit Press Release:** Pitched to media outlets resulting in media coverage.
- **Go Zero Press Release:** Pitched to media outlets resulting in media coverage.

News Releases:

- Press Release announcing the launch of the GO ZERO incentive program. To view, click [here](#).
- Press Release announcing South Coast AQMD and Board Member Perez to host Coachella Valley Dust Summit. To view, click [here](#).

Social Media Posts:

[GO ZERO 9/5:](#) 564 Instagram Views; Interactions: 21; Reach: 426

[GO ZERO 9/9:](#) 335 Twitter Views

[Working with Communities 9/16:](#) Views 283; Reach 206; Interactions 10

[AQI Map:](#) Views 469; Reach 320; Interactions 9

News Carousel:

- **Hot, sunny, and stagnant days can lead to poor air quality. Stay informed — sign up for local air quality alerts (9/2)** - Linked to Air Quality Alerts webpage.
- **Apply now for INVEST CLEAN funding to support zero-emission infrastructure, trucks, cargo handling equipment, and locomotives. (9/4)** - Linked to INVEST CLEAN webpage.
- **Apply now for incentives for clean trucks and buses through the Clean Truck and Bus Voucher Incentive Project (9/9)** - Linked to HVIP Clean Trucks and Buses webpage.
- **Celebrate National Drive Electric Month (Sept. 12 – Oct. 12) and explore the benefits of driving electric. Find an event near you. (9/12)** - Linked to the National Drive Electric webpage.
- **Reminder! Applications for ELECTRIC funding to replace older Class 6–7 diesel and gasoline trucks with battery electric models are due Sept. 30 (9/16)** - Linked to login page.
- **Celebrate the 25th World Car Free Day by choosing cleaner alternatives—walking, biking, or public transit—for cleaner air (9/22)** - Linked to article.
- **Stop by South Coast AQMD’s booth at the OC Auto Show (Sept. 25-28) to explore clean-air vehicles and driving incentives (9/23)** - Linked to OC Auto Show webpage.

- **Update! The INVEST CLEAN Battery-Electric Switcher Locomotives funding deadline is now extended to Dec. 16 (9/24)** - Linked to program application webpage.
- **Stay informed! Join us on Oct. 15 for a hybrid public meeting to hear updates on a potential Cooperative Agreement with the Ports of Long Beach and Los Angeles (9/30)** - Linked to meeting details webpage.

Outreach to Community Groups and Federal, State and Local Governments

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

- | | |
|---|------------------------------------|
| • U.S. Senator Alex Padilla | • Senator Catherine Blakespear |
| • U.S. Senator Adam Schiff | • Senator Sabrina Cervantes |
| • U.S. Representative Pete Aguilar | • Senator Steven Choi |
| • U.S. Representative Nanette Barragán | • Senator María Elena Durazo |
| • U.S. Representative Julia Brownley | • Senator Lena Gonzalez |
| • U.S. Representative Ken Calvert | • Senator Shannon Grove |
| • U.S. Representative Judy Chu | • Senator Caroline Menjivar |
| • U.S. Representative Gilbert R. Cisneros | • Senator Rosilicie Ochoa Bogh |
| • U.S. Representative Lou Correa | • Senator Steve Padilla |
| • U.S. Representative Laura Friedman | • Sasha Renée Pérez |
| • U.S. Representative Robert Garcia | • Senator Eloise Gómez Reyes |
| • U.S. Representative Jimmy Gomez | • Senator Laura Richardson |
| • U.S. Representative Sydney Kamlager-Dove | • Senator Susan Rubio |
| • U.S. Representative Young Kim | • Senator Kelly Seyarto |
| • U.S. Representative Ted Lieu | • Senator Lola Smallwood-Cuevas |
| • U.S. Representative Dave Min | • Senator Henry Stern |
| • U.S. Representative Jay Obernolte | • Senator Tom Umberg |
| • U.S. Representative Luz Rivas | • Assembly Speaker Robert Rivas |
| • U.S. Representative Dr. Raul Ruiz | • Assemblymember Steve Bennett |
| • U.S. Representative Linda Sánchez | • Assemblymember Mia Bonta |
| • U.S. Representative Brad Sherman | • Assemblymember Isaac G. Bryan |
| • U.S. Representative Mark Takano | • Assemblymember Lisa Calderon |
| • U.S. Representative Norma Torres | • Assemblymember Jessica M. Caloza |
| • U.S. Representative Derek Tran | • Assemblymember Juan Carrillo |
| • U.S. Representative Maxine Waters | • Assemblymember Leticia Castillo |
| • U.S. Representative George Whitesides | • Assemblymember Phillip Chen |
| • Governor Gavin Newsom | • Assemblymember Laurie Davies |
| • Senate President Pro Tempore Mike McGuire | • Assemblymember Diane B. Dixon |
| • Senator Ben Allen | • Assemblymember Sade Elhawary |
| • Senator Bob Archuleta | • Assemblymember Stan Ellis |

- Assemblymember Mike Fong
- Assemblymember Jesse Gabriel
- Assemblymember Robert Garcia
- Assemblymember Mike Gipson
- Assemblymember Jeff Gonzalez
- Assemblymember Mark González
- Assemblymember John Harabedian
- Assemblymember Jacqui Irwin
- Assemblymember Dr. Cory A. Jackson
- Assemblymember Ash Kalra
- Assemblymember Tom Lackey
- Assemblymember Josh Lowenthal
- Assemblymember Tina McKinnor
- Assemblymember Al Muratsuchi
- Assemblymember Blanca Pacheco
- Assemblymember Gail Pellerin
- Assemblymember Cottie Petrie-Norris
- Assemblymember Sharon Quirk-Silva
- Assemblymember James C. Ramos
- Assemblymember Celeste Rodriguez
- Assemblymember Michelle Rodriguez
- Assemblymember Blanca E. Rubio
- Assemblymember Kate Sanchez
- Assemblymember Pilar Schiavo
- Assemblymember Nick Schultz
- Assemblymember José Luis Solache
- Assemblymember Tri Ta
- Assemblymember Avelino Valencia
- Assemblymember Greg Wallis
- Assemblymember Rick Chavez Zbur

Outreach was conducted personally and virtually in September to communicate with elected officials or staff from the following cities:

Agoura Hills	Canyon Lake	Duarte
Alhambra	Carson	Eastvale
Aliso Viejo	Cathedral City	El Monte
Anaheim	Cerritos	El Segundo
Arcadia	Chino	Fontana
Artesia	Chino Hills	Fountain Valley
Avalon	City of Industry	Fullerton
Azusa	Claremont	Garden Grove
Baldwin Park	Coachella	Gardena
Banning	Colton	Glendale
Beaumont	Commerce	Glendora
Bell	Compton	Grand Terrace
Bell Gardens	Corona	Hawaiian Gardens
Bellflower	Costa Mesa	Hawthorne
Beverly Hills	Covina	Hemet
Big Bear Lake	Cudahy	Hermosa Beach
Bradbury	Culver City	Hidden Hills
Brea	Cypress	Highland
Buena Park	Dana Point	Huntington Beach
Burbank	Desert Hot Springs	Huntington Park
Calabasas	Diamond Bar	Indian Wells
Calimesa	Downey	Indio

Inglewood	Montebello	San Gabriel
Irvine	Monterey Park	San Jacinto
Irwindale	Moreno Valley	San Juan Capistrano
Jurupa Valley	Murrieta	San Marino
La Cañada Flintridge	Newport Beach	Santa Ana
La Habra	Norco	Santa Clarita
La Habra Heights	Norwalk	Santa Fe Springs
La Mirada	Ontario	Santa Monica
La Palma	Orange	Seal Beach
La Puente	Palm Desert	Sierra Madre
La Quinta	Palm Springs	Signal Hill
La Verne	Palos Verdes Estates	South El Monte
Laguna Beach	Paramount	South Gate
Laguna Hills	Pasadena	South Pasadena
Laguna Niguel	Perris	Stanton
Laguna Woods	Pico Rivera	Temecula
Lake Elsinore	Placentia	Temple City
Lake Forest	Pomona	Torrance
Lakewood	Rancho Cucamonga	Tustin
Lawndale	Rancho Mirage	Upland
Loma Linda	Rancho Palos Verdes	Vernon
Lomita	Rancho Santa Margarita	Villa Park
Long Beach	Redlands	Walnut
Los Alamitos	Redondo Beach	West Covina
Los Angeles	Rialto	West Hollywood
Lynwood	Riverside	Westlake Village
Malibu	Rolling Hills	Westminster
Manhattan Beach	Rolling Hills Estates	Whittier
Maywood	Rosemead	Yorba Linda
Menifee	San Bernardino	Yucaipa
Mission Viejo	San Clemente	
Monrovia	San Dimas	
Montclair	San Fernando	

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

- Ability Tri-Modal Transportation Services
- Agility KSCP
- Agility Logistics
- Americold Logistics
- American Green Zone Alliance
- Association of California Cities – Orange County

B&M Lawn & Garden Center
Banning Chamber of Commerce
Bear Valley Electric Service, Inc.
Beaumont Chamber of Commerce
Big Bear Chamber of Commerce
Big Bear Fire Department
Big Bear Municipal Water District
Burbank Chamber of Commerce
California Department of Forestry and Fire Protection
California Department of Transportation
Calimesa Chamber of Commerce
Canyon Lake Chamber of Commerce
Carson Chamber of Commerce
Cavalier Logistics
CCL Logistics & Technology
City Logistics Transport
Clean Power Alliance
Coachella Valley Association of Governments
Complete Coach Works
Corona Del Mar Chamber of Commerce
Desert Healthcare District & Foundation
Draco Freight Logistics
DSD Companies
El Segundo Chamber
Energy Compass Group
Eusu Logistics
Fontana Chamber of Commerce
Foothill Transit
Gardena Valley Chamber of Commerce
Gateway Cities Council of Governments
GEODIS
Glendale Chamber of Commerce
Greater Ontario Business Council
Greater Riverside Chambers of Commerce
H2O Logistics
Harbor Association of Industry and Commerce
Healthy Rialto
Hellmann Worldwide Logistics
Hemet / San Jacinto Valley Chamber of Commerce
Hermosa Beach Chamber of Commerce
Holliday Rock
Imperial Irrigation District
InCharge Energy Inc.

Inglewood Airport Area Chamber of Commerce
Inland Economic Growth & Opportunity
Inland Empire Economic Partnership
Inland Empire Fire Safe Alliance
Inland Empire Regional Chamber of Commerce
Inland Empire Resource Conservation District
Inland Empire Utilities Agency
Inland Regional Energy Network
Inland Star Distribution Centers
Inland Valley Development Agency
Inland Valleys Association of Realtors
Interline Corporation
Jam-n Logistics
Jurupa Valley Chamber of Commerce
Kaiser Permanente
Kamigumi USA Inc.
Ken Grody Ford Inland Empire
KL Logistic Corporation
Lake Arrowhead Communities Chamber of Commerce
Lake Elsinore Valley Chamber of Commerce
Las Virgenes - Malibu Council of Governments
League of California Cities
League of California Cities, Los Angeles County Division
League of Women Voters of Orange Coast
Lomita Chamber of Commerce
Los Angeles Area Chamber of Commerce
Los Angeles County
Los Angeles County Metropolitan Transportation Authority
Los Angeles County Sanitation Districts
Los Angeles Department of Water and Power
Manhattan Beach Chamber of Commerce
Mean Green Mowers
Menifee Valley Chamber of Commerce
Metrolink
Metropolitan Water District of Southern California
Mountain Resort Communities Association of Realtors
Mountain Transit
Murrieta/Wildomar Chamber of Commerce
Newport Beach Chamber of Commerce
Nippon Express USA
Norco Area Chamber of Commerce
North Hollywood Northeast Neighborhood Council
Omnitrans

Ontario International Airport Authority
Orange County Business Council
Orange County Council of Governments
Orange County Transportation Authority
Pace Freight Systems
Palm Desert Area Chamber of Commerce
Palos Verdes Peninsula Chamber of Commerce
Panda Logistics USA, Inc.
Perris Valley Chamber of Commerce
Placentia Fire and Life Safety Department
Port of Los Angeles
Redondo Beach Chamber of Commerce
Riverside Transit Agency
San Antonio Regional Hospital
San Bernardino Area Chamber of Commerce
San Bernardino County
San Bernardino County Transportation Agency
San Bernardino International Airport Authority
San Fernando Valley Council of Governments
San Gabriel Valley Council of Governments
San Gabriel Valley Economic Partnership
Santa Clarita Valley Chamber of Commerce
Santa Fe Springs Chamber of Commerce
SEKO Logistics, Los Angeles
Sonsray Fleet Services
South Bay Association of Chambers of Commerce
South Bay Cities Council of Governments
South Pasadena Chamber of Commerce
Southern California Association of Governments
Southern California Edison
STG Logistics
STIHL
Stevens Global Logistics
SunLine Transit Agency
Temecula Valley Chamber of Commerce
Torrance Area Chamber of Commerce
Transportation Corridor Agencies
Trius Logistics
U.S. Department of Agriculture
U.S. Fire Administration
U.S. Green Building Council
U.S. Group Consolidator, Inc.
Union Pacific Railroad

Upland Chamber of Commerce
Upper San Gabriel Valley Municipal Water District
Valley Industry & Commerce Association
Vanguard Logistics
Verizon
Western Riverside Council of Governments
Western States Petroleum Association
Yusen Logistics

In September, staff represented South Coast AQMD and/or provided updates or a presentation to the following community and educational groups and organizations:

American Red Cross
California State University, San Bernardino
Citrus College
Habitat for Humanity of Orange County
Loma Linda University
Los Angeles Unified School District
Mt. San Antonio College
Options for Learning
Pasadena City College
Redlands Unified School District
Rim of the World Recreation and Park District
Rim of the World Unified School District
San Bernardino Valley College
The Wildlands Conservancy
University of California, Riverside
University of Redlands
Upland Unified School District
Uplift San Bernardino

 [Back to Agenda](#)

BOARD MEETING DATE: November 7, 2025

AGENDA NO. 14

REPORT: Hearing Board Report

SYNOPSIS: This reports the actions taken by the Hearing Board during the period of September 1 through September 30, 2025.

COMMITTEE: No Committee Review

RECOMMENDED ACTION:
Receive and file.

Micah Ali
Hearing Board Chair

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Attached are the following summaries: **September 2025 Hearing Board Cases**, and **Rules From Which Variances and Orders for Abatement Were Requested from September 1, 2025 through September 30, 2025**. The applicable South Coast AQMD Rules through **September** are also attached.

There were no appeals filed during the period of September 1, 2025 to September 30, 2025.

Report of September 2025 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. Canyon Power Plant (City of Anaheim) Case No. 6264-2 (Consent Calendar)	203(b) 218(b)(4)(C) 2004(f)(1) 3002(c)(1)	Petitioner sought additional time to repair Gas Turbine No. 1 and perform the required triennial testing.	Not Opposed/Granted	RV granted commencing on 09/04/2025 and continuing through 03/31/2026	None
2. Los Angeles Department of Water and Power Case No. 1263-82 (Consent Calendar)	203(b) 218(b)(2) 218.1 2004(f)(1) 3002(c)(1)	Time is needed to perform repairs on Unit No. 8 steam turbine to complete the required CO RATA test.	Not Opposed/Granted	SV granted commencing on 09/30/2025 and continuing through 12/28/2025.	None
3. Maruchan, Inc. Case No. 6274-1 (J. Jones)	203(b) 2004(f)(1)	Additional time needed for source testing to demonstrate Fryers E and F are in compliance with the PM emissions limit.	Not Opposed/Granted	RV granted commencing on 09/09/2025 and continuing through 08/12/2026	PM: 7.0 lbs./day
4. South Coast AQMD vs. Browning-Ferris Industries of California dba Sunshine Canyon Landfill Case No. 3448-18 (K. Manwaring)	402 H&S §41700	The Parties updated the Board regarding progress and compliance with the Order.	Stipulated/No Action	A subsequent hearing was scheduled for 5/27/2026 to provide further status updates and/or consider a modification of the existing Order.	N/A

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. Victory Valero, Hassake Ent., Inc Case No 6277-1 (K. Manwaring)	203(b) 461(e)(5)	Petitioner failed a 201.4 Methodology 6 Test for the vapor recovery system, without forewarning, and sought to continue operations until passing the test.	No Position/Granted	SV granted commencing on 09/23/2025 and continuing through 11/23/2025.	None

Acronyms

CO: Carbon Monoxide

N/A: Not Applicable

PM: Particulate Matter

O/A: Order for Abatement

RATA: Relative Accuracy Test Audit

RV: Short Variance

SV: Short Variance

TBD: To Be Determined

Rules from which Variances and Orders for Abatement were Requested in 2025

Rules	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Total Actions
201		1											1
202						1							1
202(b)							1						1
203				1		1							2
203(a)		1											1
203(b)	4	5	5	6	5	1	5	3	4				38
218(b)(2)							1		1				2
218(b)(4)(C)									1				1
218.1									1				1
402			2	1		1			1				5
403(d)(1)(A)							1						1
403(d)(2)							1						1
403(d)(4)							1						1
415		1											1
415(f)						1							1
415(g)						1							1
431.1				1		1							2
461(c)(2)(B)			1										1
461(e)(5)								1	1				2
463(d)(3)				1									1
1100(d)(3)					1								1
1110.2(e)(10)					1								1
1128			1										1
1134	1												1
1134(d)(3)	1												1
1147			1										1
1148.1(d)(8)				2									2
1150				1		1							2
1173(m)(1)				2									2
1196(d)(1)								1					1
1426		1											1
1469		1											1
1469(h)(3)					1								1
1469(h)(4)(A)(iv)					1								1
1469(k)(6)					1								1
1470(c)(4)(A)					1								1
2004(f)	1												1
2004(f)(1)			1	2	1	1	3	2	3				13
2005							1						1
2011(c)(2)(A)							1						1
2012(c)(2)(A)							1						1
2012(c)(3)(A)							2						2
3002				1		1							2
3002(c)(1)	3		2	2	1	1	4	2	2				17
CA H&S §41700			2	1		1			1				5

**SOUTH COAST AQMD RULES AND REGULATIONS INDEX
FOR 2025 HEARING BOARD CASES AS OF SEPTEMBER 30, 2025**

REGULATION II – PERMITS

Rule 201	Permit to Construct
Rule 202	Temporary Permit to Operate
Rule 203	Permit to Operate
Rule 218	Continuous Emission Monitoring
Rule 218.1	Continuous Emission Monitoring Performance Specifications

REGULATION IV - PROHIBITIONS

Rule 402	Nuisance
Rule 403	Fugitive Dust
Rule 415	Odors from Rendering Facilities
Rule 431.1	Sulfur Content of Gaseous Fuels
Rule 461	Gasoline Transfer and Dispensing
Rule 463	Organic Liquid Storage

REGULATION XI – SOURCE SPECIFIC STANDARDS

Rule 1100	Implementation Schedule for NO _x Facilities
Rule 1110.2	Emissions for Gaseous – and Liquid-Fueled Engines
Rule 1128	Paper, Fabric, and Film Coating Operations
Rule 1134	Emissions of Oxides of Nitrogen from Stationary Gas Turbines
Rule 1147	NO _x 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 1196 Clean On-Road Heavy-Duty Public Fleet Vehicles

REGULATION XIV - TOXICS AND OTHER NON-CRITERIA POLLUTANTS

Rule 1426 Emissions from Metal Finishing Operations

Rule 1469 Hexavalent Chromium Emissions from Chromium Electroplating and Chromic Acid Anodizing Operations

Rule 1470 Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines

REGULATION XX – REGIONAL CLEAN AIR INCENTIVES MARKET (RECLAIM)

Rule 2004 Requirements

Rule 2005 New Source Review for RECLAIM

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 & SAFETY CODE

§41700 Prohibited Discharges

[↑ Back to Agenda](#)

BOARD MEETING DATE: November 7, 2025

AGENDA NO. 15

REPORT: Civil Filings and Civil Penalties Report

SYNOPSIS: This report summarizes monthly penalties and legal actions filed by the General Counsel's Office from September 1 through September 30, 2025. An Index of South Coast AQMD Rules is attached with the penalty report.

COMMITTEE: Stationary Source, October 17, 2025; Reviewed

RECOMMENDED ACTION:
Receive and file.

Bayron T. Gilchrist
General Counsel

BTG:sh

CIVIL FILINGS

VIOLATIONS

There are no civil or small claims filings for September 2025

Attachments

September 2025 Penalty Reports

Index of South Coast AQMD Rules and Regulations

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
General Counsel's Office

Settlement Penalty Report (09/01/2025 - 09/30/2025)

Total Penalties

Civil Settlement: \$831,768.00

Hearing Board Settlement: \$1,000.00

MSPAP Settlement: \$265,781.75

Total Cash Settlements: \$1,098,549.75

Total SEP Value: \$0.00

Fiscal Year through 09/30/2025 Cash Total: \$2,449,771.91

Fiscal Year through 09/30/2025 SEP Value Only Total: \$0.00

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbrs	Total Settlement
Civil						
171832	C & R PLATING, INC.	1469	09/23/2025	ND	P73502	\$12,490.00
800022	CALNEV PIPE LINE, LLC	3002	09/24/2025	SP	P80726	\$37,470.00
182561	COLTON POWER, LP	2004	09/09/2025	DH	P79473	\$1,050.00
171049	E&B NATURAL RESOURCES MGMT. CORP.	203, 463, 1173	09/02/2025	RM	P69266, P73340, P73341, P73345, P75511	\$55,000.00
200407	GLENAIR, INC	2305	09/19/2025	SP	O15267	\$9,737.00
176691	H MART	1415.1	09/09/2025	RM	P74273, P74275, P74906, P74907, P74908, P74909, P74911, P74912, P74913	\$207,800.00
201693	MIDAS EXPRESS INC.	2305	09/23/2025	ND	O15088, O15458	\$18,000.00
200275	NEW DREAM SHIPPING CO. LTD	1142	09/09/2025	MR	P74098	\$3,122.00
800212	POMONA VALLEY COMM HOSP (EIS USE)	1146	09/19/2025	SP	P78364	\$12,490.00
197593	PRO AUTO COLLISION CORONA	203	09/19/2025	CL	P75412	\$2,271.00
199970	RUSSELL SQUARE CONSULTING, INC	1403, 40 CFR 61.145	09/23/2025	SH	P77560	\$9,000.00
49111	SUNSHINE CYN LANDFILL REPUBLIC SERV INC	402, 403, H&S 41700	09/03/2025	JL	P74783, P74785, P75268, P78103, P78251, P78254, P78255, P78256, P78257, P78258, P78959, P78960, P78961, P78962, P78963, P78964, P78965, P78966, P78967, P78968, P78969, P78970, P78971, P78972, P78973, P78974, P78975, P78976, P78977, P78978	\$175,000.00
200705	TC VILLAGE OAKS, LLC	403, 1403	09/23/2025	SH	P77564	\$9,000.00
89186	THE COCA COLA COMPANY	203	09/04/2025	KCM	P63998	\$175,000.00

13011	THE GILL CORPORATION	3002	09/19/2025	SP	P73180	\$18,735.00
194707	THE HAZMAT TEAM, LLC	1403	09/24/2025	CL	P75904	\$2,500.00
144681	WARREN E&P, INC	402, H&S 41700	09/05/2025	SP	P74546	\$8,743.00
134291	WILCO_PLACENTIA OIL OPERATOR LLC	203, 1148.1, 1173	09/26/2025	JJ	P73310	\$6,000.00
202592	YESLING INTERNATIONAL INC	2305	09/19/2025	DH	O15211	\$20,000.00
193318	ZENITH ENERGY WEST COAST TERMINALS LLC	2004, 3002	09/19/2025	SP	P81057	\$48,360.00

Total Civil Settlements: \$831,768.00

Hearing Board

146536	WALNUT CREEK ENERGY, LLC	203, 2004, 3002	09/04/2025	KCM	6230-6	\$1,000.00
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Total Hearing Board Settlements: \$1,000.00

MSPAP

203789	5385 GRASSY TRAIL DRIVE	1403	09/03/2025	VB	P75799	\$12,934.00
70220	AERO CHROME PLATING	1469	09/19/2025	CL	P78253	\$1,966.00
83039	AIRPORT ARCO	461, H&S 41960.2,	09/23/2025	SW	P66986	\$2,298.00
140836	ALISO VIEJO AUTO CARE INC	461	09/03/2025	VB	P79636	\$7,119.00
150805	ALL CLEAR ENVIRONMENTAL INC	1403, 40 CFR 61.145	09/09/2025	CL	P80806	\$13,112.00
164199	AMPCO CONTRACTING INC.	403	09/18/2025	CR	P79998	\$2,098.00
201804	ANZO USA	2305	09/23/2025	LT	O15306	\$8,360.00
206741	BELLA & CANVAS	2305	09/03/2025	VB	O15353	\$28,600.00
156954	BUSTILLOS COLLISION AUTO REPAIR	109, 203	09/03/2025	VB	P81803	\$2,098.00
44258	CALIBER MOTORS INC	203, 461	09/18/2025	CR	P64177	\$2,622.00
126710	CALIFORNIA HOTEL PARTNERS, LLC	203	09/09/2025	SW	P78044	\$1,009.00
166806	CARRIAGE FUNERAL SERVICES OF CA, INC.	1147	09/03/2025	VB	P75890	\$3,122.00
144040	CATHEDRAL CITY FUELS CO., DATE PALM ARCO	461	09/09/2025	SW	P64865	\$1,249.00
193474	DBA SUN CITY FUEL AND FOOD	203, 461	09/23/2025	SW	P80977	\$2,098.00
191972	FLETCHER JONES AUDI	461	09/09/2025	CM	P70428	\$996.00
729	FULLERTON SCH DIST, TRANS DEPT	461	09/23/2025	CL	P66313	\$2,372.00
205741	G&M OIL CO., #227	201, 203, 461	09/09/2025	CR	P68845	\$3,671.50
190532	G&M OIL CO., #73	203	09/09/2025	CR	P63725	\$2,098.00
186047	GLENDALE OIL, INC	461, H&S 41960.2	09/09/2025	VB	P68848	\$1,592.00
207751	GOLDEN WEST	403	09/16/2025	CR	P78483	\$3,147.00
207297	GUNJAN BAGLA	1403	09/09/2025	CM	P79988	\$1,494.00
149526	HEALTHERVE FOOD MFG. USA, INC	1146.1	09/23/2025	CL	P78480	\$1,993.00
172234	IFCO SYSTEMS US., INC	1146.1	09/19/2025	CL	P78474	\$2,747.00
62862	IMPERIAL IRRIGATION DISTRICT/ COACHELLA	3002	09/09/2025	CL	P74291	\$6,594.00
2868	INDIO CITY, PUBLIC WORKS DEPT	203, 461	09/09/2025	SW	P74293	\$3,147.00
158905	JML AUTOBODY AND PAINT	109, 203	09/09/2025	CR	P74491	\$1,573.50
29411	LA CO., SHERIFF'S DEPT	1146, 3002	09/11/2025	CL	P81655	\$4,995.00
194733	LGM PHARMA	3002	09/23/2025	CL	P80170	\$3,776.00

124904	LOS ANGELES TIMES COMMUNICATIONS LLC	3002	09/09/2025	CL	P67133	\$786.00
205404	MAGNUSSEN HOME FURNISHING INC	2305	09/09/2025	LT	O15405	\$25,740.00
186373	MARTINEZ LANDSCAPE COMPANY, INC	203	09/09/2025	CR	P79268	\$1,049.00
205963	MAYER MOIZEL LLC	1403, 40 CFR 61.145	09/03/2025	VB	P79765	\$1,337.00
158766	MILLENIUM AUTO COLLISION	203, 1151	09/03/2025	CM	P74489	\$1,783.00
73367	MONARCH LITHO INC	3002	09/09/2025	CR	P74495	\$786.75
203603	NABCO	201, 203	09/23/2025	SW	P79865	\$2,018.00
11887	NASA JET PROPULSION LAB	2004	09/23/2025	CL	P80415	\$6,588.00
206676	NICKS ENTERPRISES OXNARD INC.	461, H&S 41960.2	09/03/2025	CM	P68833	\$2,547.00
180167	NIMA CAPITAL INVESTMENT INC	461, H&S 41960.2	09/03/2025	VB	P73533	\$4,396.00
129752	O'CONNELL LANDSCAPE MAINTENANCE	461	09/09/2025	CM	P66309	\$2,490.00
121727	PACIFIC PIPELINE SYSTEM LLC	3002	09/19/2025	CL	P75692	\$834.00
111007	RIVERSIDE CTY WASTE RESOURCES MGMT DIST.	203	09/26/2025	SW	P81154	\$1,249.00
23487	ROYAL PAPER BOX CO	3002	09/19/2025	CL	P74494	\$449.00
170861	RSG/AAMES SECURITY, INC.	201, 203	09/09/2025	CR	P73839	\$3,147.00
131062	SAM'S CLUB FUELING STATION #6610	461, H&S 41960.2	09/23/2025	VB	P80245	\$1,648.00
131506	SAM'S CLUB FUELING STATION #6613	461, H&S 41960.2	09/03/2025	SW	P63734	\$2,747.00
113170	SANTA MONICA - UCLA MEDICAL CENTER	203, 1146	09/26/2025	CL	P80060	\$13,737.00
199467	SECURITY PAVING	403	09/18/2025	CR	P79879	\$2,098.00
175045	SEVEN DAYS STATION, INC.	203, 461	09/09/2025	CL	P70237, P79051	\$3,513.00
134777	SONNENBLICK - DEL RIO EL MONTE ASSET LEASING CORP	222, 1415	09/10/2025	VB	P74886	\$4,836.00
206269	TACTICAL LOGISTIC SOLUTIONS	2305	09/19/2025	LT	O15391	\$28,600.00
5472	TAFT CLEANERS	203	09/09/2025	CL	P80285	\$1,099.00
151401	TARGET STORE #2309	203	09/03/2025	VB	P79232	\$1,573.00
206917	THACKER'S TRUCKING, INC.	403, 13 CCR 2454	09/26/2025	CL	P75885	\$2,247.00
204804	UNITED BROTHERS GAS, INC.	203	09/19/2025	CL	P68841	\$846.00
192419	UNITED PACIFIC #0600	461, H&S 41960.2	09/03/2025	CM	P63733	\$1,494.00
199160	UNIVERSAL CONTAINER AND PACKAGING	2305	09/09/2025	LT	O15297	\$15,840.00
2482	US GOVT, NAVY DEPT, GOLF COURSE	461	09/19/2025	CL	P78735	\$1,423.00
Total MSPAP Settlements: \$265,781.75						

SOUTH COAST AQMD'S RULES AND REGULATIONS INDEX FOR SEPTEMBER 2025 PENALTY REPORT

REGULATION I - GENERAL PROVISIONS

Rule 109 Recordkeeping for Volatile Organic Compound Emissions

REGULATION II - PERMITS

Rule 201 Permit to Construct

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 402 Nuisance

Rule 403 Fugitive Dust

Rule 461 Gasoline Transfer and Dispensing

Rule 463 Organic Liquid Storage

REGULATION XI - SOURCE SPECIFIC STANDARDS

Rule 1142 Marine Tank Vessel Operations

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 1147 NOx Reductions from Miscellaneous Sources

Rule 1148.1 Oil and Gas Production Wells

Rule 1151 Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations

Rule 1173 Fugitive Emissions of Volatile Organic Compounds

REGULATION XIV - TOXICS

Rule 1403 Asbestos Emissions from Demolition/Renovation Activities

Rule 1415 Reduction of Refrigerant Emissions from Stationary Air Conditioning Systems

Rule 1415.1 Reduction of Refrigerant Emissions from Stationary Refrigeration Systems

Rule 1469 Hexavalent Chromium Emissions from Chrome Plating and Chromic Acid Anodizing Operations

SOUTH COAST AQMD'S RULES AND REGULATIONS INDEX FOR SEPTEMBER 2025 PENALTY REPORT

REGULATION XX - REGIONAL CLEAN AIR INCENTIVES MARKET (RECLAIM)

Rule 2004 Requirements

REGULATION XXIII - FACILITY BASED MOBILE SOURCE MEASURES

Rule 2305 Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (Waire) Program

REGULATION XXX - TITLE V PERMITS

Rule 3002 Requirements

CODE OF FEDERAL REGULATIONS

40 CFR 61.145 Standards for Demolition and Renovation

CALIFORNIA HEALTH AND SAFETY CODE

H&S § 41700 Prohibited Discharges

H&S § 41960.2 Gasoline Vapor Recovery

CALIFORNIA CODE OF REGULATIONS

13 CCR 2454 Portable Equipment Registration Process

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BOARD MEETING DATE: November 7, 2025

AGENDA NO. 16

REPORT: Intergovernmental Review of Environmental Documents and
CEQA Lead Agency Projects

SYNOPSIS: This report provides a listing of environmental documents prepared
by other public agencies seeking review by South Coast AQMD
between September 1, 2025 and September 30, 2025, and proposed
projects for which South Coast AQMD is acting as lead agency
pursuant to CEQA.

COMMITTEE: Mobile Source, October 17, 2025, Reviewed

RECOMMENDED ACTION:
Receive and file.

Wayne Nastri
Executive Officer

SR:MK:BR:SW:AS

Background

The California Environmental Quality Act (CEQA) Statute and Guidelines require public agencies, when acting in their lead agency role, to provide an opportunity for other public agencies and members of the public to review and comment on the analysis in environmental documents prepared for proposed projects. A lead agency is when a public agency has the greatest responsibility for supervising or approving a proposed project and is responsible for the preparation of the appropriate CEQA document.

Each month, South Coast AQMD receives environmental documents, which include CEQA documents, for proposed projects that could adversely affect air quality. South Coast AQMD fulfills its intergovernmental review responsibilities, in a manner that is consistent with the Board's 1997 Environmental Justice Guiding Principles and Environmental Justice Initiative #4, by reviewing and commenting on the adequacy of the air quality analysis in the environmental documents prepared by other lead agencies.

The status of these intergovernmental review activities is provided in this report in two sections: 1) Attachment A lists all of the environmental documents prepared by other public agencies seeking review by South Coast AQMD that were received during the reporting period; and 2) Attachment B lists the active projects for which South Coast AQMD has reviewed or is continuing to conduct a review of the environmental documents prepared by other public agencies. Further, as required by the Board's October 2002 Environmental Justice Program Enhancements for fiscal year (FY) 2002-03, each attachment includes notes for proposed projects which indicate when South Coast AQMD has been contacted regarding potential air quality-related environmental justice concerns. The attachments also identify for each proposed project, as applicable: 1) the dates of the public comment period and the public hearing date; 2) whether staff provided written comments to a lead agency and the location where the comment letter may be accessed on South Coast AQMD's website; and 3) whether staff testified at a hearing.

In addition, the South Coast AQMD will act as lead agency for a proposed project and prepare a CEQA document when: 1) air permits are needed; 2) potentially significant adverse impacts have been identified; and 3) the South Coast AQMD has primary discretionary authority over the approvals. Attachment C lists the proposed air permit projects for which South Coast AQMD is lead agency under CEQA.

Attachment A – Log of Environmental Documents Prepared by Other Public Agencies and Status of Review, and Attachment B – Log of Active Projects with Continued Review of Environmental Documents Prepared by Other Public Agencies

Attachment A contains a list of all environmental documents prepared by other public agencies seeking review by South Coast AQMD that were received pursuant to CEQA or other regulatory requirements. Attachment B provides a list of active projects, which were identified in previous months' reports, and which South Coast AQMD staff is continuing to evaluate or prepare comments relative to the environmental documents prepared by other public agencies. The following table provides statistics on the status of review¹ of environmental documents for the current reporting period for Attachments A and B combined²:

¹ The status of review reflects the date when this Board Letter was prepared. Therefore, Attachments A and B may not reflect the most recent updates.

² Copies of all comment letters sent to the lead agencies are available on South Coast AQMD's website at: <http://www.aqmd.gov/home/regulations/ceqa/commenting-agency>.

Statistics for Reporting Period from September 1, 2025 to September 30, 2025	
Attachment A: Environmental Documents Prepared by Other Public Agencies and Status of Review	61
Attachment B: Active Projects with Continued Review of Environmental Documents Prepared by Other Public Agencies (which were previously identified in the July and August 2025 report)	9
Total Environmental Documents Listed in Attachments A & B	70
<i>Comment letters sent</i>	14
<i>Environmental documents reviewed, but no comments were made</i>	49
<i>Environmental documents currently undergoing review</i>	7

Staff focuses on reviewing and preparing comments on environmental documents prepared by other public agencies for proposed projects: 1) where South Coast AQMD is a responsible agency under CEQA (e.g., when air permits are required but another public agency is lead agency); 2) that may have significant adverse regional air quality impacts (e.g., special event centers, landfills, goods movement); 3) that may have localized or toxic air quality impacts (e.g., warehouse and distribution centers); 4) where environmental justice concerns have been raised; and 5) which a lead or responsible agency has specifically requested South Coast AQMD review.

If staff provided written comments to a lead agency, then a hyperlink to the “South Coast AQMD Letter” is included in the “Project Description” column which corresponds to a notation in the “Comment Status” column. In addition, if staff testified at a hearing for a proposed project, then a notation is included in the “Comment Status” column. Copies of all comment letters sent to lead agencies are available on South Coast AQMD’s website at: <http://www.aqmd.gov/home/regulations/ceqa/commenting-agency>. Interested parties seeking information regarding the comment periods and scheduled public hearings for projects listed in Attachments A and B should contact the lead agencies for further details as these dates are occasionally modified.

In January 2006, the Board approved the Clean Port Initiative Workplan (Workplan). One action item of the Workplan 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 accordance with this action item, Attachments A and B organize the environmental documents received according to the following categories: 1) goods movement projects; 2) schools; 3) landfills and wastewater projects; 4) airports; and 5) general land use projects. In response to the action item relative to mitigation, staff maintains a compilation of mitigation measures presented as a series of tables relative to off-road engines; on-road engines; harbor craft; ocean-going vessels; locomotives; fugitive dust; and greenhouse gases which are available on 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 such as ground support equipment.

Attachment C – Proposed Air Permit Projects for Which South Coast AQMD is CEQA Lead Agency

The CEQA lead agency is responsible for determining the type of environmental document to be prepared if a proposal requiring discretionary action is considered to be a “project” as defined by CEQA. South Coast AQMD periodically acts as lead agency for its air permit projects and the type of environmental document prepared may vary depending on the potential impacts. For example, an Environmental Impact Report (EIR) is prepared when there is 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 a proposed project will not generate significant adverse environmental impacts, or the impacts can be mitigated to less than significance. The ND and MND are types of CEQA documents which analyze the potential environmental impacts and describe the reasons why a significant adverse effect on the environment will not occur such that the preparation of an EIR is not required.

Attachment C of this report summarizes the proposed air permit projects for which South Coast AQMD is lead agency and is currently preparing or has prepared environmental documentation pursuant to CEQA. As noted in Attachment C, South Coast AQMD is lead agency for four air permit projects during September 2025.

Attachments

- A. Environmental Documents Prepared by Other Public Agencies and Status of Review
- B. Active Projects with Continued Review of Environmental Documents Prepared by Other Public Agencies
- C. Proposed Air Permit Projects for Which South Coast AQMD is CEQA Lead Agency

ATTACHMENT A
ENVIRONMENTAL DOCUMENTS PREPARED BY OTHER PUBLIC AGENCIES AND STATUS OR REVIEW
September 1, 2025 to September 30, 2025

<u>SOUTH COAST AQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
Goods Movement	The project consists of modifications to the Pier B On-Dock Rail Support Facility including demolition, sewer and utility relocations, rail signal conduit installation, street closures, and temporary construction staging. Operations remain the same as analyzed in the 2018 EIR. The project is located between west of Dominguez Channel, east of Interstate 710, south of Ocean Boulevard and Pier E, and north of West 15th Street within the designated AB 617 Wilmington, Carson, and West Long Beach community.	Draft Supplemental Environmental Impact Report	Port of Long Beach	Under review, may submit comments
LAC250903-03 Pier B On-Dock Rail Support Facility Project#	Reference: LAC250325-01 Comment Period: 9/5/2025 - 10/20/2025 Public Hearing: N/A			
Goods Movement	The project consists of developing an 89-acre chassis support facility with office trailers, maintenance buildings, chassis stalls, utilities, and a refurbished office building for up to 25 years of operations by one or more operators. The project is located at 750 Eldridge Street in San Pedro within the designated AB 617 Wilmington, Carson, and West Long Beach community.	Draft Environmental Impact Report	Port of Los Angeles	Under review, may submit comments
LAC250916-01 Terminal Island Maritime Support Facility Project#	Staff previously provided comments on the Notice of Preparation of a Draft Environmental Impact Report for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/january-2024/LAC231212-04.pdf Reference: LAC231212-04 Comment Period: 9/15/2025 - 10/30/2025 Public Hearing: N/A			
Goods Movement	The project consists of demolishing and removing improvements on a 17-acre site, including multiple buildings, conveyor systems, access roads, parking, and electrical components, while retaining the rail spur and an SCE electrical panel. Built in 1964, the facility ended operations in 2024, and no future development is proposed. The project is located at 1850 Pier B Street in Long Beach within the designated AB 617 Wilmington, Carson, and West Long Beach community.	Draft Mitigated Negative Declaration	Port of Long Beach	Under review, may submit comments
LAC250924-01 Gold Bond Gypsum Wallboard Manufacturing Facility Demolition Project#	Comment Period: 9/24/2025 - 10/24/2025 Public Hearing: N/A			

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Warehouse & Distribution Centers	The project consists of a mixed-use development on 16.1 acres which will include the following:	Other	City of Perris	Document reviewed - No comments sent
RVC250904-02 Mixed-Use Development Ramona Expressway	1) 181,000-square-foot self-storage facility on 5.4 acres, 2) two freestanding restaurants totaling 9,000-square-feet, 3) four-story 107-room hotel on 4.31 acres, and 4) a 204-unit multi-family residential development on 7.13 acres. The project is located on the south side of Ramona Expressway between Perris Boulevard and Redlands Avenue in Perris. References: RVC250616-04; RVC240801-14; RVC240501-08; and RVC231122-03 Comment Period: N/A Public Hearing: 9/30/2025			
Industrial and Commercial	The project consists of a 221,815-square-foot warehouse with 27 dock doors and 277 parking stalls on 10.5-acres, and a 10.7-acre City Park with athletic fields, parking, and restrooms, along with flood storage basin improvements. The project is located at 825 Lexington-Gallatin Road in South El Monte.	Draft Environmental Impact Report	City of South El Monte	Comment letter sent on 10/10/2025
LAC250903-02 South El Monte Athletic Fields and Business Park Project	Staff previously provided comments on the Notice of Preparation of a Draft Environmental Impact Report for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/%20source/ceqa/comment-letters/2024/july-2024/lac240710-16-nop-south-el-monte-athletic-fields-and-business-park.pdf Reference: LAC240710-16 https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/october-2025/lac250903-02-deir-south-el-monte-athletic-fields-and-business-park.pdf Comment Period: 8/28/2025 - 10/13/2025 Public Hearing: N/A			
Industrial and Commercial	The project consists of demolishing two warehouses totaling 89,870 square feet and building a 138,972-square-foot industrial warehouse with 132,227 square feet of warehouse space, 3,715 square feet of office space, 3,030 square feet of mezzanine space, parking landscaping, and infrastructure on a 7.03-acre site. The project is located at 14830 Carmenita Road in Norwalk.	Recirculated Draft Mitigated Negative Declaration	City of Norwalk	Document reviewed - No comments sent
LAC250917-03 Rexford Industrial Project	References: LAC241204-04 and LAC241101-15 Comment Period: 9/12/2025 - 10/1/2025 Public Hearing: 10/8/2025			

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PROJECT TITLE				
<i>Industrial and Commercial</i>	The project consists of developing a 20.03-acre business park with 337,770 square feet of building area across 11 buildings ranging from 23,100-37,840 square feet with a total of 22 truck docks and building heights of 80-40 feet. The site will include grading, hardscaping, landscaping, and parking areas, with buildings massed into five groupings oriented toward internal truck circulation. The project is located at 33521 Zeiders Road in Menifee.	Recirculated Draft Environmental Impact Report	City of Menifee	Under review, may submit comments
RVC250902-03 Menifee (Pemcor) Business Park Project, Plot Plan PLN23-0245	References: RVC250814-02 and RVC240801-11 Comment Period: 9/2/2025 - 10/16/2025 Public Hearing: N/A			
<i>Industrial and Commercial</i>	The project consists of constructing two commercial manufacturing buildings totaling 92,760 square feet on a 6.77-acre site. 1) Phase 1 will be a 46,276-square-foot building with two 60-foot-long loading docks, and 2) Phase 2 will be a 46,484-square-foot warehouse. The buildings will include mezzanines and office space, with landscaping along Grand Avenue. The project is located at 18290 Grand Avenue in Lake Elsinore.	Initial Study/Draft Mitigated Negative Declaration	City of Lake Elsinore	Document reviewed - No comments sent
RVC250909-06 Rome Hill Commercial Project	Comment Period: 9/5/2025 - 10/6/2025 Public Hearing: N/A			
<i>Industrial and Commercial</i>	The project consists of a new Public Works Corporate Yard with nine buildings and eight non-building structures on 53.94-acres, including offices, fleet maintenance, a 20,000-square-foot warehouse storage, a waste transfer station, fueling facilities, and 1,215 parking spaces. The project is located at 2200 East Philadelphia Street in Ontario.	Notice of Preparation of a Draft Environmental Impact Report	City of Ontario	Comment letter sent on 10/2/2025
SBC250903-09 Public Works Corporate Yard Project (PGPA25-003, PZC-25-004)	https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/october-2025/sbc250903-09-nop-public-works-corporate-yard-project-(pgpa25-003-pzc-25-004).pdf Comment Period: 9/2/2025 - 10/2/2025 Public Hearing: N/A			
<i>Industrial and Commercial</i>	The project consists of constructing a mixed-use development on a 7.35-acre site, including a 158,548-square-foot industrial warehouse building and a 3,540-square-foot restaurant with outdoor dining. The project is located at the southwest corner of Schaefer Avenue and Oaks Avenue in Chino.	Other	City of Chino	Document reviewed - No comments sent
SBC250910-11 Chino Gateway Terminal Project	Reference: SBC250709-10 Comment Period: 9/10/2025 - 9/15/2025 Public Hearing: 9/16/2025			

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PROJECT TITLE				
<i>Industrial and Commercial</i>	The project consists of developing a 54,144-squarefoot industrial food processing building with paving, screen walls, lighting, landscaping, and utility improvements on 3.73 acres. The project is located at 1545 West Casmalia Street in Rialto.	Draft Mitigated Negative Declaration	City of Rialto	Under review, may submit comments
SBC250925-03 Adesa Rialto Food Processing Facility	Comment Period: 9/29/2025 - 10/28/2025 Public Hearing: N/A			
<i>Waste and Water-related</i>	The project consists of constructing a stormwater capture, diversion, and treatment facility with a capacity of 5,400 gallons per minute on eight acres. The project is located on the southwest corner of West Sixth Street and South Alvarado Street in Westlake.	Final Environmental Impact Report	City of Los Angeles	Document reviewed - No comments sent
LAC250903-01 MacArthur Lake Stormwater Capture Project	Reference: LAC240529-07 and LAC220414-01 Comment Period: N/A Public Hearing: N/A			
<i>Waste and Water-related</i>	The project consists of a Class 3 Permit Modification to the Hazardous Waste Facility Post-Closure Permit at the Tesoro Carson Refinery to improve the West Retention Basin by constructing a new concrete floor above the existing floor, sealed with a primer and epoxy topcoat liner to prevent leaks, and enhancing leak detection measures. The project is located at 1801 East Sepulveda Boulevard in Carson within the designated AB 617 Wilmington, Carson, and West Long Beach community.	Other	Department of Toxic Substances Control (DTSC)	Document reviewed - No comments sent
LAC250904-01 Tesoro Carson Refinery – Class 3 Permit Modification#	References: LAC241106-06; LAC240501-14; and LAC240410-05 Comment Period: 8/29/2025 - 10/28/2025 Public Hearing: N/A			
<i>Waste and Water-related</i>	The project consists of restoring 2,210 linear feet of Reach 123 by removing 37,560 cubic yards of sediment and vegetation, backfilling 1,444 cubic yards, and repairing slopes as needed within a 10.86-acre footprint. The project is located at 28502 Old Spanish Trail in Santa Clarita.	Initial Study/Draft Mitigated Negative Declaration	Los Angeles County Department of Public Works (LACDPW)	Document reviewed - No comments sent
LAC250909-02 Reach 123 - Haskell Canyon Channel Restoration Project #2469-01	Comment Period: 8/22/2025 - 9/22/2025 Public Hearing: N/A			

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PROJECT TITLE				
<i>Waste and Water-related</i>	The project consists of soil and groundwater sampling within a one-mile radius to evaluate contamination from the former Alco Pacific lead-acid battery recycling facility from 1950-1990 for cleanup planning. The project is located at 16908, 16916, 16920, and 16928 South Broadway Street in Carson within the designated AB 617 Wilmington, Carson, and West Long Beach community.	Other	Department of Toxic Substances Control (DTSC)	Document reviewed - No comments sent
LAC250910-01 Alco Pacific, Incorporated#	Comment Period: 9/11/2025 - 12/10/2025 Public Hearing: N/A			
<i>Waste and Water-related</i>	The project consists of: 1) conducting ongoing environmental investigations and cleanup activities conducted from 2022 to 2025; 2) implementing the Final Remedial Action Plan which proposes a full-scale soil vapor extraction (SVE) system to address areas of environmental impacts; and 3) installing a vapor intrusion mitigation system at the residential construction site which began in May 2025. A full-scale SVE is scheduled to start two months after construction begins. The project located at 3147 West 147th Street in Gardena.	Other	California Regional Water Quality Control Board, Los Angeles Region 4 (RWQCB)	Document reviewed - No comments sent
LAC250911-01 147th Street Auto Parking & Storage	Staff previously provided comments on the Community Update for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/august-2025/lac250624-01.pdf Reference: LAC250624-01 Comment Period: N/A Public Hearing: N/A			
<i>Waste and Water-related</i>	The project consists of replacing once-through-cooling pumps at AES Alamitos with a new system to maintain water circulation between Alamitos Bay and the San Gabriel River Estuary, protecting water quality. Construction will last about 2-2.5 years and include fish-protection screens and new pumps. The project is located at 690 North Studebaker Road in Long Beach.	Draft Environmental Impact Report	City of Long Beach	Under review, may submit comments
LAC250917-01 Alamitos Bay Water Quality Enhancement Project	Reference: LAC240604-12 Comment Period: 9/17/2025 - 11/17/2025 Public Hearing: N/A			

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PROJECT TITLE				
<i>Waste and Water-related</i>	The project consists of building a stormwater capture, treatment, and infiltration facility beneath Furman Park baseball fields to improve flood control, water quality, and groundwater supply. Work includes diverting water from a 96-inch drainpipe, replacing baseball facilities, and adding fencing, lighting, bleachers, a walking path, and a habitat garden. The project is located at 10419 Rives Avenue in Downey.	Draft Mitigated Negative Declaration	City of Downey	Document reviewed - No comments sent
LAC250917-02 Furman Park Stormwater Capture and Infiltration Project (CIP 22-14)	Comment Period: 9/15/2025 - 10/14/2025 Public Hearing: N/A			
<i>Waste and Water-related</i>	The project consists of removing volatile organic compounds from the Van Nuys Airport Industrial Center Operable Unit 3 area, where past aircraft repair, parts manufacturing, and chemical use caused contamination. The project is located at 7877 Woodley Avenue and 16139 Stagg Street in Van Nuys.	Draft Interim Removal Action Work Plan	Department of Toxic Substances Control (DTSC)	Document reviewed - No comments sent
LAC250918-01 Van Nuys Airport Industrial Center Interim Removal Action Workplan (OU-3)	Reference: LAC250325-02 Comment Period: 9/17/2025 - 10/16/2025 Public Hearing: N/A			
<i>Waste and Water-related</i>	The project consists of continued post-closure care for the former 1.5-acre TP Industrial solvent facility, which closed in 1993 and is now a commercial painting business, to ensure long-term environmental safety. The project is located at 525 and 535 East Alondra Boulevard in Gardena within the designated AB 617 Wilmington, Carson, West Long Beach community.	Other	Department of Toxic Substances Control (DTSC)	Document reviewed - No comments sent
LAC250923-04 TP Industrial Inc. Draft Post-Closure Permit#	References: LAC210914-05 and LAC210304-02 Comment Period: 9/22/2025 - 11/10/2025 Public Hearing: N/A			

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PROJECT TITLE				
<i>Waste and Water-related</i>	The project consists of replacing 14.5 miles of 16-inch and 18-inch water mains with 15.4 miles of 24-inch DIP mains to improve water service. The project is located along Highway 86, 84th Avenue, Lesser Drive, and Golden Avenue in Riverside County within the designated AB 617 Eastern Coachella Valley community.	Initial Study/Draft Mitigated Negative Declaration	Coachella Valley Water District (CVWD)	Document reviewed - No comments sent
RVC250909-04 Highway 86 Water Transmission Main Phase 3 and 4 Project#	Comment Period: 5/9/2025 - 6/9/2025 Public Hearing: N/A			
<i>Waste and Water-related</i>	The project consists of paving 1.08 miles (5,700 linear feet) of dirt roads along 19th Avenue, Little Morongo Road, and 20th Avenue around the Nancy Wright Regional Wastewater Reclamation Facility to reduce dust, improve access, and support future development. The project is located at 17295 Little Morongo Road in Desert Hot Springs.	Draft Mitigated Negative Declaration	Mission Springs Water District	Document reviewed - No comments sent
RVC250917-06 Mission Springs Water District Street Improvements for the Regional Wastewater Reclamation Facility Project	Comment Period: 9/12/2025 - 10/14/2025 Public Hearing: N/A			
<i>Waste and Water-related</i>	The project consists of annexing 3.6 acres into the Beaumont-Cherry Valley Water District to provide water service. The project is located south of Cherry Valley Boulevard, east of Interstate 10 Freeway, west of Hannon Road, and north of Brookside Avenue in Cherry Valley.	Site Plan	Riverside Local Agency Formation Commission	Document reviewed - No comments sent
RVC250925-02 LAFCO 2025-09-5-Annexion to Beaumont-Cherry Valley Water District (Gutierrez/Aldama)	Comment Period: 9/24/2025 - 10/22/2025 Public Hearing: N/A			
<i>Utilities</i>	The project consists of permanently sealing one orphan well by placing cement and inert mud in the well, cutting the casing 5-10 feet below ground, and restoring approximately 0.5-acre site disturbance. The project is located at 1153 Brea Canyon Road in Brea.	Initial Study/Draft Mitigated Negative Declaration	California Department of Conservation, Geologic Energy Management Division (CalGEM)	Document reviewed - No comments sent
ORC250909-03 Permanent Sealing of Orphan Well in Orange County Project	Comment Period: 9/8/2025 - 10/7/2025 Public Hearing: N/A			

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PROJECT TITLE				
Transportation	The project consists of a 4.5-mile light rail extension from Redondo Beach (Marine) Station to the Mary K. Giordano Regional Transit Center in Torrance, including two new stations and a fully grad-separated alignment. The project is located from Redondo Beach (Marine) Station to Mary K. Giordano Transit Center in Torrance.	Final Environmental Impact Report	Los Angeles County Metropolitan Transportation Authority	Document reviewed - No comments sent
LAC250924-02 C Line Extension to Torrance Project	Staff previously provided comments on the Revised Notice of Preparation for the project, which can be accessed at: http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2021/march/LAC210216-02.pdf References: LAC230207-01 and LAC210216-02 Comment Period: 8/12/2025 - 9/11/2025 Public Hearing: N/A			
Institutional (schools, government, etc.)	The project consists of a dual-faced 97-foot digital LED billboard on a 100-square-foot base within a 6.08-acre parcel, including electrical trenching, tree removal with replacement planting, and minor landscape upgrades. Approval includes a Development Agreement, Conditional Use Permit, and Development Review. The project is located at 880 South Lemon Avenue in Diamond Bar.	Draft Mitigated Negative Declaration	City of Diamond Bar	Document reviewed - No comments sent
LAC250923-03 Walnut Valley Unified School District (WUSD) Electronic Billboard Project (Planning Case No. PL2024-40)	Comment Period: 9/22/2025 - 10/21/2025 Public Hearing: N/A			
Institutional (schools, government, etc.)	The project consists of: 1) renovating Mira Costa High School fields, 2) installing new field lights, 3) adding two e-bike parking areas, and 4) implementing Facilities Master Plan improvements including demolition and building upgrades. The project is located at 1401 Artesia Boulevard in Manhattan Beach.	Notice of Preparation of a Draft Environmental Impact Report	Manhattan Beach Unified School District (MBUSD)	Document reviewed - No comments sent
LAC250923-05 Mira Costa High School Field Renovation, Lighting Improvements, and Facilities Master Plan Project	Reference: LAC170920-04 Comment Period: 9/22/2025 - 10/21/2025 Public Hearing: N/A			

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PROJECT TITLE				
<i>Institutional (schools, government, etc.)</i>	The project consists of the Hungry Valley State Vehicular Recreation Area General Plan Update for the 19,625-acre park, setting long-range goals for recreation and resource management. Planned improvements include a new access road, loop trail, visitor center, RV campground with hookups, community event area, and expanded practice tracks. The project is located at Hungry Valley State Park Vehicular Recreation Area in Gorman.	Draft Environmental Impact Report	California Department of Parks and Recreation	Document reviewed - No comments sent
LAC250925-01 Hungry Valley State Vehicular Recreation Area General Plan Update	References: LAC250819-01 and LAC231108-07 Comment Period: 8/18/2025 - 10/2/2025 Public Hearing: N/A			
<i>Institutional (schools, government, etc.)</i>	The project consists of developing an 8.27-acre site in two phases, with Phase 1 including a 69,618-square-foot fitness center, multipurpose center, and museum, and Phase 2 including a 16,616-square-foot two-story office building. The project provides a total of 468 parking spaces, including ADA and electric vehicle stalls, along with drainage, landscaping, and utility improvements. The project is located south of Garbani Road, east of Haun Road, and west of Interstate 215 in Menifee.	Initial Study/Draft Mitigated Negative Declaration	City of Menifee	Document reviewed - No comments sent
RVC250903-07 Fitwell Health Project (Major Plot Plan PLN23-0150, CUP PLN23-0151)	Reference: RVC230926-03 Comment Period: 9/2/2025 - 9/22/2025 Public Hearing: 10/8/2025			
<i>Medical Facility</i>	The project consists of developing a 3-story parking structure, with associated site improvements, minor deviations, and variances for height, setbacks, and parking. The project is located at 801 and 803 Pepper Avenue in Colton.	Initial Study/Draft Mitigated Negative Declaration	City of Colton	Document reviewed - No comments sent
SBC250903-08 Pepper Clinic Development Project (DAP24-0029)	Comment Period: 8/30/2025 - 9/19/2025 Public Hearing: 10/28/2025			

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PROJECT TITLE				
Retail	The project consists of rezoning from Community Commercial to Commercial Visitor Serving-1 and converting a motel, gym, and pool into a 17-room bed and breakfast inn with a 300-square-foot gym, 600-square-foot pool, onsite alcohol sales, and a lot tie for joint operation. The project is located at 22752 and 22762 Pacific Coast Highway in Malibu.	Other	City of Malibu	Document reviewed - No comments sent
LAC250923-02 Ryokan Bed and Breakfast Inn (The Ryokan Project)	Reference: LAC211207-01 Comment Period: 9/23/2025 - 10/12/2025 Public Hearing: 10/13/2025			
Retail	The project consists of a 15,431-square-foot retail plaza with ten tenant spaces, parking, pedestrian access, and landscaping with sustainable design features. The project is located at 4055 Riverview Drive in Jurupa Valley.	Site Plan	City of Jurupa Valley	Document reviewed - No comments sent
RVC250903-06 Jurupa Valley Commercial Retail Plaza	Comment Period: N/A Public Hearing: N/A			
Retail	The project consists of demolishing two buildings and constructing a 7,030-square-foot retail plaza with five units and 41 parking stalls. The project is located at 1060 East 6th Street in Beaumont.	Other	City of Beaumont	Document reviewed - No comments sent
RVC250909-05 PLAN2025-0267 - Former Square D Company Facility	Reference: RVC250723-03 Comment Period: N/A Public Hearing: 9/18/2025			
Retail	The project consists of a 136,035-square-foot two-story self-storage building with 670-square-foot office space and 77 RV storage stalls on 14.27 acres, while preserving 72.5 acres of open space. Access is via a 2,000-foot private road from 68th Street east of I-15. The project is located south of 68th Street, east of Interstate 15, north of the Santa Ana River in Jurupa Valley.	Recirculated Draft Mitigated Negative Declaration	City of Jurupa Valley	Document reviewed - No comments sent
RVC250910-09 MA20269 - I-15 Self Storage Project	Reference: RVC250318-04 Comment Period: 9/4/2025 - 10/3/2025 Public Hearing: N/A			

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PROJECT TITLE				
Retail	The project consists of constructing a 950-square-foot Dutch Bros. Coffee building with a drive-through, parking, and landscape improvements on a 0.51-acre site. The project is located at 25040 Alessandro Boulevard in Moreno Valley.	Other	City of Moreno Valley	Document reviewed - No comments sent
RVC250910-10 Dutch Bros. Coffee – Conditional Use Permit Appeal	Reference: RVC250709-07 Comment Period: N/A Public Hearing: 8/19/2025			
General Land Use (residential, etc.)	The project consists of adaptively reusing an existing seven-story 120,000-square-foot office building into a private dormitory with 149 suites (593 beds), including a 728-square-foot pavilion, 364 parking stalls (vehicular), 150 bicycle spaces, and 22,523-square-feet of open space. The project is located at 5150 Pacific Coast Highway in Long Beach.	Response to Comments	City of Long Beach	Document reviewed - No comments sent
LAC250902-01 Park Tower Student Housing Project	References: LAC241203-03 and LAC240813-02 Comment Period: N/A Public Hearing: N/A			
General Land Use (residential, etc.)	The project consists of the Housing Authority of the City of Los Angeles acquiring and renovating an existing two-bedroom single-family home and converting the garage into an accessory dwelling unit (ADU), including roofing, window, appliance, flooring, fixture, utility, pavement, landscaping, fire safety, and Americans with Disabilities Act upgrades. The project is located east of North Eastern Avenue at 3223 Sheffield Avenue in Los Angeles.	Other	Los Angeles Housing Department (LAHD)	Document reviewed - No comments sent
LAC250902-02 HACLA 3223 Sheffield Project	Comment Period: 9/3/2025 - 9/10/2025 Public Hearing: N/A			
General Land Use (residential, etc.)	The project consists of the adaptive reuse of a seven-story office building into a private dormitory with 593 beds, a 728-square-foot pavilion, 22,523 square-feet of open space, and 364 parking spaces within an existing parking structure. The project is located at 5150 East Pacific Coast Highway in Long Beach.	Other	City of Long Beach	Document reviewed - No comments sent
LAC250903-04 Milan Park Tower Dormitory Project	References: LAC241203-03 and LAC240813-02 Comment Period: N/A Public Hearing: 9/18/2025			

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Project Notes:

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ATTACHMENT A
ENVIRONMENTAL DOCUMENTS PREPARED BY OTHER PUBLIC AGENCIES AND STATUS OR REVIEW
September 1, 2025 to September 30, 2025

<u>SOUTH COAST AQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>General Land Use (residential, etc.)</i>	The project consists of demolishing existing structures and building 11 two-story, three-bedroom townhomes in five buildings (1,341-1,594 square feet each, 31 feet, seven inches tall) with attached two-car garages, private patios, a 26-foot driveway approach, 24-26-foot interior driveways, and six extra parking spaces while preserving two mature Coast Live Oak trees. The project is located at 1404 and 1414 Royal Oaks Drive in Duarte.	Draft Mitigated Negative Declaration	City of Duarte	Document reviewed - No comments sent
LAC250916-02 1404 Royal Oaks Project	Comment Period: 9/17/2025 - 10/15/2025 Public Hearing: 10/16/2025			
<i>General Land Use (residential, etc.)</i>	The project consists of redeveloping eight acres with 1,589 residential units, 411,113 square feet of office, 145,748 square feet of retail/restaurant, and 90,113 square feet of open space in buildings up to 30 stories and 364 feet tall with subterranean and podium parking. The project is located at 400 South Central Avenue in Los Angeles.	Other	City of Los Angeles	Document reviewed - No comments sent
LAC250916-03 Fourth and Central Project	Staff previously provided comments on the Draft Environmental Impact Report for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2023/november-2023/LAC231012-02.pdf Staff previously provided comments on the Notice of Preparation for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2022/april/LAC220310-03.pdf References: LAC231012-02 and LAC220310-03 Comment Period: N/A Public Hearing: 10/9/2025			

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<u>SOUTH COAST AQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE General Land Use (residential, etc.) ORC250910-04 The Village Santa Ana Specific Plan	The project consists of redeveloping a 17.2-acre site into a mixed-use urban village with up to 1,583 residential units, 80,000-square-foot commercial/retail space, 300,000-square-foot office space, and 13.8 acres of outdoor and recreation space. The project is located at 1561 West Sunflower Avenue in Santa Ana. Staff provided comments during the Notice of Preparation Draft Supplemental Environmental Impact Report public review period on 12/01/23. The comment letter can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2023/december-2023/ORC231108-02.pdf Staff previously provided comments on the Notice of Preparation of a Program Environmental Impact Report for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2020/March/ORC200303-03.pdf References: ORC250801-05; ORC250416-01; ORC231108-02; ORC230712-06; ORC210810-08; ORC200806-02; and ORC200303-03 Comment Period: 8/11/2025 - 9/15/2025 Public Hearing: 9/16/2025	Final Supplemental Environmental Impact Report	City of Santa Ana	Document reviewed - No comments sent
General Land Use (residential, etc.) ORC250910-05 Gateway Village Project	The project consists of a 105-acre residential village with 1,360 two and three-story homes on 65.5 acres, including 340 affordable units, five parks that are 7.2 acres, a 1.2-acre frontage, and a 9.5-acre Jeffrey Open Space Trail extension with a pedestrian/bicycle bridge and new public access to Gateway Preserve. Utilities will be extended. The project is located at 11911 Jeffrey Road in Irvine. Reference: ORC241023-03 Comment Period: 9/5/2025 - 10/20/2025 Public Hearing: N/A	Draft Environmental Impact Report	City of Irvine	Document reviewed - No comments sent
General Land Use (residential, etc.) ORC250911-02 Tentative Parcel Map No. 2025-151-Clearwater Living	The project consists of subdividing one lot on a 6.14-acre site to construct a senior living development with two buildings including 168 active adult units, 74 assisted living units, and 28 memory care units. The project is located at the southeast corner of Warner Avenue and Armstrong Avenue in Tustin. Comment Period: 9/9/2025 - 9/23/2025 Public Hearing: N/A	Other	City of Tustin	Document reviewed - No comments sent

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September 1, 2025 to September 30, 2025

<u>SOUTH COAST AQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>General Land Use (residential, etc.)</i> ORC250917-05 Beith Residence Historic Exterior Modification (HEMA No. 2025-03)	The project consists of approving Historic Exterior Modification Application No. 2025-03 for a second-story rear addition to: 1) a single-family residence, 2) new and replacement wood-sash windows, and 3) legalization of unpermitted additions, pergolas, a deck, and a fixed pane window. The project is located at 1804 North Greenleaf Street in Santa Ana. Comment Period: N/A Public Hearing: 9/23/2025	Other	City of Santa Ana	Document reviewed - No comments sent
<i>General Land Use (residential, etc.)</i> RVC250910-08 Menifee Valley Business Park – Buildings 5 & 6 (Phase 2)	The project consists of two warehouse/distribution buildings: 1) Building 5 at 1,204,313 square feet on 68.73 acres with 429 passenger and 569 trailer stalls, and 2) Building 6 at 773,157 square feet on 47 acres with 285 passenger and 340 trailer stalls. Access is from McLaughlin Road, and it implements Planning Area 10 of the Menifee Valley Specific Plan. The project is located south of McLaughlin Road, east of Menifee Road, and west of Briggs Road in Menifee. Staff previously provided comments on the Notice of Preparation for the project, which can be accessed at: http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2022/march/RVC220308-07.pdf Staff previously provided comments on the Draft Environmental Impact Report for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2023/december-2023/RVC231025-01.pdf References: RVC241101-03; RVC240201-04; RVC231227-01; RVC231025-01; RVC220308-07; RVC211015-01; RVC190821-04; and RVC180823-02 Comment Period: 9/10/2025 - 10/2/2025 Public Hearing: N/A	Other	City of Menifee	Document reviewed - No comments sent
<i>General Land Use (residential, etc.)</i> RVC250911-03 Canyon Springs Business Park Specific Plan	The project consists of amending the General Plan, Zoning Map, and Specific Plan, and approving a Tentative Tract Map and Design Review to construct a 156-unit multi-family residential development on a 9.13-acre site of four vacant parcels. The project is located at the northwest corner of Gateway Drive and Canyon Park Drive in Riverside. Comment Period: N/A Public Hearing: N/A	Site Plan	City of Riverside	Document reviewed - No comments sent

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<u>SOUTH COAST AQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>General Land Use (residential, etc.)</i>	The project consists of building a 111.25-acre community with 457 homes, 98 accessory dwelling units, parks, open space, trails, and a water quality/detention basin. The project is located east of Nason Street, west of Moreno Beach Drive, and north of Ironwood Avenue in Moreno Valley.	Notice of Preparation of a Draft Program Environmental Impact	City of Moreno Valley	Document reviewed - No comments sent
RVC250918-02 Moreno Meadows	Comment Period: 9/12/2025 - 10/12/2025 Public Hearing: N/A			
<i>Plans and Regulations</i>	The project consists of rezoning a ±5.34-acre site through a new zoning designation, Area Development Plan Twenty (ADP-20), to allow commercial uses and residential development up to 21 dwelling units per acre – up to 107 units. The project is located at 19011 Bloomfield Avenue in Cerritos.	Draft Mitigated Negative Declaration	City of Cerritos	Document reviewed - No comments sent
LAC250923-01 Development Code Amendment 2025-2, Development Map Amendment 2025-2, and General Plan Amendment 2025-2	Comment Period: 9/12/2025 - 10/3/2025 Public Hearing: 11/5/2025			
<i>Plans and Regulations</i>	The project consists of updating Laguna Niguel's 14.7-square-mile/9,464-acre General Plan to guide land use, mobility, resources, public facilities, safety, noise, and economic development over 20 years. It revises the land use map, designates three Opportunity Areas (Marketplace at Laguna Niguel, Chet Holifield Federal Building, Town Center) for redevelopment, and sets goals for housing, economic growth, infrastructure, parks, and transportation. The project is located at 24171 La Hermosa Ave in Laguna Niguel.	Recirculated Draft Program Environmental Impact Report	City of Laguna Niguel	Document reviewed - No comments sent
ORC250910-06 Laguna Niguel General Plan Update	Reference: ORC250512-03 Comment Period: 8/25/2025 - 10/8/2025 Public Hearing: N/A			
<i>Plans and Regulations</i>	The project consists of updating the Circulation, Economic Development, and Public Safety Elements of the General Plan with an Addendum to the 1991 EIR (SCH No. 1991021054). The project is located citywide in Dana Point.	Other	City of Dana Point	Document reviewed - No comments sent
ORC250924-04 General Plan Update to Circulation, Economic Development, and Public Safety Elements (GPA22-0001 and GPA22-0002)	References: ORC250924-05 and ORC250806-01 Comment Period: N/A Public Hearing: 10/7/2025			

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September 1, 2025 to September 30, 2025

<u>SOUTH COAST AQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>Plans and Regulations</i>	The project consists of amendments to the City’s Density Bonus regulations through Zone Text Amendment ZTA25-0001 and Local Coastal Program Amendment LCPA25-0001 to comply with State law, qualifying as CEQA exempt. The project is located citywide in Dana Point.	Other	City of Dana Point	Document reviewed - No comments sent
ORC250924-05 Zone Text Amendment ZTA25-0001 and Local Coastal Program Amendment LCPA25-0001	References: ORC250924-04 and ORC250806-01 Comment Period: N/A Public Hearing: 10/7/2025			
<i>Plans and Regulations</i>	The project consists of amending the Canyon Springs Healthcare Campus and Canyon Springs Business Park Specific Plans to swap 3.9 acres between the two plans with no construction proposed. The project is located between Gateway Drive and Campus Parkway on the west and east side of Canyon Park Drive in Riverside.	Other	City of Riverside	Document reviewed - No comments sent
RVC250916-04 Canyon Springs Specific Plan Amendment – Parcel Swap	Comment Period: 9/16/2025 - 9/30/2025 Public Hearing: N/A			

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<u>SOUTH COAST AQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>Plans and Regulations</i>				
RVC250919-01 MoVal 2040: The Moreno Valley Comprehensive General Plan Update, Municipal Code and Zoning (including Zoning Atlas) Amendments, and Climate Action Plan	The project consists of updating Moreno Valley’s long-term General Plan for citywide physical development, adopting zoning text and atlas amendment, and approving a 2024 Climate Action plan to reduce greenhouse gas emissions and streamline CEQA analysis for future projects. The project is located citywide in Moreno Valley. Staff previously provided comments on the Revised Draft Program Environmental Impact Report for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/august-2025/rvc250708-02-rdpeir-moval-2040-moreno-valley-general-plan-update-associated-zoning-text-amendments-to-title-9-and-zoning-atlas-amendments-and-2024-climate-action-plan-project.pdf Staff provided comments during the Notice of Preparation of a Revised Draft Program Environmental Impact Report comment period which can be viewed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/august-2024/rvc240807-16-nop-moval-2040-the-moreno-valley-comprehensive-general-plan-update-municipal-coding-and-zoning-amendments-and-climate-action-plan.pdf Staff previously provided comments on the Draft Program Environmental Impact Report for the project, which can be accessed at: http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2021/may/RVC210406-01.pdf Staff previously provided comments on the Notice of Preparation of a Program Environmental Impact Report for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2020/April/RVC200310-01.pdf References: RVC250708-02; RVC240807-16; RVC210527-01; RVC210406-01; and RVC200310-01 Comment Period: 9/19/2025 - 10/8/2025 Public Hearing: 10/9/2025	Revised Final Program Environmental Impact Report	City of Moreno Valley	Document reviewed - No comments sent

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ATTACHMENT B

SOUTH COAST AQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Warehouse & Distribution Centers	The project consists of demolishing a 144,906 square foot building and constructing and operating a 165,803 square foot warehouse on 8.83 acres. The project is located at 26200 Enterprise Way. Off-site improvements are located at five intersections to enhance public safety and address concerns related to large truck turning movements: 1) Bake Parkway and Commercentre Drive; 2) Bake Parkway and Dimension Drive; 3) Dimension Drive, Commercentre Drive, and Enterprise Way; 4) Lake Forest Drive and Dimension Drive; and 5) Lake Forest Drive and Rancho Parkway. The project is located within all AB617 designated Wilmington/Carson/West Long Beach.	Draft Environmental Impact Report	City of Lake Forest	Comment letter sent on 9/11/2025
ORC250711-02 IPT Enterprise Business Center LLC Project#	Staff previously provided comments on the Notice of Preparation, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/april-2024/ORC240326-05.pdf Reference: ORC240326-05 https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/september-2025/orc250711-02-deir-ipt-enterprise-business-center-llc-project.pdf Comment Period: 7/10/2025 - 9/15/2025 Public Hearing: N/A			
Warehouse & Distribution Centers	The project consists of constructing a 624,500 square foot business park development for industrial uses, which comprises the following: 1) a large and small warehouse; 2) personal vehicle storage and self-storage units; 3) small business spaces; 4) small retail and restaurant development; 5) a 44 foot tall electronic billboard sign; 6) a fuel station; 7) associated landscaping; 8) parking, lighting, and signage, and 9) an electrical substation facility. The 47.96-acre project site is located on the northwest corner of State Route 86 and Airport Boulevard within the designated AB 617 Eastern Coachella Valley community.	Draft Environmental Impact Report	City of Coachella	Comment letter sent on 9/3/2025
RVC250722-01 Coachella Airport Business Park#	Staff previously provided comments on the Notice of Preparation, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2023/september-2023/rvc230901-09-nop-coachella-airport-business-park.pdf References: RVC230901-09 and RVC230412-06 https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/september-2025/rvc250722-01-deir-coachella-airport-business-project.pdf Comment Period: 7/21/2025 - 9/3/2025 Public Hearing: N/A			

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ATTACHMENT B

SOUTH COAST AQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
Industrial and Commercial	The project consists of redeveloping a 444-acre site into a Town Center, which includes: 1) 402,500 square feet of commercial and retail uses; 2) indoor sports facility; 3) community spaces; 4) 27 acres of outdoor recreational areas; 5) an Industrial Center with up to 6,166,100 square feet of industrial and office uses; and 6) 24 to 52 acres of outdoor storage. The project is located at 1480-1660 West Anaheim Street, 2110-3500 North Gaffey Street, 1501 West John S Gibson Boulevard, and three parcels without formal addresses in Los Angeles. The project is also within the designated AB 617 Wilmington, Carson, and West Long Beach community.	Notice of Preparation of a Draft Environmental Impact Report	City of Los Angeles	Comment letter sent on 9/12/2025
LAC250820-06 Five Points Union Project#	https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/september-2025/lac250820-06-nop-five-points-union-project.pdf Comment Period: 8/14/2025 - 9/12/2025 Public Hearing: N/A			
Waste and Water-related	The project consists of constructing two new reservoirs on 7.17 acres. Proposed Reservoir 1 would have an inside diameter of approximately 210 feet, a total footprint of 36,530 square feet, and a capacity of 4.9 million gallons (MG) while Proposed Reservoir 2 would have an inside diameter of approximately 234 feet, a total footprint of 45,180 square feet, and a capacity of 6.1 MG. The project also includes removing the Sunset Well Building and Electrical Transformer Area, and demolishing and replacing the Disinfection Facility. The project is located at 201 West Mountain Street, on northwest corner of the intersection of Sunset Avenue and Mountain in Pasadena.	Draft Environmental Impact Report	City of Pasadena	Comment letter sent on 9/11/2025
LAC250805-02 Sunset Complex Project	Staff previously provided comments on the Notice of Preparation, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2022/may/LAC220407-06.pdf Reference: LAC220407-06 https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/september-2025/lac250805-02-deir-sunset-complex-project.pdf Comment Period: 7/31/2025 - 9/15/2025 Public Hearing: N/A			

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ATTACHMENT B
ACTIVE PROJECTS WITH CONTINUED REVIEW OF ENVIRONMENTAL DOCUMENTS
PREPARED BY OTHER PUBLIC AGENCIES

<u>SOUTH COAST AQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>Waste and Water-related</i>	The project consists of cleanup at the former Welch's Uniform Facility, which includes: 1) excavation and off-site disposal of lead and soil contaminated with volatile organic compounds; and 2) installation of a soil vapor extraction system to capture off-site vapor. The project is located at 3505 Pasadena Avenue in Los Angeles. Reference: LAC240717-04 https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/september-2025/lac250820-05-dtsc-community-update-former-welchs-uniform-facility-cleanup.pdf Comment Period: 8/25/2025 - 9/25/2025 Public Hearing: N/A	Other	Department of Toxic Substances Control (DTSC)	Comment letter sent on 9/23/2025
LAC250820-05				
Former Welch's Uniform Facility Cleanup				
<i>Waste and Water-related</i>	The project consists of constructing tertiary treatment facilities spanning three phases within the existing Water Reclamation Plant No. 4 site to produce up to 10 million gallons (MGD) of non-potable recycled water for irrigation. Phase 1 would produce 1 MGD, Phase 2 would produce an additional 1.5 MGD for a total of 2.5 MGD, and Phase 3 would produce up to 10 MGD. The project is located at the southeast corner of 62nd Street and Filmore Street in Thermal, within the AB 617 Eastern Coachella Valley community. https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/september-2025/rvc250805-07-deir-water-reclamation-plant-no-4-non-potable-water-improvements-project.pdf Comment Period: 7/30/2025 - 9/15/2025 Public Hearing: N/A	Draft Environmental Impact Report	Coachella Valley Water District (CVWD)	Comment letter sent on 9/4/2025
RVC250805-07				
Water Reclamation Plant No. 4 Non-Potable Water Improvements Project#				
<i>Waste and Water-related</i>	The project consists of constructing a new booster pump station (BPS) to replace an existing BPS, which would increase pumping capacity and provide system capacity and reliability. The BPS includes three pumps and provisions for a fourth pump and additional construction includes on-site piping, paving access roads and sidewalks, and an enclosed masonry block building, electrical equipment, and an emergency generator. The project also includes installation of approximately 2,200 feet of potable water transmission pipeline and 640 feet of suction piping to connect to the existing Cajalco Water Tank, followed by removal of the existing pump station. This project is located within an unincorporated area of the County of Riverside, west of the City of Perris and within the Water District's service area in Mead Valley. https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/september-2025/rvc250814-01-draft-mnd-for-mead-valley-booster-pump-station-project.pdf Comment Period: 8/14/2025 - 9/15/2025 Public Hearing: N/A	Draft Mitigated Negative Declaration	Eastern Municipal Water District (EMWD)	Comment letter sent on 9/11/2025
RVC250814-01				
Mead Valley Booster Pump Station Project				

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<u>SOUTH COAST AQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Waste and Water-related	The project consists of constructing a 3,698-square-foot San Antonio Water Company headquarters building and a 4,066-square-foot maintenance building, along with a maintenance yard, driveway, parking, solar cover, landscaping, citrus grove, and utility improvements, while retaining the existing water storage tank, pump station, and signal buildings, The project is located at 400 East Twentieth Street in Upland. https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/september-2025/sbc250814-03-mnd-san-antonio-water-company-headquarters.pdf Comment Period: 8/14/2025 - 9/15/2025 Public Hearing: 10/22/2025	Draft Mitigated Negative Declaration	City of Upland	Comment letter sent on 9/11/2025
SBC250814-03				
San Antonio Water Company Headquarters Project				
Plans and Regulations	The project consists of updating the 2003 Brea General Plan and creating the Brea Core Specific Plan, which emphasizes land use, circulation, economic development, community resources, and public safety. The Brea Core Specific Plan would allow development of 4,752 residential units and 6,379,588 square feet of non-residential uses, with mobility improvements, infrastructure upgrades, and streetscape enhancements. The project is located within the planning area surrounding Imperial Highway, State Route 90, and State Route 57 in Brea. https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/september-2025/orc250826-01-nop-brea-2050--focused-general-plan-update-and-brea-core-specific-plan.pdf Comment Period: 8/25/2025 - 9/24/2025 Public Hearing: N/A	Notice of Preparation of a Draft Program Environmental Impact	City of Brea	Comment letter sent on 9/24/2025
ORC250826-01				
Brea 2050: Focused General Plan Update and Brea Core Specific Plan				

= Project has potential environmental justice concerns due to the nature and/or location of the project.

Project Notes:

1. Disposition may change prior to Governing Board Meeting
2. Documents received by the CEQA Intergovernmental Review program but not requiring review are not included in this report.

ATTACHMENT C
PROPOSED AIR PERMIT PROJECTS FOR WHICH SOUTH COAST AQMD IS CEQA LEAD AGENCY
Through September 30, 2025

PROJECT PROPONENT/ PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOCUMENT	STATUS	CONSULTANT
Ecobat Resources California Inc. (formerly Quemetco) <u>Quemetco Capacity Upgrade Project</u>	Ecobat Resources California Inc. (formerly Quemetco) is proposing to modify its South Coast AQMD permits (Facility ID: 8547) 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. The project is located in Los Angeles County at 720 South 7th Avenue in the City of Industry. Reference: State Clearinghouse No. 2018081096	Environmental Impact Report (EIR)	The Draft EIR was released for a 124-day public review and comment period from October 14, 2021 to February 15, 2022 and approximately 200 comment letters were received. South Coast AQMD held two community meetings on November 10, 2021, and February 9, 2022, which presented an overview of the proposed project, the CEQA process, detailed analysis of the potentially significant environmental topic areas, and the existing regulatory safeguards. Response to written comments submitted relative to the Draft EIR and oral comments made at the community meetings are currently being prepared by the consultant. After the Draft EIR public comment and review period closed, Quemetco submitted additional applications for other permit modifications. South Coast AQMD staff is evaluating the effect of these new applications on the EIR process.	Trinity Consultants
Browning-Ferris Industries of California, Inc., doing business as Sunshine Canyon Landfill Republic Services Inc. <u>Sunshine Canyon Landfill Flare Capacity Expansion Project</u>	Sunshine Canyon Landfill Republic Services Inc. is proposing to modify its South Coast AQMD permits (Facility ID: 49111) 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-emission flares with two additional 300-horsepower electric blowers; and 2) increase the landfill gas flow limit of the existing landfill gas collection system. The project is located in Los Angeles County at 14747 San Fernando Road in Sylmar. Reference: State Clearinghouse No. 1992041053	Subsequent Environmental Impact Report (SEIR)	The Draft SEIR was released on September 30, 2025 for a 45-day public review and comment period which is scheduled to end at 5:00 p.m. on November 14, 2025.	Castle Environmental Consulting

Key: # = Project has potential environmental justice concerns due to the nature and/or location of the project.

ATTACHMENT C
PROPOSED AIR PERMIT PROJECTS FOR WHICH SOUTH COAST AQMD IS CEQA LEAD AGENCY
Through September 30, 2025

PROJECT PROPONENT/ PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOCUMENT	STATUS	CONSULTANT
Southern California Gas Company (SoCalGas)	SoCalGas is proposing to modify their South Coast AQMD permit (Facility ID: 5973) for the Honor Rancho Natural Gas Storage Field to: 1) replace five compressor engines with four new natural gas-fueled compressor engines (each rated at 5,000 horsepower (hp)), new selective catalytic reduction systems and a new aqueous urea storage tank; 2) install two new electric compressors (each rated at 5,500 hp) with associated ancillary equipment; 3) construct a new building to house the new compressors; 4) install an advanced renewable energy system, which will include hydrogen electrolyzers, hydrogen storage, and fuel blending equipment to mix hydrogen with natural gas which will fuel the compressor engines; 5) install a hydrogen vehicle fueling station; 6) install an electric microgrid with an energy storage system and a natural gas fuel cell system; and 7) install one new electricity transmission line which will connect to Southern California Edison. The project is located in Los Angeles County at 28300 Brady Parkway in Santa Clarita. Reference: State Clearinghouse No. 2016071006	Addendum to the Final Subsequent Environmental Assessment for Rule 1110.2 and Rule 1100, and the Final Program EIR for the 2016 Air Quality Management Plan	The consultant has prepared a revised preliminary draft Addendum which South Coast AQMD staff is reviewing.	Dudek
<u>Honor Rancho Compressor Modernization Project</u>				

Key: # = Project has potential environmental justice concerns due to the nature and/or location of the project.

ATTACHMENT C
PROPOSED AIR PERMIT PROJECTS FOR WHICH SOUTH COAST AQMD IS CEQA LEAD AGENCY
Through September 30, 2025

PROJECT PROPONENT/ PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOCUMENT	STATUS	CONSULTANT
Tesoro Refining & Marketing Company, LLC (Tesoro)	Tesoro is proposing modifications to its Carson Operations and Wilmington Operations at the Marathon Los Angeles Refinery in order to replace aging coke drums, produce asphalt binder, and make more high-octane, low vapor pressure clean-gasoline blendstock by modifying the fluid feed hydrosulfurization unit, the fluidized catalytic cracking unit, and the alkylation units.	Notice of Preparation of a Draft Environmental Impact Report and Initial Study (NOP/IS)	The consultant has prepared a revised preliminary draft NOP/IS which South Coast AQMD staff is reviewing.	Environmental Audit, Inc.
<u>Marathon Los Angeles Refinery Modernization Projects#</u>	The projects are located at two facilities in Los Angeles County: 1) Marathon Carson Operations, Facility ID 174655, 2350 East 223rd Street in Carson; and 2) Marathon Wilmington Operations, Facility ID 800436, 2101 East Pacific Coast Highway in Wilmington. Both of these facilities are located in the AB 617 Wilmington, Carson, and West Long Beach community. Reference: State Clearinghouse No. (TBD)			

Key: # = Project has potential environmental justice concerns due to the nature and/or location of the project.

BOARD MEETING DATE: November 7, 2025

AGENDA NO. 17

REPORT: Rule and Control Measure Forecast

SYNOPSIS: This report highlights South Coast AQMD rulemaking activities and public hearings scheduled for 2025.

COMMITTEE: No Committee Review

RECOMMENDED ACTION:
Receive and file.

Wayne Nastri
Executive Officer

SLR:MK:IM:JA:ZS

2025 MASTER CALENDAR

The 2025 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 an AQMP, either the 2016 AQMP, 2022 AQMP, or 2024 PM Plan, when adopted, Toxics, AB 617 (for BARCT) or measures identified in an AB 617 Community Emission Reduction Plan (CERP), SIP to address comments or actions from U.S. EPA for a rule that is in an approved SIP, or Other. Rulemaking efforts that are noted for implementation of the 2016 AQMP or 2022 AQMP when adopted, Toxics, and AB 617 are either statutorily required and/or are needed to address a public health concern. Projected emission reductions will be determined during rulemaking.

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 may have a substantial number of public comments.*
- + *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.*

The following table provides a list of changes since the previous Rule Forecast Report.

1107	Coating of Metal Parts and Products
Proposed Amended Rule 1107 is being moved from November to December 2025 to balance Public Hearing items for the November and December Board meetings.	
1111	Reduction of NOx Emissions from Natural-Gas Fired, Fan-Type Central Furnaces
Proposed Amended Rule 1111 is being added to 1 st Quarter, Tentative 2026 Calendar to address concerns with mobile home provision.	
1469	Hexavalent Chromium Emissions from Chromium Electroplating and Chromic Acid Anodizing Operations
Proposed Amended Rule 1469 is being moved from November to December 2025 to balance Public Hearing items for the November and December Board meetings.	

* *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

2025 MASTER CALENDAR

Month	Title and Description	Type of Rulemaking
December		
1107	Coating of Metal Parts and Products Proposed Amended Rule 1107 will seek to phase out two toxic compounds, pCBtF and tBAC, and consider interim VOC limits for certain coatings that are being reformulated as well as other amendments to improve clarity. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics / Other
1469	Hexavalent Chromium Emissions from Chromium Electroplating and Chromic Acid Anodizing Operations Amendments to Rule 1469 may be needed to address potential changes with the CARB's Hexavalent Chromium Airborne Toxic Control Measure for Chrome Plating and Chromic Acid Anodizing Operations. <i>Kalam Cheung 909.396.3281; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics / Other

* 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

2025 To-Be-Determined

2025	Title and Description	Type of Rulemaking
102	Definition of Terms Proposed amendments may be needed to update and add definitions, and potentially modify exemptions. <i>TBD; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Other
103	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 and Socio: Barbara Radlein 909.396.2716</i>	Other
209	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>Kalam Cheung 909.396.3281; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Other
403	Fugitive Dust Proposed Amended Rule 403 will seek to remove outdated provisions and clarify existing provisions to enhance compliance. <i>TBD; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Other
403.1	Supplemental Fugitive Dust Control Requirements for Coachella Valley Sources Proposed Amended Rule 403.1 will clarify existing requirements for dust control and remove outdated provisions contained in supporting documents for Rule 403.1. <i>TBD; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Other
407 [#]	Liquid and Gaseous Air Contaminants Proposed Amended Rule 407 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 and Socio: Barbara Radlein 909.396.2716</i>	AB 617 BARCT
410	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 and Socio: Barbara Radlein 909.396.2716</i>	Other

* 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

2025 To-Be-Determined (Continued)

2025	Title and Description	Type of Rulemaking
425	Odors from Cannabis Processing Proposed Rule 425 will establish requirements for control of odors from cannabis processing. <i>TBD; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Other
430	Breakdown Provisions Amendments to Rule 430 will be needed to remove exemptions for facilities that exit the RECLAIM program and update references to CEMS rules. Other amendments may be needed to address current policies from U.S. EPA regarding startup, shutdown, and malfunction requirements. <i>TBD; CEQA and Socio: Barbara Radlein 909.396.2716</i>	RECLAIM / Other
431.1 [#]	Sulfur Content of Gaseous Fuels Proposed Amended Rule 431.1 will assess exemptions, including RECLAIM, and update other provisions, if needed. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	AB 617 BARCT / AB 617 CERP
431.2 [#]	Sulfur Content of Liquid Fuels Proposed Amended Rule 431.2 will assess exemptions, including RECLAIM, and update other provisions, if needed. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	AB 617 BARCT / AB 617 CERP
431.3 [#]	Sulfur Content of Fossil Fuels Proposed Amended Rule 431.3 will assess exemptions, including RECLAIM, and update other provisions, if needed. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	AB 617 BARCT / AB 617 CERP
444	Open Burning Amendments may be needed to clarify existing provisions. <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Other
461	Gasoline Transfer and Dispensing Amendments to Rule 461 may be needed to address potential regulatory gaps. <i>TBD; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Other
468 [#]	Sulfur Recovery Units 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 and Socio: Barbara Radlein 909.396.2716</i>	AB 617 BARCT

* Potentially significant hearing

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

2025 To-Be-Determined (Continued)

2025	Title and Description	Type of Rulemaking
469 [#]	Sulfuric Acid Units Proposed Amended Rule 469 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 and Socio: Barbara Radlein 909.396.2716</i>	AB 617 BARCT
1101 [#]	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 and Socio: Barbara Radlein 909.396.2716</i>	AB 617 BARCT
1102	Dry Cleaners Using Solvent Other Than Perchloroethylene Proposed amendments may be needed to address certain exempt compounds, VOC limits for certain applications, and other amendments to improve clarity. <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	AB 617 CERP
1105 [#]	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 and Socio: Barbara Radlein 909.396.2716</i>	AB 617 BARCT / AB 617 CERP
1108	Cutback Asphalt Proposed amendments may be needed to address certain exempt compounds, VOC limits for certain applications, and other amendments to improve clarity. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics / Other
1108.1	Emulsified Asphalt Proposed amendments may be needed to address certain exempt compounds, VOC limits for certain applications, and other amendments to improve clarity. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics / Other
1110.2 ^{*+ #}	Emissions from Gaseous- and Liquid-Fueled Engines Proposed amendments will address use of emergency standby engines, incorporate possible comments by U.S. EPA for approval into the SIP, and address monitoring provisions for new engines. <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	AQMP / AB 617 BARCT

* 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

2025 To-Be-Determined (Continued)

2025	Title and Description	Type of Rulemaking
1110.4	Emissions from Emergency Generators Proposed Rule 1110.4 will establish and revise rule provisions to reduce NO _x , CO, and PM emissions from emergency generators. <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Other / AQMP
1113	Architectural Coatings Proposed amendments may be needed to address delisted compounds and other amendments to improve clarity and to remove obsolete provisions. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Other
1114	Petroleum Refinery Coking Operations Proposed Amended Rule 1114 will seek to add notification requirements when coke particles, liquid and/or gas is ejected from the coke drum during cutting. <i>TBD; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Other
1119 [#]	Petroleum Coke Calcining Operations – Oxides of Sulfur Proposed Amended Rule 1119 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 and Socio: Barbara Radlein 909.396.2716</i>	AB 617 BARCT / AB 617 CERP
1122	Solvent Degreasers Proposed amendments may be needed to address certain exempt compounds, VOC limits for certain applications, and other amendments to improve clarity. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics / Other
1125	Metal Container, Closure, and Coil Coating Operations Proposed amendments may be needed to address certain exempt compounds, VOC limits for certain applications, and other amendments to improve clarity. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics / Other
1126	Magnet Wire Coating Operations Proposed amendments may be needed to address certain exempt compounds, VOC limits for certain applications, and other amendments to improve clarity. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics / Other

* 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

2025 To-Be-Determined (Continued)

2025	Title and Description	Type of Rulemaking
1128	Paper, Fabric, and Film Coating Operations Proposed amendments may be needed to address certain exempt compounds, VOC limits for certain applications, and other amendments to improve clarity. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics / Other
1130	Graphic Arts Proposed amendments may be needed to address certain exempt compounds, VOC limits for certain applications, and other amendments to improve clarity. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics / Other
1130.1	Screen Printing Operations Proposed amendments may be needed to address certain exempt compounds, VOC limits for certain applications, and other amendments to improve clarity. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics / Other
1142	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 and Socio: Barbara Radlein 909.396.2716</i>	Other
1143	Consumer Paint Thinners and Multi-Purpose Solvents Proposed amendments may be needed to address certain exempt compounds, VOC limits for certain applications, and other amendments to improve clarity. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics / Other
1144	Metalworking Fluids and Direct-Contact Lubricants Proposed amendments may be needed to address certain exempt compounds, VOC limits for certain applications, and other amendments to improve clarity. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics / Other
1145	Plastic, Rubber, Leather, and Glass Coatings Proposed amendments may be needed to address certain exempt compounds, VOC limits for certain applications, and other amendments to improve clarity. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics / Other

* 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

2025 To-Be-Determined (Continued)

2025	Title and Description	Type of Rulemaking
1162	Polyester Resin Operations Proposed amendments may be needed to address certain exempt compounds, VOC limits for certain applications, and other amendments to improve clarity. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics / Other
1166	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 and Socio: Barbara Radlein 909.396.2716</i>	Other
1174	Control of Volatile Organic Compound Emissions from the Ignition of Barbecue Charcoal Proposed amendments may be needed to address certain exempt compounds, VOC limits for certain applications, and other amendments to improve clarity. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	AQMP / Other
1176	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 and Socio: Barbara Radlein 909.396.2716</i>	Other / AB 617 CERP
1186.1, 1191, 1192, 1193, 1194, 1195, 1196* +	Fleet Rules Proposed amendments to Rules 1186.1, 1191, 1192, 1193, 1194, 1195, 1196 will seek to align South Coast AQMD fleet rules with CARB’s final Advanced Clean Fleets regulation. <i>Sang-Mi Lee: 909.396.3169; CEQA and Socio: Barbara Radlein 909.396.2716</i>	AQMP / Other
1401	New Source Review of Toxic Air Contaminants Proposed Amended Rule 1401 will amend Table 1 to include new toxic air contaminants identified by California Office of Environmental Health Hazard Assessment (OEHHA). <i>Kalam Cheung 909.396.3281; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics / Other
1403*	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>Kalam Cheung 909.396.3281; CEQA and Socio: Barbara Radlein 909.396.2716</i>	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

2025 To-Be-Determined (Continued)

2025	Title and Description	Type of Rulemaking
1404	Hexavalent Chromium Emissions from Cooling Towers Amendments may be needed to provide additional clarifications regarding use of process water that is associated with sources that have the potential to contain chromium in cooling towers and address VOC emissions. <i>TBD; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics / AQMP
1411	Recovery or Recycling of Refrigerants from Motor Vehicle Air Conditioners Proposed Amended Rule 1411 seeks amendments to coincide with Section 609 of the Clean Air Act. <i>TBD; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics
1415 1415.1	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>TBD; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Other
1420	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 and Socio: Barbara Radlein 909.396.2716</i>	Toxics
1420.1	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 and Socio: Barbara Radlein 909.396.2716</i>	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

2025 To-Be-Determined (Continued)

2025	Title and Description	Type of Rulemaking
1420.3	Emissions Standards for Lead from Firing Ranges Proposed Rule 1420.3 will establish requirements to address lead emissions from firing ranges. <i>Kalam Cheung 909.396.3281; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics / Other
1450*	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 and Socio: Barbara Radlein 909.396.2716</i>	Toxics
1455	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>Kalam Cheung 909.396.3281; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics / AB 617 CERP
1466	Control of Particulate Emissions from Soils with Toxic Air Contaminants Amendments may be needed for residential cleanup projects. <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics
1466.1	Control of Particulate Emissions from Demolition of Buildings Proposed Rule 1466.1 will 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. <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics
1470	Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines Proposed Amended Rule 1470 seeks to reduce NOx emissions from stationary internal combustion engines (ICEs) by replacing older ICEs with alternative cleaner technology. <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	AQMP / Toxics
1470.1	Emissions from Emergency Standby Diesel-Fueled Engines Proposed Rule 1470.1 seeks to reduce NOx emissions from emergency standby internal combustion engines (ICEs) by replacing older ICEs and requiring the use of commercially available lower emission fuels, such as renewable diesel. <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	AQMP / 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

2025 To-Be-Determined (Continued)

2025	Title and Description	Type of Rulemaking
1472	Requirements for Facilities with Multiple Stationary Emergency Standby Diesel-Fueled Internal Combustion Engines Proposed Amended Rule 1472 will remove provisions that are no longer applicable, update and streamline provisions to reflect the latest OEHHA Health Risk Assessment Guidelines and assess the need for Compliance Plans. <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics
1480.1	Ambient Monitoring and Sampling of Gaseous Toxic Air Contaminants Proposed Rule 1480.1 will establish requirements to conduct monitoring and sampling for those facilities identified as significant high-risk level. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics
1901	General Conformity Proposed Amended Rule 1901 will establish a new General Conformity determination process for applicable projects receiving federal funding or approval. <i>TBD; CEQA and Socio: Barbara Radlein 909.396.2716</i>	AQMP
2304*+ 316.1	Commercial Marine Ports Fees for Rule 2304 Proposed Rule 2304 will establish requirements for each commercial marine port to develop an alternative charging and fueling infrastructure plan for all port-related emission sources and subsequently install the infrastructure as planned. Proposed Rule 316.1 will establish fees to recover the South Coast AQMD's anticipated cost of implementing Proposed Rule 2304. Staff is also working on a potential Cooperative Agreement with the ports in lieu of rulemaking. <i>Elaine Shen 909.396.2715; CEQA and Socio: Barbara Radlein 909.396.2716</i>	AQMP / AB 617 CERP
Regulation XX	RECLAIM - Requirements for Oxides of Sulfur (SOx) Emissions Amendments to Regulation XX rules to address SOx requirements at RECLAIM facilities if there is consideration to transition SOx RECLAIM to command-and-control regulatory structure. <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	RECLAIM / Other
Regulation XXIII*+	Facility-Based Mobile Sources Proposed rules within Regulation XXIII would reduce emissions from indirect sources and the mobile sources attracted to these facilities. <i>Elaine Shen 909.396.2715; CEQA and Socio: Barbara Radlein 909.396.2716</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

2025 To-Be-Determined (Continued)

2025	Title and Description	Type of Rulemaking
Regulation II, III, IV, V, VII, VIII, XI, XIV, XIX, XXIII, XXIV, XXX and XXXV	Various rule amendments may be needed to meet the requirements of state and federal laws; implement OEHHA's latest risk assessment guidance; incorporate changes from OEHHA to new or revised toxic air contaminants or their risk values; address variance issues, emission limits, technology-forcing emission limits, and conflicts with other agency requirements; abate substantial endangerment to public health; apply additional reductions to meet SIP short-term measure commitments; address issues raised by U.S. EPA or CARB for the SIP or for a rule that was submitted into the SIP; and address compliance issues raised by the Hearing Board. In addition, administrative changes could be necessary for Hearing Board procedures, filings, petitions, noticing, etc. Amendments to existing rules may be needed to address use of materials that contain chemicals of concern. The associated rule development or amendments include, but are not limited to, South Coast AQMD existing, or new rules to implement measures in the 2012, 2016 or 2022 AQMP. 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, U.S. EPA's National Emission Standards for Hazardous Air Pollutants, or to address the lead National Ambient Air Quality Standard. 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

TENTATIVE 2026 CALENDAR

Month	Title and Description	Type of Rulemaking
1 st Quarter		
444.1 404	PM Emission Reductions from Forestry and Agricultural Waste Particulate Matter - Concentration Proposed Rule 444.1 will seek to reduce PM emissions from forestry and agricultural waste management operations. Proposed Amended Rule 404 will allow the use of air curtain incinerators and other technologies regulated under Proposed Rule 444.1. <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Other
1111* ⁺	Reduction of NOx Emissions from Natural-Gas-Fired, Fan-Type Central Furnaces Proposed Amended Rule 1111 will establish requirements for the manufacturers for the sale of units that meet low-NOx and zero-emission standards, to provide consumers the choice between the types of units. The Proposed Amended Rule will also include a mitigation fee, which will allow manufacturers to sell more low-NOx units if needed. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	AQMP
1124	Aerospace Assembly and Component Manufacturing Operations Proposed Amended Rule 1124 will seek to phase out two toxic compounds, pCBtF and tBAC, and consider interim VOC limits for certain coatings that are being reformulated as well as other amendments to improve clarity. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics / Other
1146	Emissions of Oxides of Nitrogen from Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters Proposed amendments to Rule 1146 will seek further emission reductions from an updated BARCT analysis. <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	AQMP / Other

* 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

TENTATIVE 2026 CALENDAR *(Continued)*

Month	Title and Description	Type of Rulemaking
1 st Quarter <i>(Continued)</i>		
1146.1 [#]	Emissions of Oxides of Nitrogen from Small Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters Proposed amendments to Rule 1146.1 seeks further emission reductions from an updated BARCT analysis. <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	AQMP / Other
1445*	Control of Toxic Emissions from Laser and Plasma Arc Metal Cutting Proposed Rule 1445 will establish requirements to reduce hexavalent chromium and other metal toxic air contaminant particulate emissions from laser arc cutting. <i>Kalam Cheung 909.396.3281; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics / AB 617 CERP
2 nd Quarter	Title and Description	Type of Rulemaking
1136	Wood Products Coatings Proposed Amended Rule 1136 will seek to phase out two toxic compounds, pCBtF and tBAC, and consider interim VOC limits for certain coatings that are being reformulated as well as other amendments to improve clarity. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics / Other
1420.2	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>Kalam Cheung 909.396.3281; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics
1426.1	Hexavalent Chromium Emissions from Metal Finishing Operations Proposed Rule 1426.1 will reduce hexavalent chromium emissions from heated chromium tanks used at facilities with metal finishing operations that are not subject to Rule 1469. <i>Kalam Cheung 909.396.3281; CEQA and Socio: Barbara Radlein 909.396.2716</i>	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

TENTATIVE 2026 CALENDAR *(Continued)*

Month	Title and Description	Type of Rulemaking
2 nd Quarter <i>(Continued)</i>		
1435*	Control of Toxic Air Contaminant Emissions from Metal Heating Operations 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>Kalam Cheung 909.396.3281; CEQA and Socio: Barbara Radlein 909.396.2716</i>	AQMP / 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 and to reconcile Regulation XIII with 2002 NSR Reform. Additional rules under Regulation XIII may be needed to address offsets and other provisions under Regulation XIII. <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	AQMP
Regulation XX*#	RECLAIM Proposed Amended Regulation XX will address the transition of NOx RECLAIM facilities to a command-and-control regulatory structure. <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	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

BOARD MEETING DATE: November 7, 2025

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 action is to provide the monthly status report on major automation contracts and planned projects.

COMMITTEE: Administrative, October 10, 2025; Reviewed

RECOMMENDED ACTION:
Receive and file.

Wayne Nastri
Executive Officer

RMM:XC:DD:HL: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 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.

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
November 7, 2025 Board Meeting
Status Report on Ongoing and Upcoming Projects for
Information Management

ELECTRIC - Clean Heavy-Duty Vehicles (CHDV) Grant Program Phase 1.1	
Brief description:	Develop Application Intake module and Evaluation module for Clean Heavy-Duty Vehicles (CHDV) Grant Program.
Estimated project cost	\$75,400
Overall project status	Completed
Percentage complete	100%
LAST 30 days	Working on going live
NEXT 30 days	Post-Production Support
Original estimated go-live date	10/17/25
Current estimated go-live date	10/17/25
Go-live date	N/A
Notes	

Agenda Tracking System	
Brief description:	Develop new Agenda Tracking System for submittal, review, and approval of Governing Board meeting agenda items.
Estimated project cost	\$250,000
Overall project status	In Progress
Percentage complete	85%
LAST 30 days	User Acceptance Testing and Training
NEXT 30 days	Conduct Parallel Validation Testing
Original estimated go-live date	11/15/24
Current estimated go-live date	11/11/25
Go-live date	N/A
Notes	

ATTACHMENT
November 7, 2025 Board Meeting
Status Report on Ongoing and Upcoming Projects for
Information Management

Permit Workflow Automation	
Brief description:	Automate application acceptance and engineering evaluation processes into paperless workflows. This phase includes an electronic workflow that encompasses major functions of the Permit Application process.
Estimated project cost	\$250,000
Overall project status	In Progress
Percentage complete	60%
LAST 30 days	System Development in Progress
NEXT 30 days	System Development in Progress
Original estimated go-live date	3/14/25
Current estimated go-live date	12/26/25
Go-live date	N/A
Notes	

Compliance System	
Brief description:	Develop a new Compliance System to help streamline the compliance business process. The new system will provide full integration of incident management, inspection process, field operations and operations dashboard.
Estimated project cost	\$450,000
Overall project status	In Progress
Percentage complete	80%
LAST 30 days	System Development in Progress
NEXT 30 days	End-User Adoption and Training
Original estimated go-live date	2/28/25
Current estimated go-live date	1/6/26
Go-live date	N/A
Notes	

ATTACHMENT
November 7, 2025 Board Meeting
Status Report on Ongoing and Upcoming Projects for
Information Management

Carl Moyer Program GMS Phase III	
Brief description:	Develop Contracting, Invoicing, and Annual Reporting modules for Carl Moyer Program web application. This system will include integration with internal South Coast AQMD systems.
Estimated project cost	\$200,000
Overall project status	In Progress
Percentage complete	85%
LAST 30 days	User Acceptance Testing
NEXT 30 days	Post-Production Support
Original estimated go-live date	4/10/25
Current estimated go-live date	11/11/25
Go-live date	N/A
Notes	Schedule extended to accommodate adjustments related to dependent software.

Air Quality Data Platform Phase 3	
Brief description:	Integrate individual data systems into a cloud-based platform for efficient data management and the creation of interactive visualizations and dashboards for web access.
Estimated project cost	\$386,800
Overall project status	In Progress
Percentage complete	40%
LAST 30 days	System Development in progress
NEXT 30 days	System Development in progress
Original estimated go-live date	4/22/26
Current estimated go-live date	4/22/26
Go-live date	N/A
Notes	Project is on schedule.

ATTACHMENT
November 7, 2025 Board Meeting
Status Report on Ongoing and Upcoming Projects for
Information Management

Title V Modernization	
Brief description:	Expedite and expand Title V data gathering and reporting to ICIS-Air by reusing EPA's VES service and use Shared CROMERR Services to enable a CROMERR compliant e-submittal portal.
Estimated project cost	\$75,700
Overall project status	In Progress
Percentage complete	25%
LAST 30 days	System Development in progress
NEXT 30 days	System Development in progress
Original estimated go-live date	8/4/26
Current estimated go-live date	8/4/26
Go-live date	N/A
Notes	Project is on schedule.

Zoom for Government	
Brief description:	Transitioning Zoom Commercial subscription to Zoom for Government for better security and compliance with federal standards.
Estimated project cost	\$110,000
Overall project status	In Progress
Percentage complete	80%
LAST 30 days	Implementation In Progress
NEXT 30 days	Post-Production Support
Original estimated go-live date	10/31/25
Current estimated go-live date	10/31/25
Go-live date	N/A
Notes	

ATTACHMENT
November 7, 2025 Board Meeting
Status Report on Ongoing and Upcoming Projects for
Information Management

Projects that have been completed within the last 12 months are shown below	
COMPLETED PROJECTS	
PROJECT	DATE COMPLETED
AirNet Upgrade	August 17, 2025
ELECTRIC - Clean Heavy-Duty Vehicles (CHDV) Grant Program Phase 1	August 15, 2025
Invest Clean	August 15, 2025
New Timecard	July 23, 2025
WAIRE POP Phase V	June 26, 2025
Methyl Bromide Web Application	June 6, 2025
Digiforms	May 13, 2025
IDF Network Switch Refresh Phase 5	May 4, 2025
South Coast AQMD Mobile Application Phase 6	April 30, 2025
South Coast AQMD Telephone Directory	March 28, 2025
Website Upgrade	March 24, 2025
Forms Approval Workflow	March 11, 2025
Position Management	March 4, 2025
Rideshare Matching Application	February 26, 2025
Wildfire Monitoring	February 21, 2025
School Bus GMS	February 5, 2025
West KM	January 24, 2025
Rule 1109.1 - B-Cap Reporting	January 16, 2025
AB2766 for reporting year 2024	December 31, 2024
Annual Emissions Reporting for reporting year 2024	December 31, 2024
Warehouse Indirect Source Rule Online Reporting Portal Phase 4	November 21, 2024

BOARD MEETING DATE: November 7, 2025

AGENDA NO. 19

PROPOSAL: 2025 Annual Progress Report for Assembly Bill 617 Community Emission Reductions Plans

SYNOPSIS: The 2025 Annual Progress Report for Assembly Bill 617 Community Emission Reductions Plans summarizes the progress of Community Emission Reductions Plans and Community Air Monitoring Plans implemented from September 2019 to June 2025 and outlines post-year five governance and community engagement for South Coast AQMD Assembly Bill 617-designated communities.

COMMITTEE: Stationary Source, October 17, 2025, Reviewed

RECOMMENDED ACTION:
Receive and File.

Wayne Nastri
Executive Officer

AHJ:WS:UV:PP:RD:AY

Background

Assembly Bill 617 (AB 617) was signed into law in July 2017 and provides a community-focused action framework to address communities with disproportionate air pollution impacts. AB 617 recognizes the challenges faced by these communities and supports efforts to resolve these issues through community-led initiatives focused on developing and implementing the Community Emission Reductions Plans (CERPs) and Community Air Monitoring Plans (CAMPs). AB 617-designated communities were selected by CARB based on recommendations from individual air districts. Since 2018, CARB has selected six South Coast AQMD communities:

2018-Designated Communities

- East Los Angeles, Boyle Heights, West Commerce (ELABHWC)
- San Bernardino, Muscoy (SBM)
- Wilmington, Carson, West Long Beach (WCWLB)

2019-Designated Communities

- Eastern Coachella Valley (ECV)
- Southeast Los Angeles (SELA)

2020-Designated Community

- South Los Angeles (SLA)

Under AB 617, each community established a Community Steering Committee (CSC) to develop a CERP and a CAMP to address the community's top air quality priorities. CSCs are diverse groups of people who live, work, own businesses, and or attend school within these communities. Additionally, local land-use, public health, and other regulatory agencies, and elected officials have representation in CSCs. Each CERP includes a series of objectives to achieve emission and exposure reductions, and each CAMP provides air monitoring objectives to support the implementation of its respective CERP. The CERPs for the six communities were individually approved by our Board and subsequently approved by CARB.

CARB's Blueprints

AB 617 and CARB's Community Air Protection Blueprint¹ (Blueprint) require air districts to prepare annual progress reports summarizing the progress of CERP implementation. The South Coast AQMD 2025 Annual Progress Report for Assembly Bill 617 Community Emission Reductions Plans (2025 Annual Progress Report) is based on CARB's Community Air Protection Program Blueprint 2.0² (Blueprint 2.0). Blueprint 2.0 replaces the first Blueprint to incorporate lessons learned and to build capacity to reach more communities. Blueprint 2.0 features two components: Part One outlines the goals, objectives, and priority actions for CARB and air districts to effectively implement AB 617 activities, and Part Two provides updated implementation guidance to support all AB 617 partners in reducing harmful emissions and limiting exposure to toxic air contaminants and criteria air pollutants in the communities most impacted by poor air quality.

¹ CARB, "Community Air Protection Blueprint", 2018, https://ww2.arb.ca.gov/sites/default/files/2020-03/final_community_air_protection_blueprint_october_2018_acc.pdf

² CARB Blueprint 2.0, 2023, https://ww2.arb.ca.gov/sites/default/files/2023-09/BP2.0_Final_Draft_9.24.2023_FD.pdf

CERP Implementation

South Coast AQMD fulfilled the Blueprint 2.0 annual reporting and statutory requirements by updating the online AB 617 CERP Implementation Dashboard³ (CERP Implementation Dashboard). Updated on a quarterly basis, the CERP Implementation Dashboard provides a visual display of the progress and detailed status of the approximately 300 CERP objectives across the six South Coast AQMD AB 617-designated communities from their respective CERP adoption dates to June 30, 2025.

As of June 30, 2025, approximately 70 percent of all CERP objectives have either been completed or are nearing completion, with 25 percent initiated and ongoing. Approximately 5 percent of all CERP objectives have not yet started. Many of the initiated, ongoing and soon to be implemented CERP objectives are from the SLA community. SLA is the most recently added AB 617 community, which CARB designated in 2021 and with its CERP approved in August 2022. SLA is entering its third year of implementation. The CERP Implementation Dashboard also highlights air monitoring activities since June 2019.

Air Monitoring

AB 617 continues to provide support for South Coast AQMD to innovate, integrate, and expand community air monitoring tools and methods by incorporating advanced monitoring technologies. Supplemented through partnerships and U.S. EPA grant funding, highly specialized mobile platforms capable of detecting particulate metals and VOCs at very low concentrations have been developed and deployed throughout AB 617 communities. These state-of-the-art tools have been used to identify pollution hotspots, guide inspections, support emissions investigations, and help inform regulatory strategies for the air quality priorities selected for CERPs and CAMPs. These community air measurements provided critical information on chrome plating operations in Rancho Dominguez within WCWLB, ethylene oxide from medical sterilization operations in Vernon within ELABHWC and SELA, and methyl bromide from fumigation operations in Long Beach within WCWLB. In addition, mobile air measurement with enforcement strategy of oil wells identifies facility leaks and ensures operators repair them which minimizes air quality impacts to the community, directly supporting CERP objectives for WCWLB and SLA.

Staff currently operates and maintains four community air monitoring mobile platforms that are regularly used to conduct community surveys focused on more than 500 community-identified facilities and over 1,500 oil and gas wells. The AB 617 program successes in air monitoring have been more widely adopted to other communities for conducting emission investigations, wildfire and incident response, and supporting compliance and enforcement activities.

³ South Coast AQMD AB 617 CERP Implementation Dashboard, <https://experience.arcgis.com/experience/b89ca66d41d442ae9baf9609f47aacff/>

Enforcement

During the reporting period, South Coast AQMD inspectors conducted approximately 160 idling truck sweeps and inspected over 2,700 trucks. The agency's enforcement team also evaluated compliance for warehouses, responded to public complaints, conducted on-site facility inspections, evaluated and addressed notifications from regulated facilities (equipment breakdowns, source testing, flaring events, etc.), performed surveillance operations in areas of concern, and conducted investigations based on community air monitoring efforts that showed elevated levels of pollutants. Additional enhanced enforcement efforts included conducting focused inspections at facilities identified by community members and coordinating with partner agencies, when appropriate, to conduct joint operations.

Rule Development

A wide range of South Coast AQMD rules implemented have direct emission reduction benefits to the AB 617-designated communities. In total, 30 rules which will reduce approximately 13,606 tons/year (tpy) NO_x, 14 tpy diesel particulate matter (DPM), 1,661 tpy of volatile organic compounds (VOCs), and various other pollutants and fugitive emissions. These estimated emission reductions are included as detailed in Attachment 1 – Emission Reductions, Rule and Regulations and Incentives, as part of South Coast AQMD's 2025 Annual Progress Report. Also, staff amended Rule 1405 (Control of Ethylene Oxide Emissions from Sterilization and Related Operations) and adopted Rule 1460 (Control of Particulate Emissions from Metal Recycling and Shredding Operations) to address concerns in the SELA and WCWLB communities

The Planning, Rule Development and Implementation staff continued implementation of BARCT (Best Available Retrofit Control Technology), source-specific and air toxics rule development. Staff continues to work on the following four toxic rules to reduce risk in the communities:

Proposed Rule Amendment (PAR)	
PAR 1401	Toxic Air Contaminants for New or Modified Sources
PAR 1435	Toxics from Metal Heating Operations
PAR 1445	Control of Toxic Emissions from Laser and Plasma Arc Metal Cutting
PAR 1469	Hexavalent Chromium Emission from Chrome Plating and Chromic Acid Anodizing Operations

Staff is currently working to amend Rule 1460 (Control of Particulate Emissions from Metal Recycling and Shredding Operations), seeking to adopt a new rule Rule 1495 on Commodity Fumigation with a focus on regulating methyl bromide, and partnering with SLA co-leads on the CERP implementation of the Wet Cleaning Pilot Project and the Auto Body Shop Pollution Prevention Project.

Community Air Protection Incentive Projects

The emission reductions presented in Attachment 1 reflect approximately \$302 million in mobile source incentive projects that have been approved by the Board will result in the following reductions: 631 tpy of NO_x, 25 tpy of DPM, and 40 tpy of VOC emissions. Community Air Protection (CAP) incentive projects such as residential and school air filtration, funding to mitigate fugitive hexavalent chrome emissions from plating facilities and zero-emission charging infrastructure, also include mobile source projects such as locomotives, marine vessels, off-road equipment (cargo handling, construction, agricultural), on-road heavy-duty vehicles, and California Proposition 1B: Goods Movement Emission Reduction Program. This \$302 million includes Years 1 through 6 CAP Incentive funds approved by the Board to develop contracts with applicants; however, not all of these funds have been liquidated.

Annual Highlights

Community specific achievements for the reporting period from July 1, 2024 to June 30, 2025 include:

- *East Los Angeles, Boyle Heights, West Commerce*
- Received 82 applications for the Public-School Air Filtration Program.
- The Residential Air Filtration System Program awarded a total of 3,644 units to 2,632 households (as of June 2025).
- Provided Letter of Support for the City of Commerce Transit's application to the Low or No Emission Grant Program and Buses and Bus Facilities Competitive Grant Program to fund charging infrastructure and battery-electric buses.

San Bernardino, Muscoy

- Provided Letter of Support for Omnitrans's application for a Federal Transportation Authority Grant to fund battery-electric buses and electric charging infrastructure.
- Participated in a community gardening event at Jardin de la Salud in San Bernardino to support development of community green spaces.
- Received 28 applications for the Public-School Air Filtration Program.

Wilmington, Carson, West Long Beach

- Adopted amendments to Rules 1148.1 – Oil and Gas Production Wells to address emissions of volatile organic compounds from oil and gas wells.
- Adopted amendments to Rule 1173 – Control of VOC Leaks and Releases from Components at Petroleum Facilities and Chemical Plants to enhance monitoring requirements better address VOC leaks at petroleum and chemical plants.
- Signed Memorandum of Cooperation with Ports of Shenzhen and Long Beach to enhance partnership and collaboration on efforts to reduce emissions at the ports.

- Working on Cooperative Agreement with the Ports of Long Beach and Los Angeles where the Ports would develop and implement zero emission infrastructure plans.

Eastern Coachella Valley

- Partnered with the County of Riverside Transportation department through a Memorandum of Understanding (MOU) to implement paving projects for up to 34 locations throughout Eastern Coachella Valley.
- Received 33 applications for the Public-School Air Filtration Program.
- The Residential Air Filtration System Program awarded a total of 685 units to 538 households (as of June 2025).

Southeast Los Angeles

- Awarded three contracts through the SELA Green Space Program Request for Proposals.
- Received 115 applications for the Public-School Air Filtration Program.

South Los Angeles

- Amended Rules 1151 – Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations and 1171 – Solvent Cleaning Operations to phase out para-chlorobenzotrifluoride (pCBtF) and tert-butyl acetate (t-BAc) and address emission limits, permitting, and best management practices.
- Began development of a Project Plan in partnership with the community co-leads to address emissions from dry cleaners, funded by \$2.3 million in CAP Incentives funds.

Multi-Community Highlights

Notable achievements benefiting multiple communities include:

- Facilitated first annual All CSC AB 617 event on August 24, 2024. The meeting highlighted the Annual Progress Report along with community discussions of the program's successes, challenges and opportunities for improvement. The meeting gathered 170 total participants with 91 community stakeholders in person, and representatives from community business organizations, local agencies and the California Air Resources Board.
- Solicited Clean Technology Truck Loaner Program bids for zero-emission truck rentals and contract development are ongoing with the three vendors selected (ELABHWC, SBM, SELA, WCWLB).
- Gathered CSC input on neighborhood streets and corridors where restricting truck access may be beneficial and developed an instructional video on how to submit feedback and supplemental materials with information on truck traffic

and mobile air monitoring data to assist community members in identifying such streets (all communities).

- Hosted the Diesel Mobile Sources Workshop in June 2025, to inform community members about the impacts of diesel emissions on air quality and public health and share state and regional efforts to reduce those impacts (all communities).

As CERP implementation continues, updates on these objectives will be provided during CSC meetings and on each community's CERP Implementation Dashboard.

Post-Year 5 Governance and Community Engagement

As required by Blueprint 2.0, South Coast AQMD assessed its CSC process, evaluating its effectiveness, inclusivity, community engagement and governance of meetings conducted—highlighting strengths, gaps, and future recommendations for clear, transparent, and community-friendly communications for CERP implementation. As staff continues to deepen its commitment to community-led air quality improvements, further development towards a sustainable and evolving framework continues to be the focus. Staff continues to partner with community stakeholders and facilitate AB 617 CSC meetings, issue-focused working team meetings, and the newly established Post-Year 5 Transition Working Team meetings, designed to expand and strengthen participation from CSC members, consistently nominated AB 617 communities, community stakeholders and members of the public.

The effectiveness of partnering with community members on working teams has been a successful strategy to emphasize shared leadership and transparent decision-making. In addition to the Post-Year 5 Transition monthly meetings, other working teams include monitoring and outreach working teams, as well as onboarding workshops, community tours and co-lead retreats, all of which play a role to further strengthen equity and sustained community engagement. CSC members continue to play an essential role in guiding the implementation of the CERPs, while maintaining close, ongoing relationships with Community Liaisons and staff.

Attachment 2 further highlights the assessment of the CSC process, the accessibility and inclusion of community members in the AB 617 program, and recommendations for improvement to ensure responsive and effective community participation as the AB 617 program transitions into the next phase of implementation and collaboration.

Public Process

South Coast AQMD held the All-CSCs Virtual 2025 Annual Progress Report Meeting on August 20, 2025, which included a demonstration of the CERP Implementation Dashboard, a presentation on CSC governance and community engagement, and an open discussion with CSC members. To gather additional input, two virtual office hours

were held on August 29, 2025 and September 4, 2025. The public comment period was from August 15, 2025 through September 5, 2025.

Also, throughout the AB 617 implementation process, staff continues to convene quarterly CSC meetings with all six AB 617-designated communities to discuss and provide updates on CERP implementation statuses to foster and enhance community engagement and input.

Key Comments

Key accomplishments highlighted by CSC members included successful All-CSC events, usefulness of the CERP Implementation Dashboard, stronger communication between South Coast AQMD and CSC members, and increased opportunities for cross-community connection. CSC members emphasized that these efforts have been valuable for keeping members informed, building relationships, and sustaining engagement.

Suggestions for improvement included planning for changes in CSC membership, expanding onboarding opportunities for new participants, and using creative storytelling – through social media, printed materials, and youth-focused tools – to highlight CSC impacts. Stakeholders also suggested enhancing the CERP Implementation Dashboard to be more visual, accessible, and context-rich; exploring innovative outreach methods to reach broader audiences; and pursuing opportunities for zero-emission locomotives and railroads to encourage alignment between state and federal efforts.

Future priorities identified by stakeholders included incorporating community-friendly language, maintaining flexible meeting formats (hybrid and in-person), mentoring and introducing new CSC members and commissioners, building long-term sustainability for community engagement, and balancing progress tracking with meaningful, inclusive, and relatable communication as AB 617 transitions beyond Year 5.

Attachments

1. Emission Reductions, Rules and Regulations, and Incentives
2. Post-Year 5 Governance and Community Engagement
3. Community Highlights Infographics
4. Annual Progress Report Presentation

2025 Annual Progress Report for Assembly Bill 617 Community Emission Reductions Plans

Emission Reductions, Rules and Regulations, and Incentives

Emission Reductions

Each of South Coast AQMD's AB 617 community's Community Emission Reductions Plans (CERPs) includes a set of emission reduction targets which are laid out in five- and ten-year milestones after initiation of CERP implementation. These projected emission reductions were based upon anticipated adoption of rules and available incentive funds at the time of CERP development.

The objectives and strategies in the CERPs aim to reduce emissions and/or exposure, but emission reductions for certain CERP objectives and strategies are more easily quantified. Emission reductions from incentives funding, such as the replacement of older vehicles with cleaner technology, are easier to quantify than emission reductions from zero emission infrastructure projects due to the availability of vehicle emissions data, allowing for direct comparison of emissions before and after replacement. Emission reductions from certain rules and regulations can be quantified before or after rule implementation depending on the requirements of the rules. Enforcement and public information strategies can also lead to emission reductions but quantifying them is challenging due to the variable nature of compliance issues and pollutant types. Despite difficulties in quantifying some emission and exposure reductions, CERP objectives and strategies can improve air quality as South Coast AQMD works to identify and abate air quality issues and concerns.

1. Emission Reduction Targets

As described above, each CERP includes emission reduction targets for a variety of air pollutants (Oxides of Nitrogen (NO_x), Volatile Organic Compounds (VOC), Diesel Particulate Matter (DPM), Sulfur Oxides (SO_x), Particulate Matter 10 (PM₁₀)) based upon the anticipated development of specific rules and regulations and the availability of incentives funds. The annual emission reductions targets for each of South Coast AQMD's AB 617 CERPs are listed in Table 1 below:

Table 1 – 5-Year Milestone Emission Reduction Targets in Tons per Year

Community	NO _x	VOC	DPM
ELABHWC	143	-	1.2
SBM	75.1	-	0.86
WCWLB	606	20.6	9
ECV	54	-	1
SELA	155	-	1
SLA	193	-	2.32

Table 2 – 10-Year Milestone Emission Reduction Targets in Tons per Year

Community	NO _x	SO _x	VOC	DPM	PM ₁₀
ELABHWC	377	-	-	1.4	-
SBM	127.9	-	-	0.91	-
WCWLB*	3,207	11	64	20	-
ECV	115	-	-	2	2.4
SELA	297	-	-	3.5	-
SLA	300	-	-	3.82	-

**The 2018-Designated Community of WCWLB uses 2030 for the 10-year milestone to account for complexities in completing refinery related CERP objectives.*

2. Emission Reductions Achieved

It is possible to project future emission reductions and quantify the reductions achieved from CARB's and South Coast AQMD's regulations and Community Air Protection (CAP) Incentive funds. The development of rules and regulations is one of the six CERP strategies used to reduce emissions and exposure to air pollution in South Coast AQMD's AB 617 communities. The approval of many rules and regulations developed by South Coast AQMD and CARB are included as CERP objectives and are used to estimate part of the emission reduction targets for many of the CERPs. It should be noted that although many rules and regulations are included as CERP objectives, many were not used to estimate the emission reduction targets. For instance, the reductions associated with all recently adopted South Coast AQMD rules included in many of the CERPs, such as Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions And Investments To Reduce Emissions (WAIRE) Program or Rule 1109.1 – Emissions of Oxides of Nitrogen from Petroleum Refineries and Related Operations, as their impacts are still being assessed, or the AB 617 community-specific projected emission reductions are not readily available. Further, it is also not feasible to quantify the emission reductions for many rules and regulations, such as Rule 1460 – Control of Particulate Emissions from Metal Recycling and Shredding Operations (Rule 1460) which addresses fugitive emissions. The emission reductions achieved will thus be higher than the emission reductions achieved that are reported for many of the communities. This section provides an overview of the projected and achieved emission reductions across the three categories.

Other CERP strategies such as focused enforcement, advanced monitoring, and outreach can also lead to emission reductions; however, it is not feasible to quantify these reductions; Section 2.3. provides a comprehensive discussion of this aspect.

2.1. South Coast AQMD Rules and Regulation

Since 2019, South Coast AQMD has adopted and amended many rules included in the CERPs as listed in Table 3, all of which will result in emission reductions estimated in the table below. Many of these rules remain in the process of implementation, and their associated emission reductions benefits have yet to be fully realized. Further, it is not feasible to quantify emission reductions for some rules listed (e.g., Rule 1460, Rule 1469.1 – Spraying Operations Using Coatings Containing Chromium) as they address fugitive emissions whose emission reductions are difficult to quantify. Additionally, Table 4 shows the nitrogen oxides (NO_x) emission reductions attributable to the Best Available Retrofit Control Technology (BARCT) rules that have been adopted. The total NO_x

emission reductions achieved from the BARCT rules is approximately 5,800 tons per year (tpy). Rule 462 – Organic Liquid Loading and Rule 463 – Organic Liquid Storage are not listed in the CERP but were implemented to achieve emission reductions of fugitive emissions at petroleum facilities, primarily benefiting the WCWLB and SLA communities. The total estimated volatile organic compound (VOC) emission reductions achieved are as follows: 110 tpy from Rule 462 and 602 tpy from Rule 463.

Table 3 – South Coast AQMD Rules Adopted or Amended Since September 2019 Due to CERPs

South Coast AQMD Rules Adopted or Amended	Date Adopted/Amended	Pollutant	Emission Reductions (tpy)
Rule 1469 – Hexavalent Chromium Emissions from Chromium Electroplating and Chromic Acid Anodizing Operations	April 2021	Cr6	5.9 lbs/year
Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program	May 2021	NOx	0 – 7410 (in 2031)
		DPM	0 – 14 (in 2031)
Rule 1469.1 – Spraying Operations Using Coating Containing Chromium	June 2021	Cr6	Point Source and Fugitive Emissions
Rule 1460 – Control of Particulate Emissions from Metal Recycling and Shredding Operations	November 2022	PM	Fugitive Emissions
Rule 1148.2 – Notification and Reporting Requirements for Oil and Gas Wells and Chemical Suppliers	February 2023	NA	Notification/Reporting
Rule 1178 – Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities	September 2023	VOC	299
Rule 1405 – Control of Ethylene Oxide Emissions from Sterilization and Related Operations	December 2023	EtO	Stack and Fugitive Emissions
Rule 1180 – Fenceline and Community Air Monitoring for Petroleum Refineries and Related Facilities	January 2024	NA	Air Monitoring

South Coast AQMD Rules Adopted or Amended	Date Adopted/Amended	Pollutant	Emission Reductions (tpy)
Rule 1180.1 – Fenceline and Community Air Monitoring for Other Refineries	January 2024	NA	Air Monitoring
Rule 1118 – Control of Emissions from Refinery Flares	April 2024	SO ₂	16.6
		NO _x	10.1
		VOC	3.8
		PM _{2.5} (secondary)	3.3
Rule 463 – Organic Liquid Storage	June 2024	VOC	157
Rule 1148.1 – Oil and Gas Production Wells	August 2024	VOC	391
		NO _x	386
Rule 1173 – Components at Petroleum Facilities and Chemical Plants	November 2024	VOC	741
Rule 1151 – Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations	November 2024	VOC	69
Rule 1171 – Solvent Cleaning Operations	June 2025	pCBtF	Phase out
		t-Bac	

Table 4 – South Coast AQMD BARCT Rules

South Coast AQMD Rules Adopted or Amended	NO _x Emission Reductions (tpy)
Rule 1109.1 – Emissions of Oxides of Nitrogen from Petroleum Refineries and Related Operations	2,810.5
Rule 1110.2 – Emissions from Gaseous- and Liquid-fueled Engines	105.85
Rule 1117 – Emissions from Container Glass Melting and Sodium Silicate Furnaces	208.05
Rule 1118 – Control of Emissions from Refinery Flares	10.95
Rule 1118.1 – Control of Emissions from Non-Refinery Flames	65.7
Rule 1134 – Emissions of Oxides of Nitrogen from Stationary Gas Turbines	1022
Rule 1135 (2018 amendment) – Emissions of Oxides of Nitrogen from Electricity Generating Facilities	620.5

South Coast AQMD Rules Adopted or Amended	NOx Emission Reductions (tpy)
Rule 1146 (2018 amendment) – Emissions of Oxides of Nitrogen from Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters	98.55
Rule 1146.1 (2018 amendment) – Emissions of Oxides of Nitrogen from Small Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters	
Rule 1146.2 (2018 amendment) – Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters	
Rule 1147 – NOx Reductions from Miscellaneous Sources	580.35
Rule 1147.1 – NOx Reductions from Aggregate Dryers	14.6
Rule 1147.2 – NOx Reductions from Metal Melting and Heating Furnaces	182.5
Rule 1153.1 – Emissions of Oxides of Nitrogen from Commercial Food Ovens	40.15
Rule 1159.1 – Control of NOx Emissions from Nitric Acid Tanks	40.15
Total estimated NOx emission reductions	5,799.85

2.2. CARB

CARB has approved several regulations since the adoption of the 2018-designated communities' CERPs in September 2019. These regulations aim to reduce mobile source emissions throughout the state, including in South Coast AQMD's AB 617 communities. Previous Annual Progress Reports included projected emission reductions from these CARB regulations. However, due to ongoing uncertainties in federal policies, these projections are currently being reevaluated and are not included in this year's report.

2.3. Incentives

Incentive funding is another strategy used in the CERPs to achieve emission reductions. Incentives reduce emissions by providing funds to replace older equipment with cleaner technology. CARB allocates CAP Incentive funds statewide¹ and designates funding amounts to each air district. Requests are then made by air districts to distribute the CAP Incentives funds in accordance with the CAP Incentives 2024 Guidelines.²

¹ South Coast AQMD, CAP Incentives, <http://www.aqmd.gov/home/programs/business/community-air-protection-incentives>.

² CARB, CAP Incentives 2024 Program Guidelines, https://ww2.arb.ca.gov/sites/default/files/2025-08/FINAL_DRAFT_CAP_Incentives_2024_Guidelines_revised_May_2025_ADA_TOC.pdf.

2.3.1. Mobile Source Projects

The total investments in mobile source incentives funding from July 1, 2017 to June 30, 2025 and resulting emission reductions are provided in Tables 5 and 6. Table 5 shows a summary of the total funds allocated for mobile source projects in each community that have been approved by the South Coast AQMD Governing Board which are completed, under contract, or may enter contract at a future time. The South Coast AQMD Governing Board also approves a list of backup projects which are implemented if any of the initial Governing Board approved CAP Incentive projects do not proceed with a contract. Table 6 shows a summary of mobile source projects that are completed or under contract and being implemented, including backup projects. For AB 617 mobile source project evaluations, South Coast AQMD adheres to the Carl Moyer Program³ and Proposition 1B⁴ guidelines, including the methodology used to calculate emission reductions. The emission reductions presented reflect the total anticipated emission reductions from the CAP Incentives funded mobile source projects.

Table 5 – Mobile Source Incentives and Projected Emission Reductions Approved by South Coast AQMD Governing Board

Community	Total Incentives Approved (millions of dollars)	NO _x	DPM	VOC
		tpy		
ELABHWC	\$85.11	73	1.5	3.3
SBM	\$15.99	80	1.3	2.4
WCWLB	\$145.71	329	10.6	16.5
ECV	\$37.10	146	11.3	16.9
SELA	\$8.93	0.4	0.2	0.5
SLA	\$9.55	3	0.1	0.2

³ 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>.

⁴ South Coast AQMD, Goods Movement Emission Reductions Projects (Proposition 1B Program), [http://www.aqmd.gov/home/programs/business/business-detail?title=goods-movement-emission-reduction-projects-\(prop-1b\)&parent=vehicle-engine-upgrades](http://www.aqmd.gov/home/programs/business/business-detail?title=goods-movement-emission-reduction-projects-(prop-1b)&parent=vehicle-engine-upgrades).

Table 6 – Mobile Source Incentives and Associated Emission Reductions with Executed Contracts

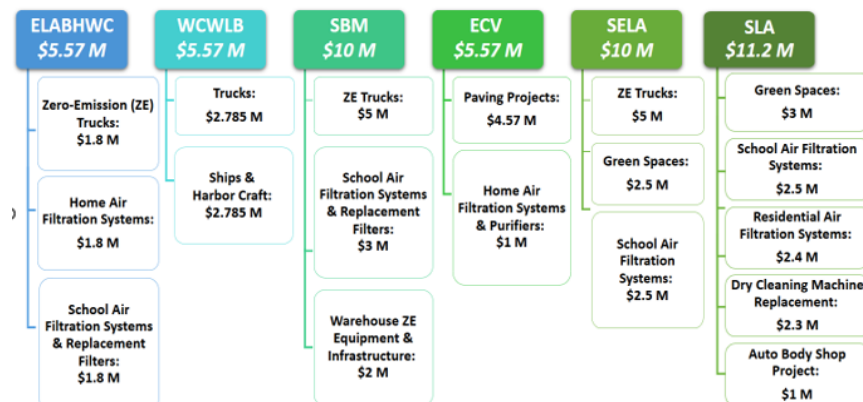
Community	Total Incentives Distributed (millions of dollars)	NO _x	DPM	VOC
		tpy		
ELABHWC	\$24.91	46.7	2.0	2.9
SBM	\$16.87	116.8	2.4	1.3
WCWLB	\$58.26	318.2	21.3	11.1
ECV	\$35.34	156.4	18.0	12.1
SELA	\$0.02	0.1	0.1	0.0
SLA	\$4.28	14.1	0.6	0.1

2.3.2. Community-Identified Projects

In October 2020, CARB revised the CAP Incentives Guidelines to include community-identified projects as an option to distribute CAP Incentives funds. Community-identified projects are projects supported by an adopted CERP (e.g., paving projects, green space installation, wet cleaning) for which the CSC prioritized and allocated CAP Incentives funds through a participatory budgeting process.

In response to the 2020 revisions to the CAP Incentives 2019 Guidelines, South Coast AQMD held a CAP Incentives Strategy Meeting on October 15, 2020; South Coast AQMD presented an overview of CAP Incentives funds and existing guidelines used to allocate those funds and solicited input from the CSCs on allocating future CAP Incentives funding. As a result, approximately \$37 million in Year 3 CAP Incentives funds were distributed among the 2018- and 2019-designated communities based on CSC input and past investments, whereas the South Los Angeles community received \$11.2 million in Year 5 CAP Incentives funds, for each community to allocate to community-identified projects. Figure 1 shows the funding amount of CAP Incentives for each community, which projects were prioritized, and the amount of funding for each project. Depending on statewide designations of CAP Incentives funds, South Coast AQMD continues to evaluate future opportunities to conduct additional participatory budgeting.

Figure 1 - Year 3 CAP Incentives Funds Allocated to Community-Identified Projects



2.3.3. Updates on the Ongoing Community-Identified Projects

- ECV community allocated \$4.57 million towards implementing paving projects. South Coast AQMD released program announcement twice to select paving contractor, but the solicitation process was unsuccessful. South Coast AQMD is seeking approval at the August 2025 South Coast AQMD Governing Board Meeting to partner with County of Riverside through a Memorandum of Understanding (MOU) to implement paving projects. Execution of the MOU is anticipated in November, 2025.
- ECV and ELABHWC communities allocated \$1 million and \$1.8 million, respectively, towards the Residential Air Filtration (RAF) Program. The progress of the RAF Program implementation as of July 2025 is shown in Table 7.

Table 7 – RAF Program Implementation Metrics as of July 2025

	ECV	ELABHWC
<i>Total homes receiving RAF units</i>	539	2,636
<i>Total RAF units awarded</i>	687	3,650

- SELA community allocated \$2.5 million towards implementing green space projects. South Coast AQMD completed reviewing the applications received through open solicitation process and currently in the process of executing three Green Space contracts with the selected applicants.
- SLA community initiated a Dry-Cleaning Machine Replacement Project to transition dry cleaning facilities to professional wet cleaning equipment.
- All AB 617 communities were eligible for funding from the \$1.1 million Private School Air Filtration Program through a Supplemental Environmental Project (SEP).

- WCWLB, ELABHWC, SBM, and SELA communities are prioritized for the Public-School Air Filtration Program, which has \$13.7 million in funding. Applications from ECV and SLA will be considered if funds remain or if the South Coast AQMD Governing Board approves additional funding.
- WCWLB, ELABHWC, SBM, and SELA communities received \$16.6 million for the Truck Loaner Program implementation.

3. Impact of Non-Quantifiable Emission Reduction Strategies

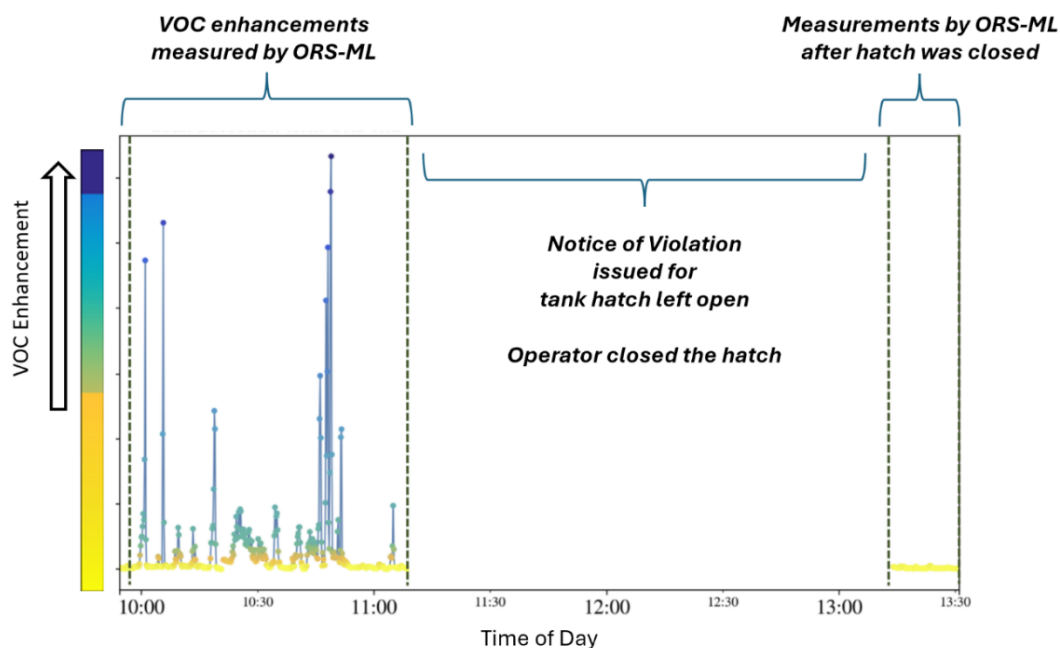
There are several CERP strategies that result in emission reductions but are not easily quantified. One such strategy is oil and gas monitoring, an objective in both the WCWLB and SLA CERPs.

To support this effort, South Coast AQMD utilizes its Optical Remote Sensing Mobile Laboratory (ORS-ML), which is equipped with advanced technologies including Fourier-transform infrared spectroscopy, Differential Optical Absorption Spectroscopy, and Automated Gas Chromatography. These tools enable the detection of a wide range of VOC emissions from oil wells, drilling operations, and production facilities.

Since the adoption of their respective CERPs, South Coast AQMD has conducted 51 oil well surveys in WCWLB which resulted in 36 compliance actions, of which 30 surveys led to Notices of Violation (NOVs). In SLA, 16 surveys were conducted, resulting in six compliance actions, five of which led to NOVs. The combined approach of advanced monitoring techniques followed by focused enforcement were executed to mitigate emissions from the elevated VOC emission events.

The following example (Figure 2) highlights how South Coast AQMD's advanced monitoring and compliance teams worked collaboratively to address a significant air quality concern. In May 2022, elevated levels of VOCs were detected by the ORS-ML downwind of an oil extraction facility in Wilmington (WCWLB Community). South Coast AQMD's monitoring team notified the compliance team, who conducted an on-site inspection. The inspector revealed that a hatch on one of the tanks had been left open. The facility operator closed the hatch, and follow-up measurements were taken around the area to verify that no more leaks were detected. The time-series plot below shows VOC measurements by the ORS-ML illustrating that enhanced VOC emissions were no longer detected after the facility completed their repairs.

Figure 2 – Collaborative Monitoring and Enforcement Effort to Address Elevated VOC Emissions



Additionally, under the implementation of Rule 1180 – Fenceline and Community Air Monitoring for Petroleum Refineries and Related Facilities, South Coast AQMD coordinated with all refineries in the WCWLB community to implement fenceline air monitoring systems. These systems use optical remote sensing technologies to detect, characterize, and measure fugitive emission plumes that cross refinery fencelines. The data is made available to the public in near real-time. The fenceline monitoring systems became fully operational in January 2020. For additional details please visit South Coast AQMD Rule 1180 Community Air Monitoring webpage: <https://www.aqmd.gov/home/rules-compliance/rules/support-documents/rule-1180-refinery-fenceline-monitoring-plans/rule-1180-community-air-monitoring>.

CSCs identified truck idling as a major concern due to the vehicle emissions associated. As part of a broader enforcement strategy under the AB 617 program, South Coast AQMD and CARB conducted truck idling enforcement activities across all six South Coast AQMD AB 617 communities. Table 8 below summarizes these enforcement efforts, which included idling sweeps, truck inspections, and observations of clean idle stickers, resulting in the issuance of NOVs where applicable. This effort shows how ongoing coordination between the two agencies helps to reduce emissions from idling heavy-duty vehicles through compliance monitoring and enforcement.

Table 8 – Truck Idling Sweeps and Commercial Diesel Truck Idling Inspections Conducted by South Coast AQMD and CARB*

South Coast AQMD	CARB**
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Community	Number of Idling Sweeps	Number of Trucks Inspected	Number of Clean Idle Sticker Observed	Number of NOVs Issued	Number of Trucks Inspected	Number of NOVs Issued
ELABHWC	24	476	277	6	2,710	47
SBM	25	254	171	3	423	10
WCWLB	27	1,423	890	16	1,927	76
ECV	6	23	22	0	254	3
SELA	17	137	106	4	2,871	57
SLA	7	73	48	0	280	9

*Cumulative data from South Coast AQMD covers 2019–2025 for ELABHWC, SBM, and WCWLB; 2024–2025 for ECV; 2021–2025 SELA; and 2023–2025 for SLA. Cumulative data from CARB covers 2020–2024 for ELABHWC, SBM, and WCWLB; 2021–2024 for ECV and SELA; and 2022–2024 for SLA.

**These data only reflect CARB’s inspections for idling compliance and not compliance with all of CARB’s truck regulations. Please see CARB’s Enforcement Data Visualization System ([EDVS](#)) for additional truck inspection details.

In ECV, from 2019 to August 2025, South Coast AQMD conducted 678 enforcement activities under Rule 444 – Open Burning, responded to 154 complaints, issued five (5) NOVs, and made three (3) referrals to the Combustible Materials Taskforce. These efforts help reduce unpermitted burning activities, thus decreasing particulate matter and other harmful air pollutants released into the community. Additionally, these are ongoing efforts which will continue beyond CERP implementation.

In coordination with the Community Steering Committee (CSC) and CARB, a total of 182 “No Idling” signs were installed across multiple locations within South Coast AQMD AB 617 communities to help reduce truck idling and associated emissions.

Community outreach has been a useful strategy in advancing AB 617 emission and exposure reduction efforts. Additional information on community engagement is provided in Attachment 2.

Post-Year 5 Governance and Community Engagement

As required by Blueprint 2.0, South Coast AQMD is providing this addendum as an assessment of the Community Steering Committee (CSC) process, evaluating its effectiveness, inclusivity, community engagement and governance of meetings conducted—highlighting strengths, gaps, and future recommendations for clear, transparent, and community-friendly communications for Community Emissions Reduction Plan (CERP) implementation.

South Coast AQMD continues to deepen its commitment to community-led air quality improvements through sustained relationship building under the AB 617 program. A core component of this effort is the robust and evolving framework of community interaction facilitated through Community Steering Committee (CSC) meetings, issue-focused working team meetings, and the newly established Post-Year 5 Transition (PY5T) Working Team meetings. These platforms are designed to expand and strengthen participation from CSC members, consistently nominated AB 617 communities, community stakeholders and members of the public.

Through active participation in these various forums, CSC members play an essential role in guiding the implementation of the Community Emissions Reduction Plans (CERPs), while maintaining close, ongoing relationships with Community Liaisons and AB 617 staff. This open line of communication enables timely responses to community concerns, fosters mutual accountability, and creates a feedback loop for improving existing and future initiatives.

To support and evaluate the effectiveness of these efforts, staff utilize a comprehensive Engagement Tracker that documents all community interactions — including email, phone calls, text messages, in-person visits, and virtual sessions. This tool provides valuable insights into the depth and reach of engagement efforts over time.

A complete summary of engagement activities includes:

- A detailed list of CSC, working team, listening sessions, office hours and Post-Year 5 meetings;
- Meeting attendance records, including Zoom participation;
- Viewership metrics from livestreamed sessions on Facebook Live.

Together, these efforts demonstrate South Coast AQMD's ongoing investment in authentic, responsive, and transparent engagement with communities most affected by air pollution.

AB 617 Meetings and Metrics

Community Steering Committee Meetings

A Community Steering Committee (CSC) meeting is a central part of the AB 617 program, designed to ensure community voices are at the heart of local air quality planning and community guidance. CSC meetings are required under Assembly Bill 617 (AB 617), which aims to reduce air pollution in communities most impacted by environmental and health disparities. These meetings are essential for building trust, promoting accountability, and ensuring community priorities are central to all air quality improvement strategies. CSC meetings are public meetings where residents, local organizations, business representatives, community organizations and other stakeholders from AB 617-designated communities work directly with the South Coast AQMD and partner agencies to:

- Identify and prioritize local air pollution concerns
- Develop and oversee CERPs and Community Air Monitoring Plans
- Provide feedback on projects, strategies, and funding opportunities
- Collaborate on solutions tailored to their community's environmental and public health needs

Key Features of a CSC Meeting:

Community-Driven: Residents and stakeholders help shape agendas, priorities, and objectives.
Collaborative: Meetings include South Coast AQMD staff, community members, local agencies, and sometimes academic or technical advisors.

Transparent: Meetings are open to the public and include accessible materials, multilingual interpretation, and summaries.

Ongoing: CSCs meet quarterly throughout the year to monitor progress, adjust plans, and

- address emerging concerns.

Working Teams

In partnership with CSC members and/or co-leads, South Coast AQMD has developed a structured and community-centered strategy for the implementation of the CERP and community engagement. This working team model emphasizes shared leadership, community-driven priorities, and transparent decision-making to ensure effective and equitable outcomes.

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AB 617 Post-Year 5 Transition: The newly created AB 617 Post-Year 5 Transition (PY5T) working team meetings were designed to guide communities and stakeholders through the next phase of the AB 617 program following the initial five years of implementation and met monthly between the months of January through June 2025.

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enforcement, and investment.

CSC members discussed the importance of how to expand and evolve participation and re-engaging with consistently nominated AB 617



“ONE OF THE HIGHLIGHTS FROM BEING PART OF THIS PROGRAM HAS BEEN THE COMMUNICATION BETWEEN COMMUNITY AND SOUTH COAST AQMD. I’VE BEEN INVOLVED IN THE ENVIRONMENTAL JUSTICE MOVEMENT SINCE I WAS A TEENAGER IN THE LATE ‘90S AND I REMEMBER BACK THEN NOT BEING ABLE TO COMMUNICATE WITH FOLKS AT THE SOUTH COAST AQMD. SEEING US NOW, MEETING AT THE SAME TABLE AND REACHING OUT TO OTHER FOLKS THAT HAVE SIMILAR LIVED EXPERIENCES AS US, IT’S A COMPLETE 180...I’M HOPING THIS IS SOMETHING THAT WE CAN CONTINUE BEYOND YEAR 5 FOR OUR COMMUNITY.”

- Liz Ruiz, SELA CSC Member

communities and encourage involvement from new voices (e.g., youth, local organizations, underserved groups). CSC members discussed ways to initiate mentorship of existing AB 617 CSC communities for consistently nominated communities and CAG recipients. Discussions on the evaluation of the program structures gave CSC members the opportunity to review how certain structures and processes for CSCs, working teams, and engagement methods could have better aligned with long-term goals and community needs.

The overall goal of these discussions is to transition the AB 617 program from a five-year implementation focus into a long-term, sustainable model of community-driven air quality improvement, while ensuring community voices continue to shape decision-making and accountability remains strong.

In 2020, the Eastern Coachella Valley CSC convened focused discussions for the following subject-specific topics: Budget, Charter, Monitoring, and Outreach. These working teams meet as needed, meeting

as often as weekly.

Budget / CERP Implementation Working Team: Initially, this working team began focusing on understanding the implementation and incentives budgets of the program, and how projects are prioritized and funded. This working team has shifted its focus on how to implement the CERP objectives in a way that reflects community priorities. Members discuss budget planning, funding opportunities, and implementation strategies to ensure resources are used effectively and equitably. The team helps guide decisions on which projects move forward and how progress is tracked.

Charter: These meetings provide CSC members and community stakeholders with a space to collaboratively develop and refine the CSC’s Charter —a foundational document that outlines the group’s shared goals, responsibilities, decision-making processes, and expectations for participation. The goal of the Charter Working Team is to ensure that the CSC operates with transparency, accountability, and equity, while reflecting the unique values and priorities of the Eastern Coachella Valley community.

Monitoring: This working team helps shape the air monitoring efforts in the Eastern Coachella Valley, primarily focusing on air quality issues affected by pesticides, the Salton Sea, agricultural operations, fugitive dust and diesel mobile sources. Members work with South Coast AQMD staff to review data, identify monitoring locations, and ensure the community's air quality concerns are being addressed. The goal is to make sure monitoring supports both the CERP and local needs.

Outreach: The Outreach working team focuses on making sure community members stay informed and involved. This includes helping to create flyers, events, and communication materials that are clear, accessible, and culturally relevant. The team supports broader engagement by helping connect with residents who may not regularly attend meetings.

In the South Los Angeles CSC, four working teams have been implemented and meet quarterly:

Community Air Monitoring: The three goals for the Community Air Monitoring Working Team are to: provide online tools that allow the public to view and engage with monitoring data; conduct air measurements near facilities of concerns to identify any potential emissions; and provide summaries of our findings to the CSC.

Community Mobility: The Community Mobility Working Team aims to identify engagement strategies, workshops, and collaborative tools that empower residents to: document their experiences of air pollution and lived experiences; advocate for improvements from agencies regulating air quality; increase awareness of and accessibility to environmental wellness tools; identify gaps in engagement; and continue building a collective grassroots movement to shape air quality in SLA. This Working Team has four main goals: engage the CSC with the implementation of mobile source rules and regulations; prioritize a list of schools to inform the installation of air filtration systems; support community-led projects for safer routes and mobility; and our new funding opportunities for air filtration systems.

Just Transition: In defining just transition, the core principles of the framework are to: protect health and quality of life; ensure economic stability; incorporate economic justice (ensure equity exists in transitions by taking into account diverse backgrounds and lived experiences that impact businesses and people); and improve air quality in the community. The goals of this Working Team are to: educate the community and facilities about requirements and best options for emission reduction; uplift CSC members to become potential leaders in our working team; identify funding and budgets for safer alternatives; and address the volume of activities for unpermitted and permitted facilities.

Oil And Gas: The Oil and Gas Working Team has five main goals: organize the CSC to identify facilities of concern; engage CSC in the development and implementation of Rule 1148 series; coordinate with the CalGEM on inspections; inform the community or other agencies' authority and their new or ongoing projects; and identify strategies and funding opportunities to implement best practices.

Onboarding Workshops

Onboarding new community members is essential for ensuring a smooth and successful integration into the community. Workshops helped introduce new members to the community's mission, values, guidelines, and structure and also provided a refresher for current CSC members. Roles and responsibilities within the community members and South Coast AQMD staff were identified and set appropriate expectations for participation. These onboarding workshops also provide an opportunity for new members to interact with existing members, community leaders and staff.

These onboarding workshops not only to provide information on general overview of the AB 617 program, the CERP and Community Air Monitoring Plan (CAMP), charter, stipends, etc., but also to engage new CSC members to become active contributors who feel comfortable, informed, and connected within the community.

Additional Meeting Forums

Agenda Setting Meetings

In preparation for Community Steering Committee (CSC) meetings, South Coast AQMD staff also hosts Agenda Setting Meetings for community members to collaborate directly with staff to identify and prioritize topics of interest for upcoming CSC meetings. These sessions provide an important opportunity for community voices to help shape meeting content, ensuring that discussions remain relevant, responsive, and grounded in local priorities.

Co-Lead Retreats

SLA CSC Co-leads, CARB staff, and community members gathered for an in-person retreat to reflect on the past year, refine the SLA CSC Charter, and strengthen collaboration. Small group discussions focused on accomplishments, challenges, and lessons learned, while setting goals for Working Teams and participatory budgeting. A draft calendar was reviewed, and a new Working Team was formed to continue Charter revisions. The retreat reinforced shared commitments to environmental justice, transparent decision-making, and community-led implementation.

Community Tours

Community Tours have been a powerful tool to foster education, dialogue, and deeper local engagement. These tours have successfully brought together CSC members, South Coast AQMD staff, and community-based organizations (CBOs) to directly observe and discuss sources of air pollution and community health concerns in specific neighborhoods.

East LA, West Commerce, Boyle Heights

Led in collaboration with organizations like Legacy LA, the tour examined rail corridors, industrial zones, and the Alameda Corridor. CSC members gained insight into legacy pollution, heavy truck traffic, and gaps in green infrastructure. The experience provided a valuable foundation for building future strategies to address rail emissions, land use concerns, and youth-centered environmental advocacy.

Eastern Coachella Valley

This tour brought attention to agricultural fields, pesticide monitoring sites, and dust emission hotspots. Residents and local advocates offered insight into how land use patterns, lack of buffer zones, and unpaved roads contribute to chronic respiratory health issues. The tour strengthened collaboration between CSC members and agricultural experts and built momentum for enhanced air monitoring and pesticide notification systems.

Ontario/Pomona

Focusing on rail activity and its impacts, this tour revealed community concerns around diesel emissions, noise pollution, and health risks near major railyards. Participants observed the need for stronger mitigation at rail-adjacent neighborhoods and better communication with freight operators. The tour led to productive dialogue on clean locomotive technology and land use planning.

Paramount

Participants toured facilities identified as emission sources—many near homes and schools. The tour included discussions about past metal-processing emissions and highlighted improvements in enforcement and community trust-building. Residents expressed appreciation for increased transparency and monitoring, while noting the need for continued vigilance.

South Los Angeles

With support from community co-leads, this tour focused on oil and gas extraction sites and auto body shops, where residents shared longstanding concerns about odors, emissions, and potential health impacts. The tour helped deepen understanding of localized industrial activity and emphasized the importance of community-led enforcement and permit reform. Active participation from co-leads helped bridge trust and spark renewed interest in long-term solutions.

San Bernardino / Muscoy

This tour centered on rail emissions and goods movement corridors, with residents pointing out how freight traffic disproportionately impacts low-income communities. Engagement focused on monitoring gaps, buffer zones, and collaborative solutions with rail operators. The tour built on long-standing community efforts to improve air quality and land use around railyards.

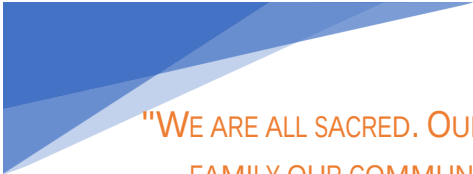
Southeast Los Angeles (SELA)

Touring SELA communities highlighted the stark lack of green space and the environmental burden placed on densely populated neighborhoods. Participants visited locations identified for potential greening and environmental justice investments. The tour reinforced how air quality goals must intersect with equitable access to green infrastructure and park space.

Wilmington, Carson, West Long Beach

Focused on ports, refineries, and goods movement corridors, this tour highlighted the close proximity of industrial operations to homes, schools, and parks. Community members shared firsthand accounts of daily exposure to emissions from refineries, container trucks, and port operations. The tour elevated awareness of cumulative impacts and reinforced the urgency of strategies for cleaner trucks, port-related monitoring, and stricter enforcement in frontline neighborhoods.

Across all AB 617 community tours, common themes emerged around the impacts of industrial activity, goods movement, and inadequate land



"WE ARE ALL SACRED. OUR CHILDREN OUR FAMILY OUR COMMUNITY. THE JOB AIR QUALITY MANAGEMENT HAS IS A SACRED JOB. IT HOLDS A SPECIAL PLACE TO KEEP US ALL SAFE AND FIGHTING FOR CLEAN AIR. NOT ONLY TO CONNECT WITH COMMUNITY BUT TO EDUCATE COMMUNITY AS WELL, SO OUR CHILDREN WILL KNOW HOW TO ADVOCATE FOR THEMSELVES FOR THE FUTURE. WE ALL DESERVE CLEAN AIR. IT IS ONE OF OUR SACRED ELEMENTS. IT AFFECTS US ALL WHEN WE BRIDGE COMMUNITY WITH THE WORK, WE'RE SHARING THE KNOWLEDGE OF LIVING IN THAT AREA BEING AFFECTED WHEREVER IT'S BEING POLLUTED. BECAUSE YOU KNOW THIS CAN HAPPEN TO ANY OF US WHERE WE LIVE. IT TOUCHES ALL OF US. REMEMBER THAT WE ARE ALL IN THIS TOGETHER AND WE CAN HELP MAKE A DIFFERENCE."

use planning on air quality and public health. Emissions sources such as rail yards, freight corridors, ports, refineries, agricultural operations, metal-processing facilities, oil and gas sites, and auto body shops were consistently identified as major concerns. Communities highlighted diesel emissions, pesticide exposure, dust, odor, and noise pollution, especially in areas near homes, schools, and parks. Key priorities included stronger enforcement, buffer zones, cleaner technologies, increased monitoring, and equitable access to green space. These tours also reinforced the value of community-led solutions, enhanced transparency, and ongoing collaboration with local organizations to address environmental justice and health disparities.

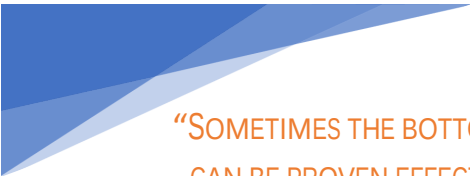
To further strengthen equity and sustained engagement, South Coast AQMD has continued conducting outreach and research with CBOs from consistently nominated communities, including those not yet formally designated as AB 617 communities. These efforts include:

- One-on-one meetings with CBOs to understand local environmental priorities
- Sharing tools, data, and AB 617 program information with emerging community leaders
- Offering technical assistance to help CBOs participate in future nomination cycles
- Listening sessions to identify barriers to participation and co-develop solutions

This approach ensures that community voices remain at the center of decision-making and that future community selection processes are informed by grassroots insights and environmental justice needs.

Office Hours

Staff and SLA CSC community co-leads met with CSC members and residents to review the Draft Project Plan for the SLA Professional Wet Cleaning Conversion Project. Discussions covered permitted facility identification, emissions tracking, project eligibility, cost guidelines, and next steps for the RFP timeline. The session also introduced plans for a facility tour and encouraged community feedback during the open comment period. The conversation helped clarify project details and emphasized the importance of community input in shaping implementation. Additionally, staff provided office hours for stipends, green spaces, and other specific



“SOMETIMES THE BOTTOM-UP METHOD
CAN BE PROVEN EFFECTIVE, ESPECIALLY
WHEN THOSE IMPACTED ARE GIVEN A
PLATFORM.”

-Jesus Ortiz, SELA CSC Member

AB 617 Meeting Attendance and Views

This table presents a chronological summary of community engagement metrics for AB 617-related meetings, including, but not limited to, Community Steering Committee (CSC), Post Year 5 Transition (PY5T), Working Team Meetings (WTM). Each entry includes the meeting date, meeting title, participation attendance (including in-person and Zoom participants), and online viewership (Facebook Live or other streaming platforms, where applicable). The table provides an overview of community involvement over time and helps assess outreach effectiveness and engagement trends.

June 5, 2024 Virtual SLA Just Transition WTM 5:30 – 6:45 pm CSC: Zoom: 47 Facebook Live: N/A	June 6, 2024 Virtual SELA CSC 4:00 – 6:00 pm CSC: 10 Zoom: 60 Facebook Live: 15	June 12, 2024 Virtual SLA PB WTM 5:30 – 6:45 pm CSC: 14 Zoom: 50 Facebook Live: 13	June 13, 2024 Virtual WCWLB CSC 2:00 – 4:30 pm CSC: 8 Zoom: 75 Facebook Live: 14
June 20, 2024 Virtual SBM CSC 6:00 – 8:00 pm CSC: 3 Zoom: 46 Facebook Live: 17	June 27, 2024 Virtual SLA CSC 4:00 – 6:00 pm CSC: 15 Zoom: 85 Facebook Live: 35	August 24, 2024 In-Person All CSC: APR Meeting 8:30 am - 3:30 pm CSC: 91 Zoom: 170 Facebook Live: 39	September 5, 2024 Virtual ECV CSC 5:00 - 7:30 pm CSC: 10 Zoom: 64 Facebook Live: 25
September 26, 2024 Virtual Onboarding Workshop 5:30 - 6:30 pm CSC: 12 Zoom: 45 Facebook Live: N/A	October 3, 2024 Virtual WCWLB CSC 2:00 - 4:00 pm CSC: 8 Zoom: 78 Facebook Live: 17	October 4, 2024 Virtual SELA Bidder's Conference 2:00 - 3:00 pm CSC: 0 Zoom: 22 Facebook Live: N/A	October 17, 2024 Virtual ELABHWC CSC 4:00 - 6:00 pm CSC: 5 Zoom: 55 Facebook Live: 17
October 24, 2024 Virtual South LA CSC 4:00 - 6:00 pm CSC: 15 Zoom: 80 Facebook Live: 15	November 7, 2024 Virtual SELA CSC 4:00 - 6:00 pm CSC: 7 Zoom: 60 Facebook Live: 18	November 14, 2024 Virtual SBM CSC 6:00 - 8:00 pm CSC: 9 Zoom: 54 Facebook Live: 14	January 8, 2025 South LA Virtual Intro to WTM 5:00 - 6:00 pm CSC: 27 Zoom: 72 Facebook Live: N/A
January 9, 2025 Virtual	January 16, 2025 Virtual ECV CSC	January 22, 2025 Virtual	January 30, 2025 Virtual SBM CSC

Attachment 2

All CSC Onboarding Workshop 5:30 - 6:30 pm CSC: 8 Zoom: 26 Facebook Live: N/A	5:00 - 7:00 pm CSC: 15 Zoom: 60 Facebook Live: 20	Post Year 5 Transition Workshop 5:30 - 6:30 pm CSC: 22 Zoom: 61 Facebook Live: N/A	6:00 - 8:00 pm CSC: 8 Zoom: 40 Facebook Live: 12
February 13, 2025 Virtual South LA CSC 4:00 - 6:00 pm CSC: 27 Zoom: 77 Facebook Live: 40	February 19, 2025 Virtual Post Year 5 Transition Workshop 5:30 - 6:30 pm CSC: 26 Zoom: 62 Facebook Live: N/A	February 27, 2025 Virtual WCWLB CSC 2:00 - 4:00 pm CSC: 10 Zoom: 71 Facebook Live: 22	March 5, 2025 Virtual SLA Just Transition WTM 5:30 – 7:00 pm CSC: 23 Zoom: 53 Facebook Live: N/A
March 12, 2024 Virtual Just Transition Office Hours CSC: 4 Zoom: 14 Facebook Live: N/A	March 13, 2025 Virtual SELA CSC 4:00 – 6:00 pm CSC: 10 Zoom: 85 Facebook Live: 26	March 19, 2025 Virtual Post Year 5 Transition 5:30 – 7:00 pm CSC: 26 Zoom: 62 Facebook Live: N/A	March 21, 2025 Virtual ECV Monitoring WTM 2:00 – 3:30 pm CSC: 5 Zoom: 33 Facebook Live: N/A
March 27, 2025 Virtual ELABHWC CSC 4:00 – 6:00 pm CSC: 2 Zoom: 44 Facebook Live: 13	April 2, 2025 SLA Community Air Monitoring WTM 5:30 – 7:00 pm CSC: 20 Zoom: 53 Facebook Live: N/A	April 10, 2025 Virtual SBM CSC 6:00 – 8:00 pm CSC: 6 Zoom: 38 Facebook Live: 24	April 16, 2025 Virtual Post Year 5 Transition 5:30 – 7:00 pm CSC: 12 Zoom: 48 Facebook Live: N/A
April 17, 2025 Virtual ECV CSC 5:00 - 7:00 pm CSC: 7 Zoom: 54	April 24, 2025 Virtual SELA Green Space Office Hours 4:00 – 6:30 pm CSC: 0	April 30, 2025 Virtual ECV WTM 4:30 – 5:30 pm CSC: 1 Zoom: 5	May 7, 2025 Virtual SLA Community Mobility 5:30 – 7:00 pm CSC: 21

Attachment 2

Facebook Live: 28	Zoom: 13 Facebook Live: N/A	Facebook Live: N/A	Zoom: 52 Facebook Live: N/A
May 15, 2025 Virtual WCWLB CSC 2:00 - 4:00 pm CSC: 7 Zoom: 70 Facebook Live: 20	May 21, 2025 Virtual SLA Oil & Gas WTM 5:30 – 7:00 pm CSC: 14 Zoom: 54 Facebook Live: N/A	May 21, 2025 Virtual Post Year 5 Transition 5:30 – 7:00 pm CSC: 15 Zoom: 42 Facebook Live: N/A	May 29, 2025 Virtual ELABHWC CSC 4:00 - 6:00 pm CSC: 3 Zoom: 41 Facebook Live: 8
June 4, 2025 In-person South LA Co-Lead Workshop CSC: 6 Zoom: N/A Facebook Live: N/A	June 5, 2025 Virtual SELA CSC 4:00 – 6:00 pm CSC: 2 Zoom: 46 Facebook Live: 12	June 12, 2025 Virtual Diesel Mobile Source Workshop 5:00 – 7:00 pm CSC: 10 Zoom: 70 Facebook Live: 32	June 18, 2025 Virtual Post Year 5 Transition 5:30 – 7:00 pm CSC: 21 Zoom: 54 Facebook Live: N/A
June 26, 2025 Virtual SLA CSC 4:00 – 6:00 pm CSC: 13 Zoom: 51 Facebook Live: 16	July 10, 2025 Virtual ECV CSC 5:00 – 7:00 pm CSC: 3 Zoom: 43 Facebook Live: 20	July 17, 2025 Virtual SBM CSC 6:00 – 8:00 pm CSC: 7 Zoom: 38 Facebook Live: 16	July 30, 2025 All CSC Onboarding Workshop 5:30 -6:30 pm CSC: 23 Zoom: 39 Facebook Live: N/A

Attachment 2

Engagement Tracker Summary

Data is drawn from activities from participant feedback, attendance metrics, engagement records, the AB 617 comments email distribution log, and general inquiry inbox.

July 2024 – June 2025	In- Person	Virtual	Phone	General Email	Mail	Phone / Email Combo	Email Inbox: Ab617comments	Total
#	38	70	70	253	4	11	256	699

Assessment: Accessibility and Inclusion

South Coast AQMD's AB 617 program continues to demonstrate a strong and consistent commitment to ensuring accessible and inclusive engagement for all community members participating in the AB 617 program, particularly those involved in the Eastern Coachella Valley (ECV) Community Steering Committee and its Working Teams.

Use of Community-Friendly Materials and Plain Language

South Coast AQMD continues to prioritize the development and delivery of plain-language presentations, visual aids, and culturally relevant materials that make complex air quality topics easier to understand. Materials shared during Working Team and CSC meetings were designed with accessibility in mind, reducing technical jargon and promoting greater participation from residents of all backgrounds.

Language Access and Interpretation

Recognizing the linguistic diversity of the ECV region, South Coast AQMD ensured that all meetings—both virtual and in-person—offered live interpretation services, including Spanish and other needed languages, allowing non-English-speaking residents to engage meaningfully. All meeting materials were translated, and bilingual staff were present to support communication needs during workshops and community forums.

Virtual & In-Person Access

Between July 2024 and June 2025, South Coast AQMD hosted:

- 70 virtual meetings
- 38 in-person engagements
- Streaming access via Zoom and Facebook Live for wider community reach
- Approximately documented public interactions through phone, email, mail, and virtual platforms

Attendance data highlights the reach of virtual meetings:

- August 24, 2024 All CSC Annual Progress Report (APR) Meeting gathered 91 CSC members in person, with 170 joining via Zoom and 39 via Facebook Live
- Several Post-Year 5 Transition Workshops reached 60+ Zoom participants per session
- Facebook Live offered ongoing public access, extending transparency to community members unable to attend in real-time

Ongoing Outreach and Training

In addition to CSC meetings, South Coast AQMD hosted onboarding workshops, just transition sessions, and technical training such as:

- "Intro to Working Team Meetings" (January 2025)
- "SELA Green Space Office Hours" (April 2025)
- Multiple "Post-Year 5 Transition" community info sessions

These efforts supported not only active CSC members but also new participants seeking to better understand the AB 617 process.

Multiple Channels for Community Input

South Coast AQMD provided a wide range of communication pathways, including:

Attachment 2

- Email inbox dedicated to AB 617 comments (256 emails received)
- Phone calls, general email inquiries, and combination communications (over 250 total interactions)
- Mailed materials and hard copy access for community members without internet connectivity

South Coast AQMD's AB 617 program in the Eastern Coachella Valley continues to set a strong standard for equitable engagement, through its multilingual access, hybrid meeting formats, community-friendly content, and diverse communication channels. These efforts are key to building trust, transparency, and sustained community involvement in environmental decision-making.

Methods

- Open invitations via AB 617 comments and inquiry inboxes gathered additional community input.
- Feedback is prompted directly during CSC sessions.
- Transparent agenda-setting, strong facilitation, timely follow-up materials.
- Improved technical language barriers

Recommendations for Improvement on Current AB 617 Program and Post-Implementation

To further enhance the AB 617 community engagement process both with current AB 617 CSCs and with Consistently Nominated Communities as the program evolves towards implementation of Blueprint 2.0, South Coast AQMD will implement the following strategies:

- Structured surveys at the end of each CSC meeting to assess whether meetings are meaningful, clear, and accessible to all participants.
- Continued outreach to youth and consistently nominated communities to diversify and strengthen engagement.
- Consideration of meeting fatigue and barriers to participation, ensuring that meetings remain accessible and engaging.
- Use of plain language summaries and multilingual translations to make materials understandable to a broader audience.
- Implementation of flexible meeting formats, including hybrid and virtual options, to accommodate varied community needs and preferences.
- Thought Partnership collaborations with AB 617 CSC members and revisiting lessons learned with Community-Based Organizations as staff work toward the engagement of Consistently Nominated Communities within the South Coast AQMD region.

These improvements aim to ensure inclusive, responsive, and effective community participation as the AB 617 program transitions into its next phase of implementation and collaboration.

Attachment 3 – Community Highlights Infographics



ASSEMBLY BILL 617 (AB 617)

EAST LOS ANGELES, BOYLE HEIGHTS, WEST COMMERCE (ELABHWC)

ANNUAL HIGHLIGHTS JULY 2024 - JUNE 2025

Community Emission Reductions Plan (CERP) Progress

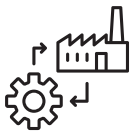
Seven Air Quality Priorities



Trucks



Railyards



Metal
Processing
Facilities



Rendering
Facilities



Auto Body
Shops



Exposure
Reduction



General
Industrial Facilities

CERP Implementation Highlights

Exposure Reduction¹

- Public School Air Filtration Program:
 - Opened program and received applications from 82 schools*
- Residential Air Filtration Program: **
 - 2,636 households have received units
 - 3,650 units awarded
 - \$1.8 million remaining in Program for ELABHWC

Neighborhood and Freeway Traffic²

- Provided letter of support for City of Commerce Transit's application to the Low or No Emission Grant Program and Buses and Bus Facilities Competitive Grant Program to fund charging infrastructure and electric buses

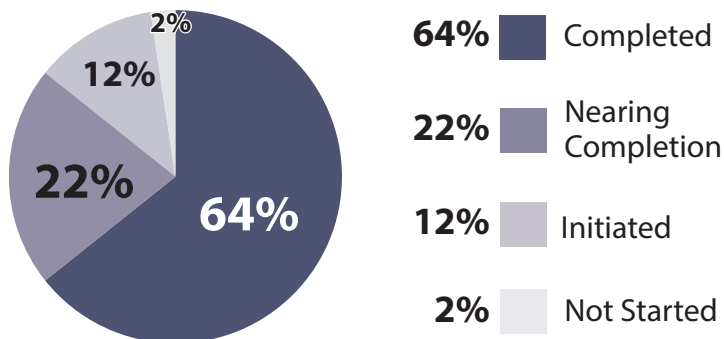
*As of May 29, 2025

** As of July 17, 2025

42 Total CERP Objectives

Status of CERP Implementation

September 6, 2019 to June 30, 2025



Projected Emission Reductions

A total of \$85.11 million in Community Air Protection (CAP) Incentive funds have been approved by the South Coast AQMD Board for mobile source projects, reducing up to 73 tons per year (tpy) of oxides of nitrogen (NOx), 1.5 tpy of diesel particulate matter (DPM), and 3.3 tpy of volatile organic compounds (VOC) emissions.

Next Steps



Permit Cross-Check System³

- Identify facilities which might be operating without necessary South Coast AQMD permits for further investigation using data provided by land-use agencies



Air Filtration Systems⁴

- Continue implementing Public School and Residential Air Filtration Programs
- Work with schools and residents to obtain air filtration units



Truck Routes⁵

- Review and map locations of neighborhood streets of concern for truck traffic based on Community Steering Committee (CSC) feedback
- Encourage agencies to implement truck restrictions per CSC recommendations

¹Chapter 5g, Objectives2, 3(ELAB-5g-02/03)

²Chapter 5b, Objective 2(ELAB-5b-02)

³Chapter5h,Objective3(ELAB-5h-03)

⁴Chapter5g,Objective2(ELAB-5g-02)

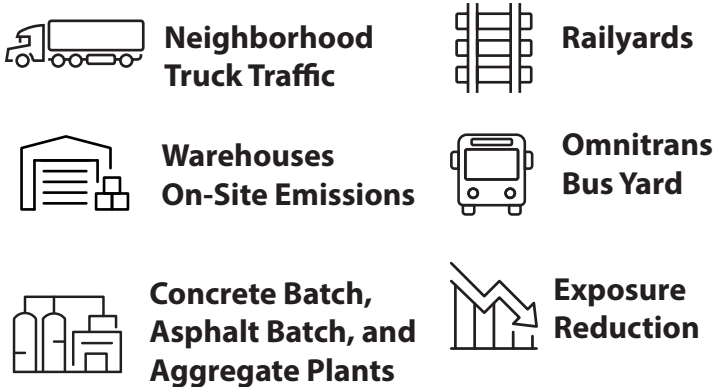
⁵Chapter5b,Objective3(ELAB-5b-03)



ASSEMBLY BILL 617 (AB 617) SAN BERNARDINO, MUSCOY (SBM) ANNUAL HIGHLIGHTS JULY 2024 - JUNE 2025

Community Emission Reductions Plan (CERP) Progress

Six Air Quality Priorities



CERP Implementation Highlights

Omnitrans¹

- Provided Letter of Support for Omnitrans' application for a Federal Transportation Authority grant to fund battery electric buses and electric charging infrastructure

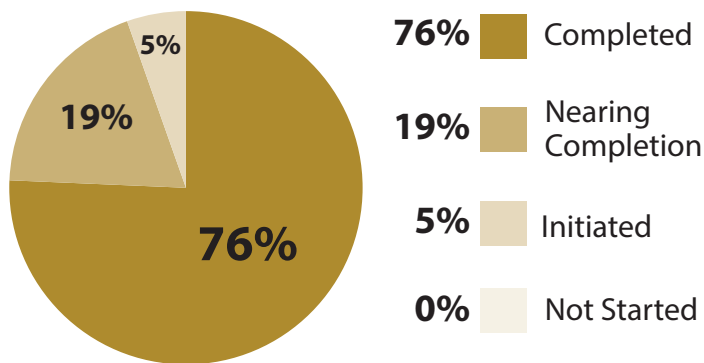
Green Spaces²

- Participated in a community gardening event at Jardin de la Salud in San Bernardino to support development of community green spaces
- Evaluating funding opportunities to help fund green spaces in the community

37 Total CERP Objectives

Status of CERP Implementation

September 6, 2019 to June 30, 2025



Next Steps

Truck Routes³



- Review and map locations of neighborhood streets of concern for truck traffic based on Community Steering Committee (CSC) feedback
- Encourage agencies to implement truck restrictions per CSC recommendations

Green Spaces²



- Continue collaboration with green space partners to provide and seek funding for trees
- Obtain funding to plant trees

School Air Filtration⁴



- Finish application review
- Implement the installation of air filtration at schools

Projected Emission Reductions

A total of \$15.99 million in Community Air Protection (CAP) Incentive funds have been approved by the South Coast AQMD Board for mobile source projects, reducing up to 80 tons per year (tpy) of oxides of nitrogen (NO_x), 1.3 tpy of diesel particulate matter (DPM), and 2.4 tpy of volatile organic compounds (VOC) emissions.

¹Chapter 5d, Objective 1 (SBM-5d-01)

²Chapter 5g, Objective 4 (SBM-5g-04)

³Chapter 5b, Objective 3 (SBM-5b-03)

⁴Chapter 5g, Objective 2 (SBM-5g-02)



ASSEMBLY BILL 617 (AB 617)

WILMINGTON, CARSON, WEST LONG BEACH (WCWLB)

ANNUAL HIGHLIGHTS JULY 2024 - JUNE 2025

Community Emission Reductions Plan (CERP) Progress

Six Air Quality Priorities



Refineries



Railyards



Ports



Oil Drilling
and
Production



Neighborhood
Truck Traffic



Exposure
Reduction

CERP Implementation Highlights

Oil Drilling and Production¹

- Amended Rules 1148.1 and 1173 to address emissions of volatile organic compounds from oil and gas wells and other petroleum facilities

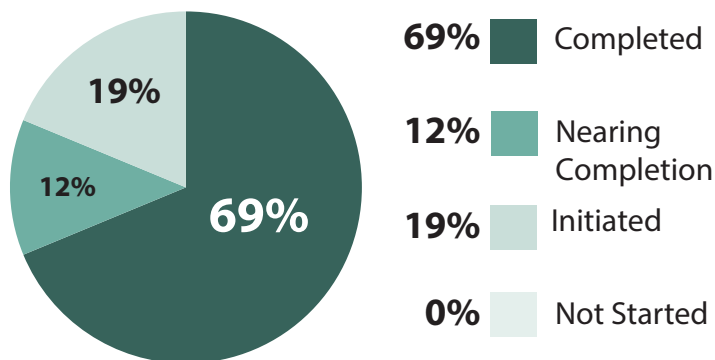
Ports^{2 & 3}

- Signed Memorandum of Cooperation with Ports of Shenzhen and Long Beach to reduce emissions
- Rule development of Proposed Rule 2304 – Commercial Marine Ports (PR 2304) to help reduce emissions from the Ports of Long Beach and Los Angeles (ports) while pursuing a potential Cooperative Agreement

48 Total CERP Objectives

Status of CERP Implementation

September 6, 2019 to June 30, 2025



Projected Emission Reductions

A total of \$145.71 million in Community Air Protection (CAP) Incentive funds have been approved by the South Coast AQMD Board for mobile source projects, reducing up to 329 tons per year (tpy) of oxides of nitrogen (NOx), 10.6 tpy of diesel particulate matter (DPM), and 16.5 tpy of volatile organic compounds (VOC) emissions.

Next Steps

Ports³



- Proposed Cooperative Agreement to help reduce emissions from the ports will be considered by the Board in November 2025

Green Spaces⁴



- Continue to identify funding opportunities for green space projects in the community

Exposure Reduction⁵



- Continue implementing Public School Air Filtration Program and distribute air filtration units to 102 schools

¹Chapter 5e, Objective 3 (WCWLB-5e-03)

²Chapter 5c, Objective 2 (WCWLB-5c-02)

³Chapter 5c, Objective 3 (WCWLB-5c-03)

⁴Chapter 5g, Objective 4 (WCWLB-5g-04)

⁵Chapter 5g, Objective 2 (WCWLB-5g-02)



ASSEMBLY BILL 617 (AB 617)

EASTERN COACHELLA VALLEY (ECV)

ANNUAL HIGHLIGHTS JULY 2024 - JUNE 2025

Community Emission Reductions Plan (CERP) Progress

Seven Air Quality Priorities



Land Use



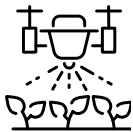
Open Burning
and Illegal
Dumping



Salton Sea



Diesel Mobile
Sources



Pesticides



Greenleaf
Desert View
Power Plant



Fugitive
Road Dust
and Off-Roading

CERP Implementation Highlights

School and Residential Air Filtration Programs^{1 & 2}

- 33 School Air Filtration applications received in ECV
- 687 Residential Air Filtration (RAF) applications approved, of which 539 households received the units (as of July 17, 2025)

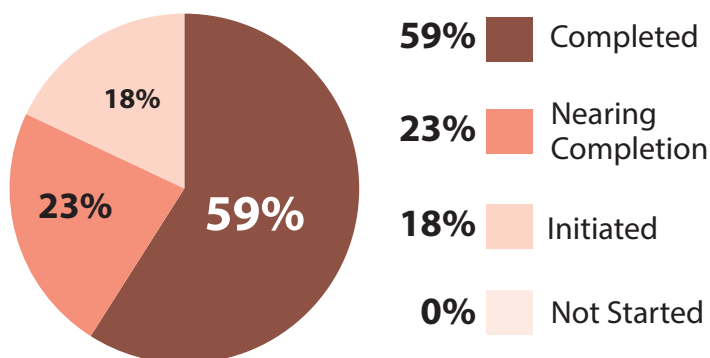
Ambient Air Pesticides Monitoring Report³

- Ambient Air Pesticides Monitoring Report (Report) prepared by CARB in collaboration with California Department of Pesticide Regulation and Office of Environmental Health Hazard Assessment
- The Report discusses the results of the 3-month pesticides sampling campaign conducted in 2023
- Presented to the Community Steering Committee

74 Total CERP Objectives

Status of CERP Implementation

December 4, 2020 to June 30, 2025



Projected Emission Reductions

A total of \$37.1 million in Community Air Protection (CAP) Incentive funds have been approved by the South Coast AQMD Board for mobile source projects, reducing up to 146 tons per year (tpy) of oxides of nitrogen (NOx), 11.3 tpy of diesel particulate matter (DPM), and 16.9 tpy of volatile organic compounds (VOC) emissions.

Next Steps



Paving Project⁴

- Execute Memorandum of Understanding with County of Riverside Transportation Division



Illegal Dumping⁵

- Continue to explore collaborative opportunities with CalRecycle, Illegal Dumping Technical Advisory Committee, and Coachella Valley Association of Governments



Tree Planting⁶

- Continue collaboration with green space partners to provide and seek funding for trees

¹Chapter 5b, Objectives 3A, 3B (ECV-5b-03A/03B); Ch. 5d, Obj. 3B (ECV-5d-03B)

²Ch. 5c, Obj. 2C (ECV-5c-02C); Ch. 5d, Obj. 3B (ECV-5d-03B); Ch. 5e, Obj. 3C (ECV-5e-03C);

Ch. 5f, Obj. 1A (ECV-5f-01A); Ch. 5g, Obj. 1A (ECV-5g-01A)

³Chapter 5c, Objectives 1A, 1B, 1C, 1D; Ch. 5c, Obj. 2A, 2B (ECV-5c-01A/01B/01C/01D; ECV-5c-02A/02B)

⁴Chapter 5d, Objectives 2A, 2B (ECV-5d-02A/02B)

⁵Ch. 5e, Obj. 4A, 4B, 4C (ECV-5e-04A/04B/04C)

⁶Ch. 5a, Obj. 3D (ECV-5a-03D); Ch. 5b, Obj. 3F (ECV-5b-03F); Ch. 5g, Obj. 1A (ECV-5g-01A)



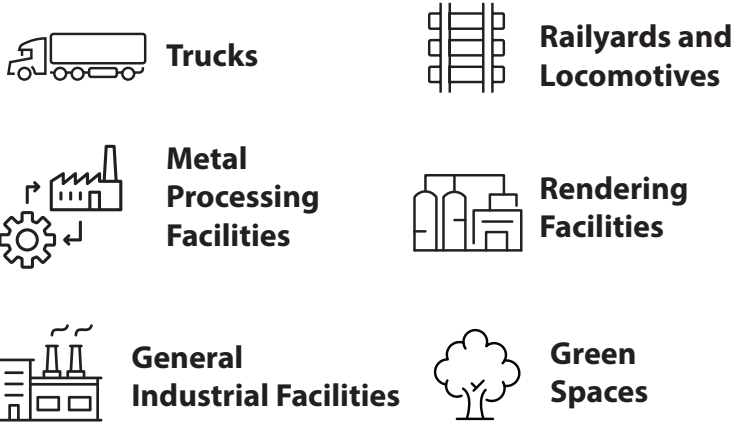
ASSEMBLY BILL 617 (AB 617)

SOUTHEAST LOS ANGELES (SELA)

ANNUAL HIGHLIGHTS JULY 2024 - JUNE 2025

Community Emission Reductions Plan (CERP) Progress

Six Air Quality Priorities



CERP Implementation Highlights

Green Spaces¹

- Awarded three projects to receive funding through the SELA Green Space Program Request for Proposals (RFP; P2024-08r)

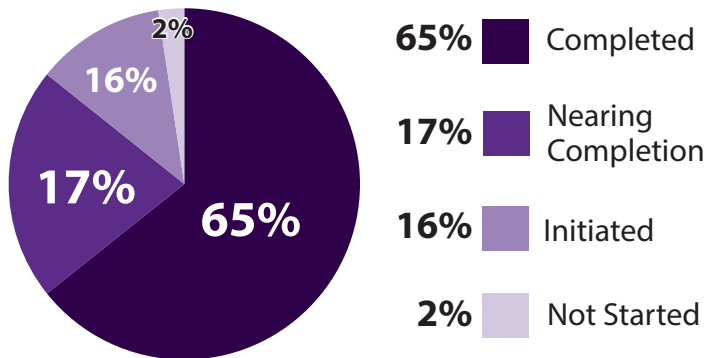
Public School Air Filtration Program²

- Released the Public School Air Filtration Program and received 115 applications (as of May 2025)

43 Total CERP Objectives

Status of CERP Implementation

December 4, 2020 to June 30, 2025



Projected Emission Reductions

A total of \$8.93 million in Community Air Protection (CAP) Incentive funds have been approved by the South Coast AQMD Board for mobile source projects, reducing up to 0.4 tons per year (tpy) of oxides of nitrogen (NOx), 0.2 tpy of diesel particulate matter (DPM), and 0.5 tpy of volatile organic compounds (VOC) emissions.

Next Steps

Installing Green Spaces³



- Continue collaboration with SELA Green Space Program RFP awardees to execute contracts and implement green space projects

Reduce Exposure to Truck Emissions²



- Continue implementation of the Public School Air Filtration Program by finalizing school selections and distributing units

Truck Routes⁴



- Support truck route planning by sharing Community Steering Committee (CSC) feedback with transportation agencies and encouraging implementation of truck restrictions based on CSC recommendations

¹Chapter 5d, Objective 1A (SELA-5d-01A) Chapter 5d, Objective 1B (SELA-5d-01B) Chapter 5d, Objective 1C (SELA-5d-01C)

²Chapter 5b, Objective 3M (SELA-5b-03M)

³Chapter 5d, Objective 1A (SELA-5d-01A), Chapter 5d, Objective 1B (SELA-5d-01B), Chapter 5d, Objective 1C (SELA-5d-01C), Chapter 5d, Objective 1D (SELA-5d-01D)

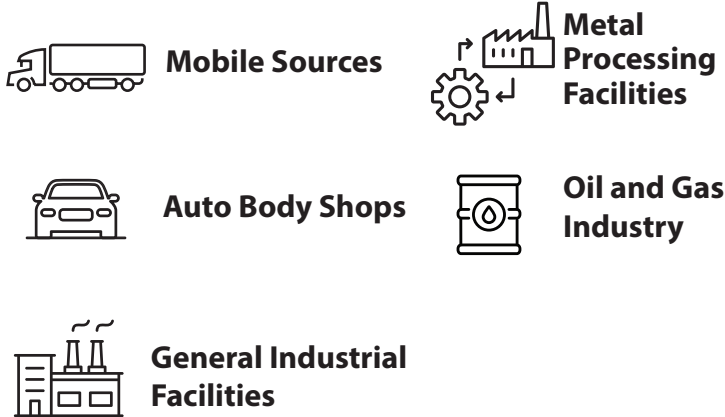
⁴Chapter 5b, Objective 1A (SELA-5b-01A)



ASSEMBLY BILL 617 (AB 617) SOUTH LOS ANGELES (SLA) ANNUAL HIGHLIGHTS JULY 2024 - JUNE 2025

Community Emission Reductions Plan (CERP) Progress

Five Air Quality Priorities



CERP Implementation Highlights

Auto Body Shops¹

- Rules 1151⁵ and 1171⁶ were amended to address phasing out of pCBtF⁷ and t-BAC⁸, as well as addressing emission limits, permitting, and best management practices

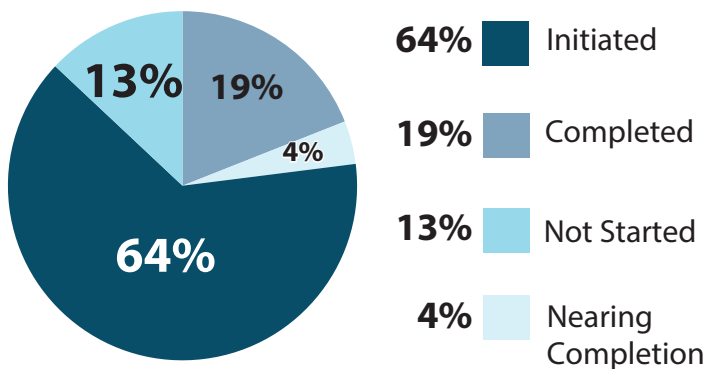
Dry Cleaning Machine Replacement Project Plan²

- South Coast AQMD, in partnership with the community co-leads, began development of a Project Plan to address emissions from dry cleaners in SLA, funded by \$2.3 million in Community Air Protection (CAP) Incentives Program funds

53 Total CERP Objectives

Status of CERP Implementation

June 3, 2022 to June 30, 2025



Projected Emission Reductions

A total of \$9.55 million in Community Air Protection (CAP) Incentive funds have been approved by the South Coast AQMD Board for mobile source projects, reducing up to 3 tons per year (tpy) of oxides of nitrogen (NOx), 0.1 tpy of diesel particulate matter (DPM), and 0.2 tpy of volatile organic compounds (VOC) emissions.

Next Steps



Community-Identified Projects³

- Continue development of the following community-identified projects: Auto Body Shops, Dry Cleaning Machine Replacement, Green Spaces, and School and Residential Air Filtration Systems

Working Teams⁴



- Continued involvement of Working Teams in development of Project Plans
- Coordinating additional Community Steering Committee (CSC) activities to collect data on areas related to air quality priority objectives

¹ Chapter 5c, Objective 1G (SLA-5c-01G)

² Chapter 5d, Objective 1C (SLA-5d-01C)

³ Chapter 5b, Objective 1D (SLA-5b-01D); Chapter 5c, Objective 1H (SLA-5c-01H); Chapter 5d, Objective 1C (SLA-5d-01C)

⁴ Chapter 5b, Objective 1F (SLA-5b-01F), Chapter 5c, Objective 1A (SLA-5c-01A), Chapter 5c, Objective 1D (SLA-5c-01D), Chapter 5c, Objective 1G (SLA-5c-01G), Chapter 5d, Objective 1A (SLA-5d-01A), Chapter 5e, Objective 1A (SLA-5e-01A), Chapter 5e, Objective 1F (SLA-5e-01F), Chapter 5e, Objective 1G (SLA-5e-01G), Chapter 5f, Objective 1D (SLA-5f-01D)

⁵ Rule 1151 - Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations

⁶ Rule 1171 - Solvent Cleaning Operations

⁷ pCBtF: para-chlorobenzotrifluoride

⁸ t-BAC: tert-butyl acetate

CARB Annual Progress Report on Assembly Bill 617 Community Emission Reductions Plans

*Informe anual de progreso de CARB
sobre los Planes comunitarios
de reducción de emisiones
de la Ley de la Asamblea 617*

Governing Board Meeting
November 7, 2025

*Reunión de la Junta Directiva
7 de noviembre del 2025*



South Coast AQMD AB 617 Communities

Comunidades de AB 617 de South Coast AQMD

2018-Designated Communities

Comunidades designadas del 2018

- East Los Angeles, Boyle Heights, West Commerce (ELABHWC)
- San Bernardino, Muscoy (SBM)
- Wilmington, Carson, West Long Beach (WCWLB)

2019-Designated Communities

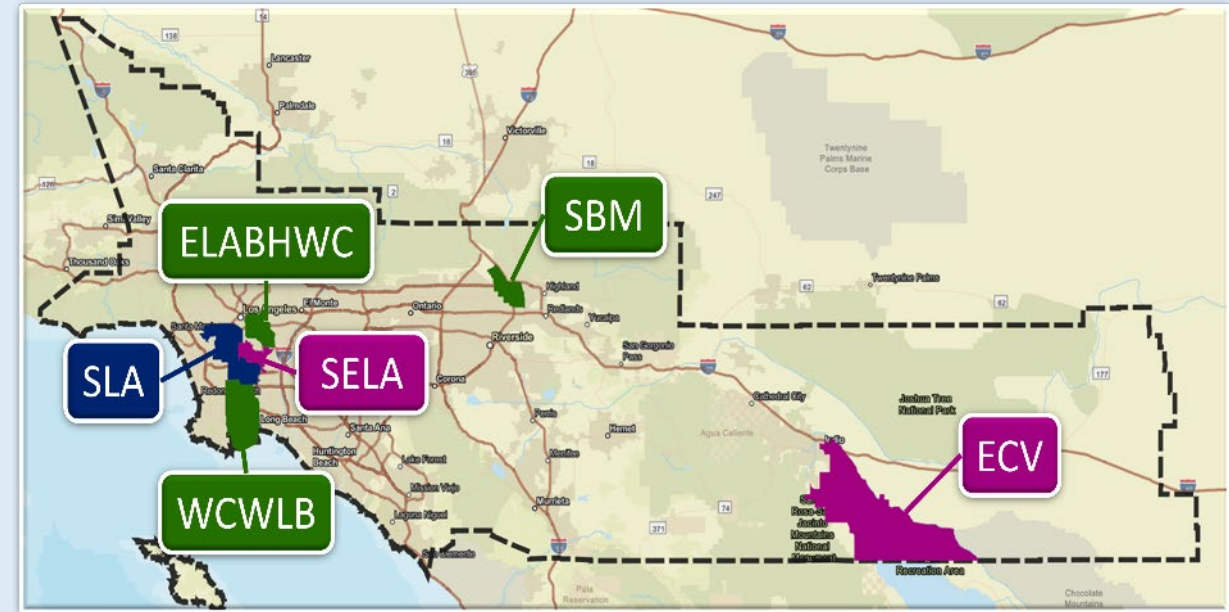
Comunidades designadas del 2019

- Southeast Los Angeles (SELA)
- Eastern Coachella Valley (ECV)

2020-Designated Community

Comunidad designada del 2020

- South Los Angeles (SLA)



Of the 19 communities designated statewide,
6 are within the South Coast AQMD jurisdiction
*De las 19 comunidades designadas en todo el estado,
6 están dentro de la jurisdicción de South Coast AQMD*

Categories of CERP* Objectives

*Categorías de los Objetivos de los CERP**

- AB 617 communities developed a CERP with five-year implementation targets
- *Las comunidades de AB 617 desarrollaron un CERP con objetivos de implementación a cinco años*



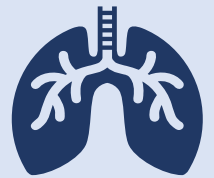
Agency Coordination
*Coordinación con
agencias*



Education and Outreach
*Educación y
alcance*



Enforcement
Aplicación



Emission Reductions
*Reducciones de
emisiones*



Incentives
Incentivos



Monitoring
Monitoreo



Rules and Regulations
Reglas y reglamentos

*CERP: Community Emission Reductions Plan

*CERP: Plan Comunitario de Reducción de Emisiones

Annual Progress Report: Community Feedback & Engagement

Informe anual de progreso: Comentarios y participación de la comunidad

AB 617 Annual Progress Report Virtual Meeting on Wednesday, August 20th

Reunión virtual del Informe anual de progreso de AB 617 el miércoles 20 de agosto

- Networking, community perspectives, resource sharing, strategic planning
Creación de redes, perspectivas comunitarias, intercambio de recursos, planificación estratégica
- Representation from all six AB 617 communities
Representación de las seis comunidades de la AB 617

All Community Steering Committee (CSC) Virtual Office Hours

Horarios de todas las oficinas virtuales del Comité Directivo Comunitario (CSC)

- Friday, August 29th
Viernes, 29 de agosto
- Thursday, September 4th
Jueves 4 de septiembre

All-CSC Meeting on Saturday, October 25

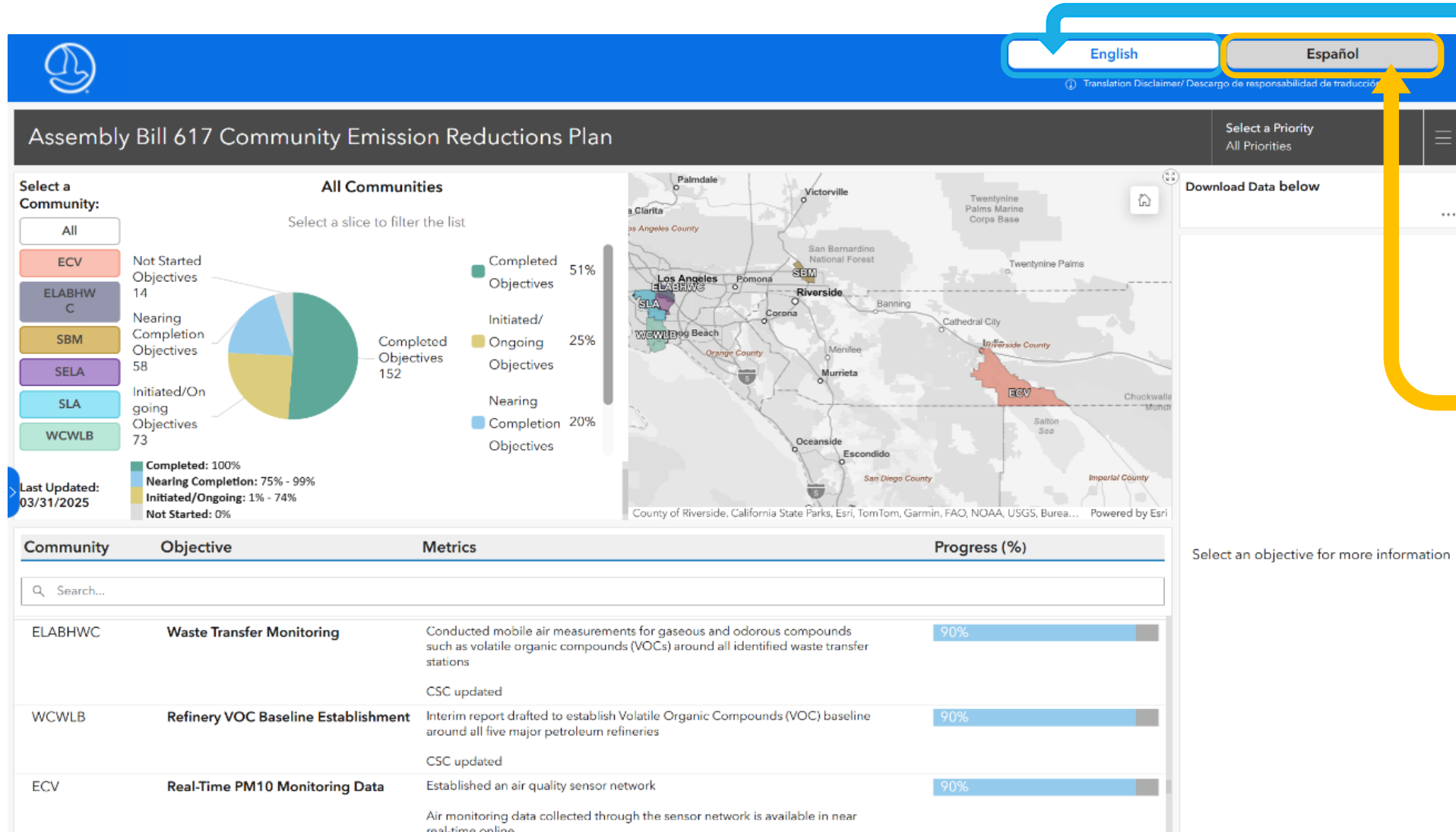
Reunion de todos los CSC el Sabado, 25 de Octubre

2025 All-CSC Meeting / *Reunión de todos los CSC*



AB 617 CERP Implementation Dashboard

Tablero de la implementación del CERP de AB 617



- Community Specific
- Status of implementation of CERP objectives
- Tutorial video in English and Spanish

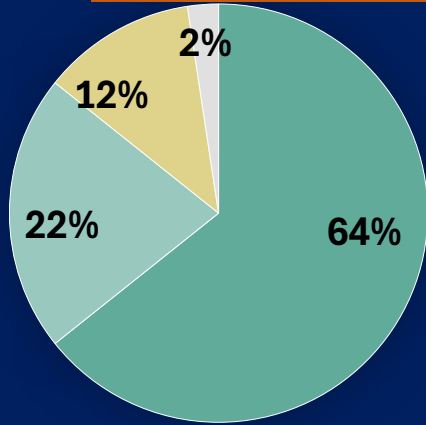
- *Específico para cada comunidad*
- *Estados de la implementación de los objetivos de los CERP*
- *Video tutorial disponible en inglés y español*

FY 2024-25 Status of CERP Implementation Highlights

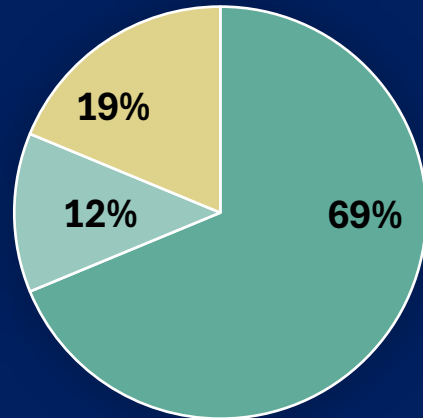
Aspectos destacados del estado de la implementación del CERP en el año fiscal 2024-25

2018-Designated Communities

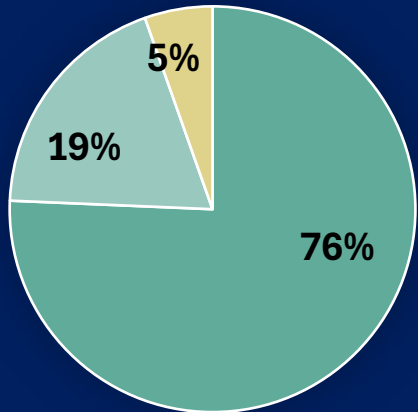
Comunidades designadas del 2018



East Los Angeles, Boyle Heights, West Commerce (ELABHWC)



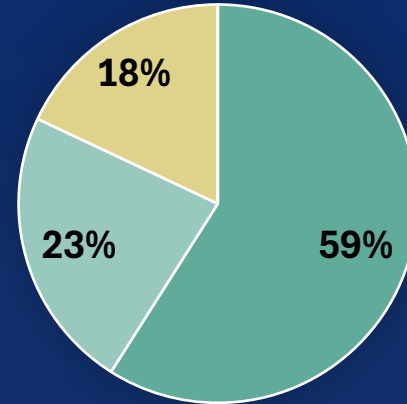
Wilmington, Carson, West Long Beach (WCWLB)



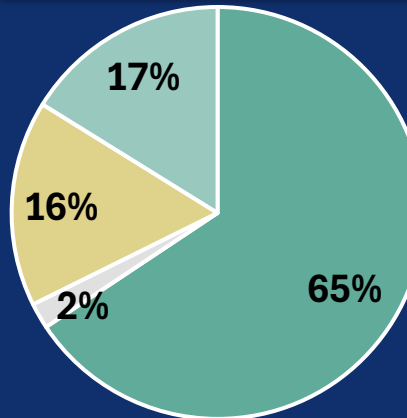
San Bernardino, Muscoy (SBM)

2019-Designated Communities

Comunidades designadas del 2019



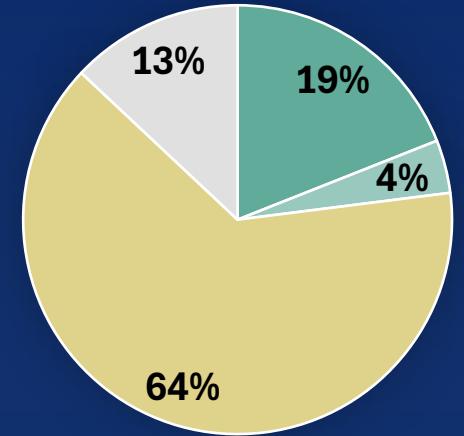
Eastern Coachella Valley (ECV)



Southeast Los Angeles (SELA)

2020-Designated Community

Comunidad designada del 2020



South Los Angeles (SLA)

Completed (100%)

Completado

Nearing Completion (75%-99%)

Cerca de completarse

Initiated/Ongoing (1%-74%)

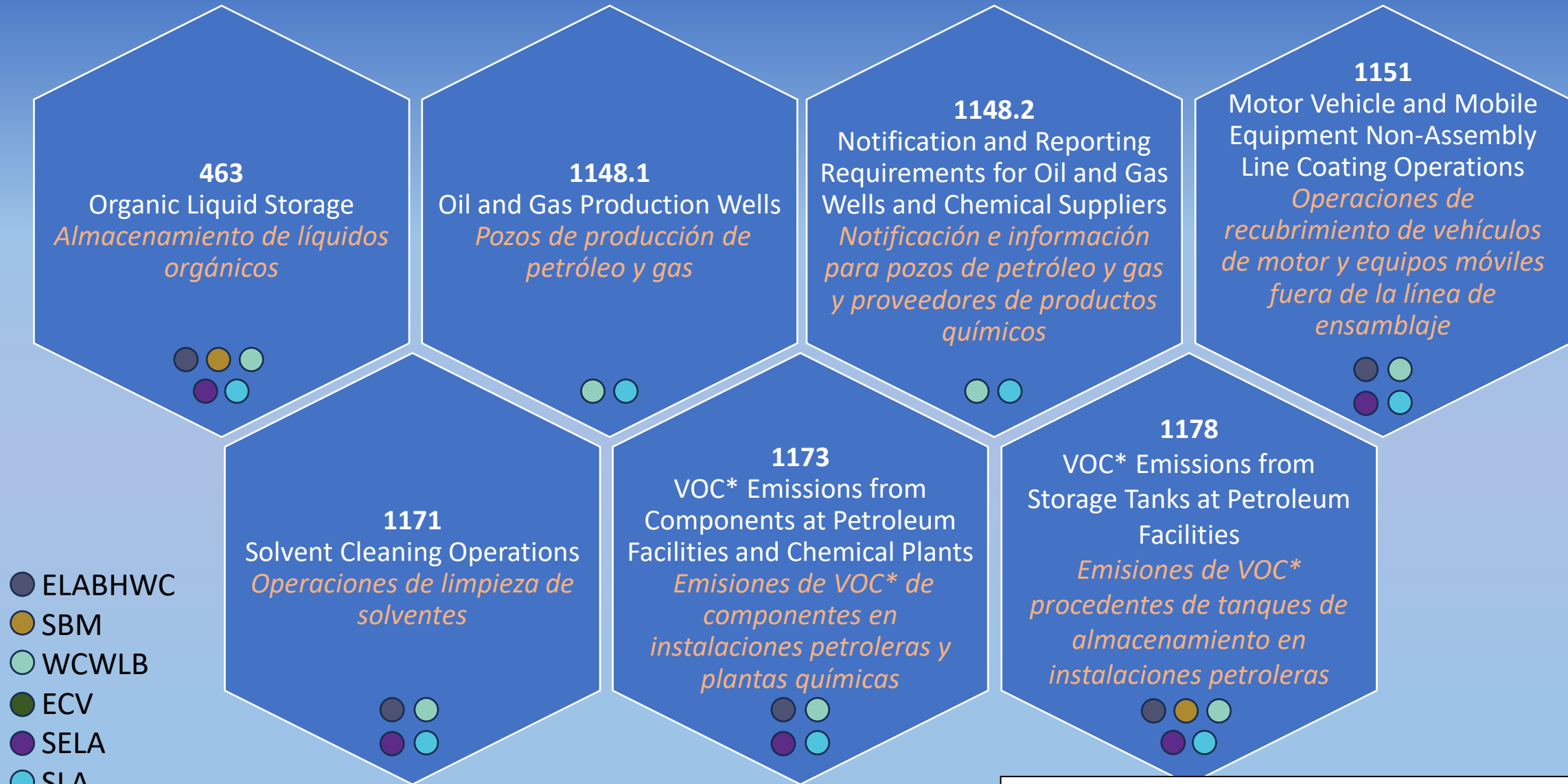
Iniciada /En curso

Not Started (0%)

No iniciado

Adopted or Amended Rules Due to CERP Implementation

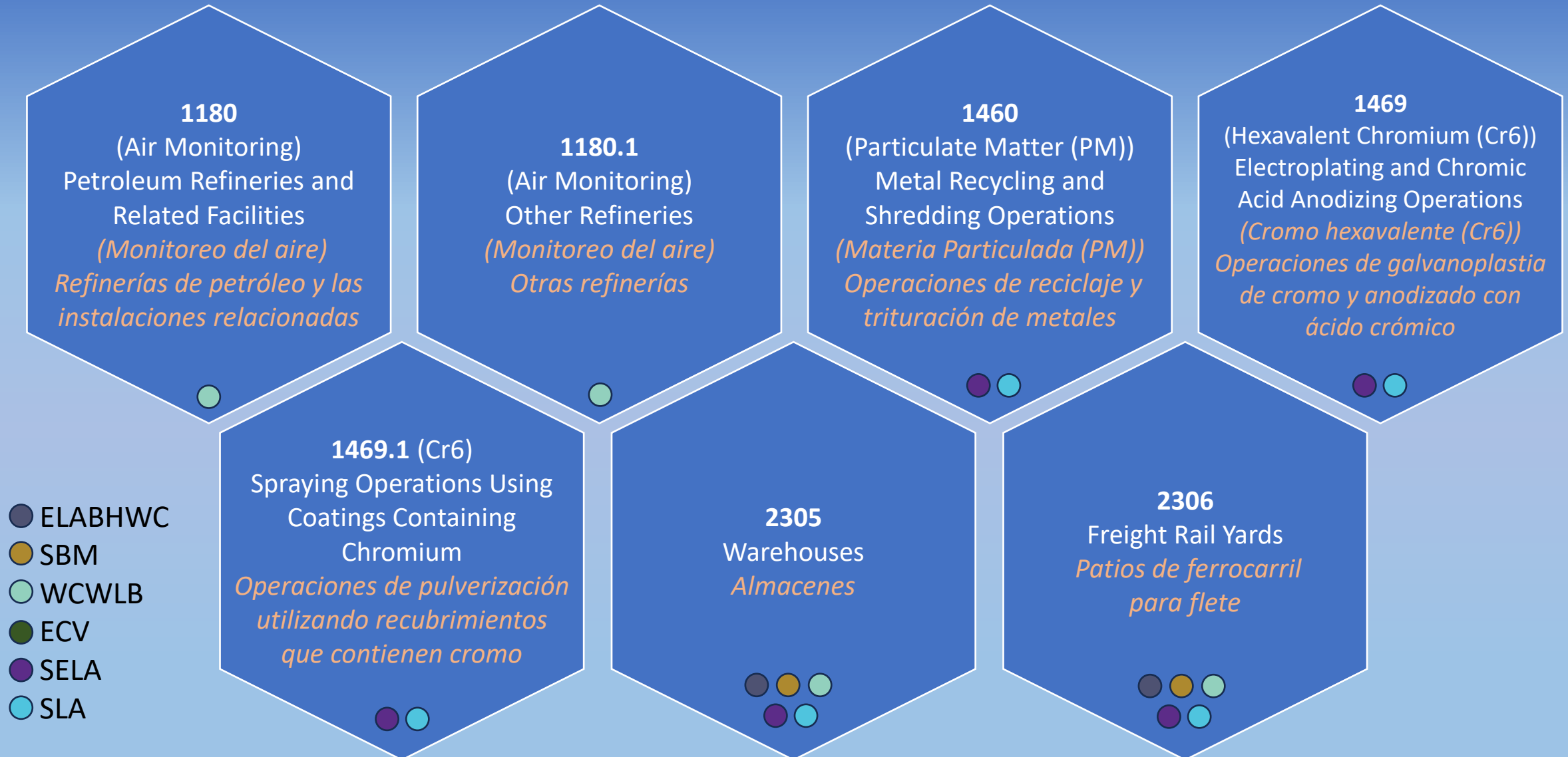
Normas aprobadas o enmendadas debido a la implementación del CERP



*VOC: Volatile Organic Compounds/*Compuestos orgánicos volátiles*

Adopted or Amended Rules Due to CERP Implementation (cont.)

Normas aprobadas o enmendadas debido a la implementación del CERP (cont.)



Emissions Reductions Related to Rules

Reducciones de emisiones relacionadas con las reglas

Rule <i>Regla</i>		Pollutants <i>Contaminantes</i>	Potential Emission Reductions <i>Reducciones potenciales de emisiones</i> (tons per year (tpy)) <i>(toneladas por año (tpa))</i>
463	Organic Liquid Storage/ <i>Almacenamiento de líquidos orgánicos</i>	VOC	157
1118	Control of Emissions from Refinery Flares/ <i>Control de emisiones de las antorchas de refinería</i>	SO2*	16.6
		NOx**	10.1
		VOC	3.8
		PM2.5	3.3
		(secondary / <i>secundaria</i>)	
1148.1	Oil and Gas Production Wells/ <i>Pozos de producción de petróleo y gas</i>	VOC	391
		NOx	386
1151	Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations / <i>Operaciones de recubrimiento de vehículos de motor y equipos móviles fuera de la línea de ensamblaje</i>	VOC	69
1171	Solvent Cleaning Operations/ <i>Operaciones de limpieza con solventes</i>	pCBtF [†]	Phase out / <i>eliminación gradual</i>
		t-BAc ^{††}	
1173	Components at Petroleum Facilities and Chemical Plants/ <i>Emisiones de VOC de componentes en instalaciones petroleras y plantas químicas</i>	VOC	741

*SO2: Sulfur Dioxide / *Dióxido de azufre*
 **NOx: Oxides of Nitrogen / *Óxidos de nitrógeno*

† pCBtF: Para-Chlorobenzotrifluoride/ *Para-clorobenzotrifluoruro*
 †† t-BAc: Tertiary-Butyl Acetate / *acetato de terc-butilo*

Emissions Reductions Related to Rules (cont.)

Reducciones de emisiones relacionadas con las reglas (cont.)

	Rule <i>Regla</i>	Pollutants <i>Contaminantes</i>	Potential Emission Reductions <i>Reducciones potenciales de emisiones</i> (tons per year (TPY)) <i>(toneladas por año (tpa))</i>
1178	Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities / <i>Reducciones adicionales de las emisiones de VOC procedentes de los tanques de almacenamiento en las instalaciones petrolíferas</i>	VOC	299
1405	Control of Ethylene Oxide Emissions from Sterilization and Related Operations / <i>Control de las emisiones de óxido de etileno procedentes de la esterilización y operaciones relacionadas</i>	EtO*	Stack and Fugitive Emissions <i>Emisiones de chimenea y fugitivas</i>
1460	Metal Recycling and Shredding Operations <i>Operaciones de reciclaje y trituración de metales</i>	PM	Fugitive Emissions <i>Emisiones fugitivas</i>
1469	Chromium Electroplating and Chromic Acid Anodizing Operations <i>Operaciones de galvanoplastia de cromo y anodizado con ácido crómico</i>	Cr6	5.9 lbs/year <i>lbs/año</i>
1469.1	Spraying Operations Using Coatings Containing Chromium <i>Operaciones de pulverización utilizando recubrimientos que contienen cromo</i>	Cr6	Point Source and Fugitive Emissions <i>Fuente puntual y emisiones fugitivas</i>
2305	Warehouses <i>Almacenes</i>	NOx	0 – 7,410 (in/en 2031)
		Diesel PM	0 – 14 (in/en 2031)

*EtO: Ethylene oxide / *Óxido de etileno*

South Coast AQMD NOx Best Available Retrofit Control Technology (BARCT) Amended Rules

Reglas modificadas de la Mejor tecnología de control de acondicionamiento disponible (BARCT) de NOx de South Coast AQMD

NOx emission reductions in tpy
Reducción de emisiones de NOx en tpa

2,811

1109.1

Petroleum Refineries and Related Operations

Refinerías de petróleo y operaciones relacionadas

106

1110.2

Gaseous- and Liquid-Fueled Engines

Motores gaseosos y líquidos

208

1117

Container Glass Melting and Sodium Silicate Furnaces

Contenedor de fusión de vidrio y hornos de silicato de sodio

11
66

1118 / 1118.1

Refinery Flares Non-Refinery Flares

Antorchas de refinería / Antorchas no provenientes de refinería

1,022

1134

Stationary Gas Turbines

Turbinas de gas estacionarias

621

1135*

Electricity Generating Facilities

Instalaciones generadoras de electricidad

99

1146 Series*

Boilers, Steam Generators, Process Heaters, and Water Heaters

Calderas, generadores de vapor, calentadores de proceso y calentadores de agua

580

1147

Miscellaneous Sources

Fuentes diversas

- ELABHWC
- SBM
- WCWLB
- ECV
- SELA
- SLA

15

1147.1

Aggregate Dryers

Secadores agregados

183

1147.2

Metal Melting and Heating Furnaces

Hornos de fusión y calefacción de metales

40

1153.1

Commercial Food Ovens

Hornos comerciales de alimentos

40

1159.1

Nitric Acid Tanks

Tanques de ácido nítrico

* 2018 amendment / enmienda de 2018

Incentives Highlights

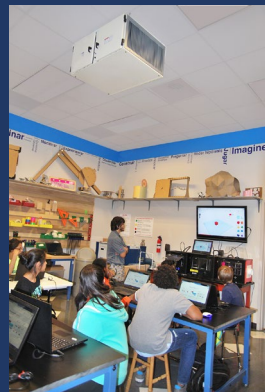
Aspectos destacados de los incentivos

AB 617 Public Schools Air Filtration Program (All Six Communities)

- \$13.7 million in CAP Incentives for air filtration systems for 469 public schools who have applied

Programa de Filtración de Aire de las Escuelas Públicas de AB 617 (las seis comunidades)

- *\$13.7 millones en incentivos CAP para sistemas de filtración de aire para 469 escuelas públicas que han enviado la solicitud*



Clean Technology Truck Loaner Program (ELABHWC, SBM, SELA, WCWLB)

- Medium- and heavy-duty on-road diesel truck fleets can use zero emission technology without committing to purchasing
- Reduces NOx and PM
- Request for Proposal (RFP) approved by the Board in September 2023
- Applications for zero-emission truck rental services received through December 2023 and vendors selected in June 2024

Programa de préstamos de camiones de tecnología limpia (ELABHWC, SBM, SELA, WCWLB)

- *Las flotas de camiones diésel de carretera de servicio mediano y pesado pueden utilizar tecnología de cero emisiones sin comprometerse a comprar*
- *Reduce NOx y PM*
- *Solicitud de propuestas (RFP) aprobada por la Junta en septiembre del 2023*
- *Las solicitudes para servicios de alquiler de camiones de cero emisiones se recibieron hasta diciembre del 2023 y los proveedores fueron seleccionados en junio del 2024*

Cross-Community Highlights

Aspectos destacados intercomunitarios

Truck Routes Video and CSC Feedback (All Six)

- Provided instructional video and supplemental material to solicit CSC feedback
- Received CSC recommendations for streets which may benefit from restricting truck access

Video de rutas de camiones y comentarios del CSC (los seis)

- *Se proporcionó un video instructivo y material suplementario para solicitar comentarios del CSC*
- *Se recibió recomendaciones del CSC para calles que pueden beneficiarse de restringir el acceso a camiones*

All CSC Diesel Mobile Sources Workshop (All Six)

- Diesel Mobile Sources Workshop (Workshop) was held to inform community members about the impacts of diesel emissions on air quality and public health, as well as various state and regional efforts that help minimize these impacts

Taller de fuentes móviles diésel del CSC (los seis)

- *Se llevó a cabo el Taller sobre fuentes móviles de diésel (Taller) para informar a los miembros de la comunidad sobre los impactos de las emisiones de diésel en la calidad del aire y la salud pública, así como sobre diversos esfuerzos estatales y regionales que ayudan a minimizar estos impactos*

Ongoing CERP Implementation Efforts

Esfuerzos en curso de la implementación de los CERPs



Green Spaces Projects (Carbon dioxide, ground level ozone, NOx, PM)

Espacios verdes (Dióxido de carbono, ozono a nivel del suelo, NOx, PM)

- \$2.5M in/en SELA
- \$3M in/en SLA
- Developing three contracts for SELA
Desarrollo de tres contratos para SELA



Paving Project (PM) *Proyecto de pavimentación (PM)*

- \$4.57M in/en ECV
- Executing Memorandum of Understanding with County of Riverside Transportation Division
Ejecución del Memorando de entendimiento con la División de transporte del condado de Riverside



Dry Cleaning Equipment Replacement Project (Greenhouse gases, NOx, VOC) *Proyecto de reemplazo de equipos de limpieza en seco (Gases de efecto invernadero, NOx, VOC)*

- \$2.3M in/en SLA
- Finalizing revisions to the Project Plan
Finalizando las revisiones del Plan del Proyecto

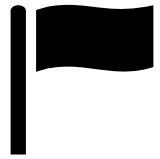


Auto Body Shops Project Plan (VOCs) *Plan del proyecto de talleres de Carrocería (VOCs)*

- \$1M in/en SLA
- Initiating development of Project Plan
Iniciar el desarrollo del Plan del Proyecto

Community Air Monitoring Plan (CAMP) Implementation Highlights

Aspectos destacados de la implementación del Plan Comunitario de Monitoreo del Aire (CAMP)



18

Air Monitoring Stations

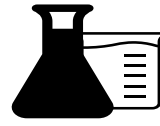
Estaciones de monitoreo del aire



+ 50k

Hours Continuous Data

Horas de datos continuos



796

Laboratory Samples Collected

Muestras de laboratorio recolectadas



23

Air Quality Sensors Deployed

Sensores de calidad del aire desplegados



45

Data Dashboards and Educational Materials Developed

Cuadros de datos y materiales educativos desarrollados



4

Mobile Monitoring Platforms

Plataformas de monitoreo móviles



+ 15k

Total Miles Traveled

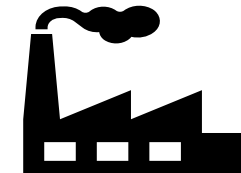
Millas totales recorridas



+ 1500

Oil and Gas Wells Surveyed

Pozos de petróleo y gas investigados



+ 500

Community Identified Facilities

Instalaciones identificadas por la comunidad



22

Monitoring Data Reports

Informes de datos de monitoreo

AB 617 Post-Year 5 Transition

Transición posterior al año 5 de AB 617

PURPOSE *PROPÓSITO*

- Reflect on first five years of CERP implementation
Reflexionar sobre los primeros cinco años de implementación de los CERPs
- Assess progress on CERPs, monitoring, & other strategies
Evaluar el progreso de los CERPs, monitoreo y otras estrategias
- Cross-community dialogue
Diálogo intercomunitario
- CERP completion and next steps for unfeasible objectives
Finalización de los CERPs y próximos pasos para objetivos no factibles

GOALS *METAS*

- Maintain community engagement beyond CERP implementation
Mantener el compromiso de la comunidad más allá de la implementación de los CERPs
- Identify lessons learned to shape the next phase
Identificar las lecciones aprendidas para dar forma a la siguiente fase
- Develop long-term sustainability plan for emission reduction and monitoring
Desarrollar un plan de sostenibilidad a largo plazo para la reducción de emisiones y el monitoreo

AB 617 Post-Year 5 Transition (cont.)

Transición posterior al año 5 de la AB 617 (cont.)



KEY TOPICS TEMAS CLAVE

- Expanding and evolving participation, and re-engaging consistently nominated communities (CNCs)
Expandir y evolucionar la participación y volver a involucrar a las Comunidades Nominadas Consistentemente (CNCs)
- Mentorship between existing CSCs, CNCs & Community Air Grant (CAG) recipients
Tutoría entre el CSC existente, CNCs, y beneficiarios de Subvenciones Aéreas Comunitarias (CAG)
- Evaluating program structures to align with completion of CERP objectives
Evaluación de las estructuras del programa para alinearse con la finalización de los objetivos del CERP



OUTCOMES RESULTADOS

- Transition AB 617 into a sustainable, community-driven air quality program with strong accountability and continued community collaboration and networking
Mover la AB 617 a un programa sostenible de calidad del aire impulsado por la comunidad con una fuerte responsabilidad y colaboración comunitaria continua y creación de redes
- Create structures on future engagement with community thought partners
Crear estructuras sobre la participación futura con socios de pensamiento comunitario

Incentive Funds and Associated Emission Reductions (All Communities)

Fondos de incentivos y reducciones de emisiones asociadas (todas las comunidades)

Total Incentive Funds Approved*:

*Total de fondos de
incentivos
aprobados*:*

- **\$302.4 million**
\$302.4 millones

*Approved by the South Coast AQMD
Governing Board, but not all funds
have been liquidated

**Aprobado por la Junta de Gobierno
de South Coast AQMD, pero no todos
los fondos han sido liquidados*

Total Emissions Reductions in tpy

Reducciones de emisiones totales tpa

NOx	DPM	VOC
Nitrogen Oxides <i>Óxidos de nitrógeno</i>	Diesel Particulate Matter <i>Materia diésel particulada</i>	Volatile Organic Compounds <i>Compuestos orgánicos volátiles</i>
631.4 tpy / <i>tpa</i>	25 tpy / <i>tpa</i>	39.8 tpy / <i>tpa</i>

Community Feedback

Comentarios de la comunidad

Accomplishments Highlighted	Suggestions for Improvement	Future Priorities
- Strengthened cross-community connections through All-CSC events - Kept the CERP Dashboard clear and useful - Enhanced agency–community communication	- Update membership and improve onboarding - Share CSC impacts through creative storytelling - Continue enhancing the Dashboard’s accessibility and visual features as needed	- Use inclusive, justice-focused communication - Keep meetings flexible and mentor new members - Strengthen long-term community engagement
<i>Logros destacados</i>	<i>Sugerencias para mejorar</i>	<i>Prioridades futuras</i>
<i>Se fortalecieron los vínculos intercomunitarios mediante eventos de todos los CSCs</i> <i>El Tablero de los CERPs se mantuvo claro y útil</i> <i>Se mejoró la comunicación entre la agencia y la comunidad</i>	<i>Actualizar la membresía y mejorar el proceso de incorporación</i> <i>Compartir el impacto del CSC mediante narraciones creativas</i> <i>Continuar mejorando la accesibilidad y las características visuales del panel de control según sea necesario</i>	<i>Utilizar una comunicación inclusiva y centrada en la justicia</i> <i>Mantener las reuniones flexibles y brindar mentoría a los nuevos miembros</i> <i>Fortalecer el compromiso comunitario a largo plazo</i>

Community Feedback (cont.)

Comentarios de la comunidad (cont.)

Suggestions for Improvement	Future Priorities
• Increase accessibility for CSC members by sharing presentations early and offer flexible office hours • Promote cleaner transportation by exploring zero-emission trains and align rail efforts • Improve data integration by mapping community truck input against existing data	• Expand youth education by implementing WHAM and CAPES in after-school programs • Continue CERP goals by installing air monitors in green spaces and guide data use • Connect CSC with agencies to ensure CERP goals continue beyond 5th year of implementation
<i>Sugerencias para mejorar</i>	<i>Prioridades futuras</i>
• <i>Aumentar la accesibilidad para los miembros del CSC compartiendo las presentaciones con anticipación y ofreciendo horarios de oficina flexibles</i> • <i>Promover un transporte más limpio explorando trenes de cero emisiones y coordinando los esfuerzos ferroviarios</i> • <i>Mejorar la integración de datos comparando la información de camiones de la comunidad con los datos existentes</i>	• <i>Ampliar la educación juvenil mediante la implementación de WHAM y CAPES en programas extraescolares</i> • <i>Continuar con los objetivos de los CERPs instalando monitores de calidad del aire en espacios verdes y orientando el uso de los datos</i> • <i>Conectar al CSC con las agencias para asegurar que los objetivos de los CERPs se mantengan más allá del quinto año de implementación</i>

APR Timeline

Próximos Pasos para el APR

South Coast AQMD publishes Final 2025 APR (CERP Implementation Dashboard) on website

October 1, 2025

*South Coast AQMD publica el APR final del 2025 (Tablero de implementación de los CERPs) en la página web
1 de octubre del 2025*



Final APR Presentation to South Coast AQMD Governing Board and submission to CARB

November 7, 2025

*Presentación del APR final a la Junta Directiva de South Coast AQMD y presentación a CARB
7 de noviembre del 2025*



CARB staff presents APR package to CARB Governing Board

Spring/Summer 2026 (TBD)

*El personal de CARB presenta el paquete del APR a la Junta Directiva de CARB
Primavera/verano del 2026 (por determinar)*

Next Steps

Próximos pasos

- Continue working with all six CSCs to complete CERP objectives
Continuar la colaboración con las seis Comunidades CSC para completar los objetivos del CERP
- Initiate implementation of Blueprint 2.0 to expand the program to Consistently Nominated Communities
Iniciar la implementación del Plan Marco 2.0 para extender el programa a las Comunidades Nominadas Constantemente
- Continue to work with state legislature to communicate how South Coast AQMD is bringing emission reductions to disadvantage communities
Continuar la colaboración con la legislatura estatal para comunicar cómo South Coast AQMD está logrando reducciones de emisiones en comunidades desfavorecidas

BOARD MEETING DATE: November 7, 2025

AGENDA NO. 20

PROPOSAL: Receive and File Annual Report on South Coast AQMD's Deferred Compensation Plans

SYNOPSIS: South Coast AQMD sponsors IRS-approved 457(b), 401(a) and Omnibus Budget Reconciliation Act of 1990 (OBRA) Deferred Compensation Plans for its employees. The Board is responsible for monitoring the activities of the Deferred Compensation Plan Committee and for ensuring the Committee carries out its fiduciary duties under the Committee Charter. In accordance with the Board's responsibilities, this action is to receive and file the Deferred Compensation Plan Annual Report for Plan Year Ending June 2025.

COMMITTEE: Administrative, October 10, 2025; Recommended for Approval

RECOMMENDED ACTION:

Receive and file Deferred Compensation Plan Annual Report for Plan Year Ending June 2025.

Wayne Nastri
Executive Officer

AJO:mm

Background

South Coast AQMD sponsors and administers 457(b), 401(a) and OBRA Deferred Compensation Plans for its employees. The Deferred Compensation Plans, which include the 457(b), 401(a) and OBRA plans (Plans), are administered by Empower Retirement, LLC (Empower), one of the largest workplace retirement savings plan providers in the United States. State law governs the fiduciary requirements for the operation and investment of deferred compensation plans sponsored by governmental entities. South Coast AQMD's Governing Board serves a fiduciary role, subject to the duties and obligations under Article XVI, Section 17 of the California Constitution.

To meet its fiduciary responsibilities, the Board has established a Deferred Compensation Plan Committee (Committee) to oversee the administration of the Plans. In May 2008, the Board approved the Deferred Compensation Plan Committee Charter, formalizing the fiduciary duties and responsibilities of the Committee. The four members of the Deferred Compensation Plan Committee are the Chief Financial Officer, Deputy Executive Officer of Administrative and Human Resources, Human Resources Manager over employee benefits, and General Counsel.

Pursuant to a five-year contract, which began January 1, 2022, Empower provides record-keeping and administrative services for the Plans. In addition, South Coast AQMD utilizes the services of an independent, third-party consulting firm, Benefit Financial Services Group to provide services to the Plans as a fiduciary under a Registered Investment Advisor agreement.

Summary of Report

The Committee meets on a quarterly basis to review the design, investment options, asset allocation, and demographics of the Plans, and to make changes as necessary. During the 2024-25 fiscal year period, the Committee added a new managed account service from Empower, removed two funds on the Watch List due to improved performance, and made several changes to remove and/or replace funds in the Plans. In addition, the Committee adopted the following Plan changes: Qualified Disaster Relief Distributions, Domestic Abuse Distributions, and higher catch-up contribution limits for individuals ages 60-63.

As of June 30, 2025, the Plans have:

- 1,184 participants (employees and retirees)
 - Approximately \$271 million in assets
 - Outperformed the 1-, 3-, 5- and 10-year Custom Category benchmark
 - Outperformed the 3- and 10-year Custom Index* benchmark
- * The Index benchmark does not account for costs for investment management expenses.

The Annual Report provides detailed information regarding Plan Assets/Demographics, Committee Actions, and Plan Performance.

Proposal

Staff recommends the Board receive and file the Deferred Compensation Plan Annual Report to the Board for Plan Year Ending June 2025.

Attachment

Deferred Compensation Plan Annual Report for Plan Year Ending June 2025

Report To The Board

Plan Year Ending: June 2025

Prepared for: South Coast Air
Quality Management District
457(b) Deferred Compensation &
401(a) Defined Contribution Plans



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Plan Background

Section 1

South Coast Air Quality Management District Plan

South Coast Air Quality Management District Plan Overview

Plan Name	South Coast Air Quality Management District 457 Deferred Compensation & 401(a) Defined Contribution Plans
Inception Date (457 Plan)	January 1, 1987
Inception Date (401 Plan)	January 1, 2017

Plan Features (457b Plan)

Plan Year End	June 30 th
Entry Date	Immediate
Employee Deferrals	Pre-tax & Roth
Catch-up	Age 50 & Special 457 Catch-up Contributions
Employer Contributions	Yes - determined in accordance with the terms of the employment contract

Default Investment Alternative

Default Fund	T. Rowe Price Retirement Series
--------------	---------------------------------

Service Providers

Recordkeeper	Empower
Directed Trustee	Reliance Trust Company
Plan Advisor	Benefit Financial Services Group ("BFSG")

Committee Oversight

Membership	John Olvera (Chair), Bayron Gilchrist, Sujata Jain, and Raquel Arciniega
Duties	Settlor and Fiduciary
California Government Code 53213.5 Compliance	The Committee intends for the Plan to comply with the provisions of California Government Code 53213.5 providing Plan fiduciaries with relief from liability for the investment decisions made by participants.



Committee Meeting Summary & Plan Updates

Section 2

31
DECEMBER
2017



Fiduciary Updates

Meeting Date	Item	Update
September 19, 2024	Watch List	Removed MFS International New Discovery from the Watch List due to improved performance.
	Fiduciary Education	BFSG conducted fiduciary training on the DOL's new fiduciary rule.
December 3, 2024	Fund Change	Replaced TCW Metropolitan West Total Return Bond with Dodge & Cox Income. This change was effective February 12, 2025.
	Empower's Managed Account Service Addition	Added Empower's managed accounts service. This change was effective March 1, 2025.
March 18, 2025	Watch List	Removed Hartford International Opportunities due to strong performance under new manager.
May 27, 2025	Plan Level Accounts – Fund Change	Agreed to utilize Vanguard Federal Money Market for Plan-level accounts.

Settlor Updates

Meeting Date	Item	Update
September 19, 2024	SECURE 2.0 Provision Adoption	Adopted Qualified Disaster Relief Distributions.
December 3, 2024	SECURE 2.0 Provision Adoption	Adopted the following provisions: • Domestic Abuse Distributions • Increased cash-out limit for small balances (from \$5,000 to \$7,000) • Higher catch-up contribution limits for individuals aged 60–63. • Empower’s Auto-portability service.



Plan Assets / Demographics

Section 3

Range of Investments

Lower risk/lower potential reward			Higher risk/higher potential reward		
FIXED INCOME		BALANCED	EQUITY		
CAPITAL PRESERVATION	INCOME	HYBRID	VALUE	BLEND	GROWTH
DOMESTIC					
STABLE VALUE	INTERMEDIATE CORE BOND	MODERATE ALLOCATION	LARGE VALUE	LARGE BLEND	LARGE GROWTH
Guaranteed Interest Account	Vanguard Total Bond Market Index Adm	American Funds American Balanced R6	DFA US Large Cap Value I Hartford Dividend and Growth R5	Vanguard FTSE Social Index Admiral Vanguard Institutional Index I	T. Rowe Price Blue Chip Growth I
	INTERMEDIATE CORE-PLUS BOND		MID VALUE	MID BLEND	MID GROWTH
	Dodge & Cox Income X		Vanguard Selected Value Inv	Vanguard Mid Cap Index Admiral	Carillon Eagle Mid Cap Growth A
			SMALL VALUE	SMALL BLEND	SMALL GROWTH
			American Beacon Small Cap Value R6 Vanguard Small Cap Value Index Admiral	Vanguard Small Cap Index Admiral Shares	Fidelity Small Cap Growth K6
FOREIGN					
				FOREIGN LARGE BLEND	
				Hartford International Opportunities R5 Vanguard Developed Markets Index Admiral	
					FOREIGN SMALL/MID GROWTH
					MFS International New Discovery A
				DIVERSIFIED EMERGING MKTS	
				Vanguard Emerging Mkts Stock Idx Adm	
SPECIALTY					
			UTILITIES	REAL ESTATE	HEALTH
			Vanguard Utilities Index Adm	Vanguard Real Estate Index Admiral	Vanguard Health Care Index Admiral
ALLOCATION					
		TARGET DATE SERIES			
		T. Rowe Price Retirement I Series			

Funds listed in Red are scheduled to be removed.
Funds listed in Green are scheduled to be added.
Funds listed in Blue are frozen to contributions.
Funds listed in Purple represent Default Fund.

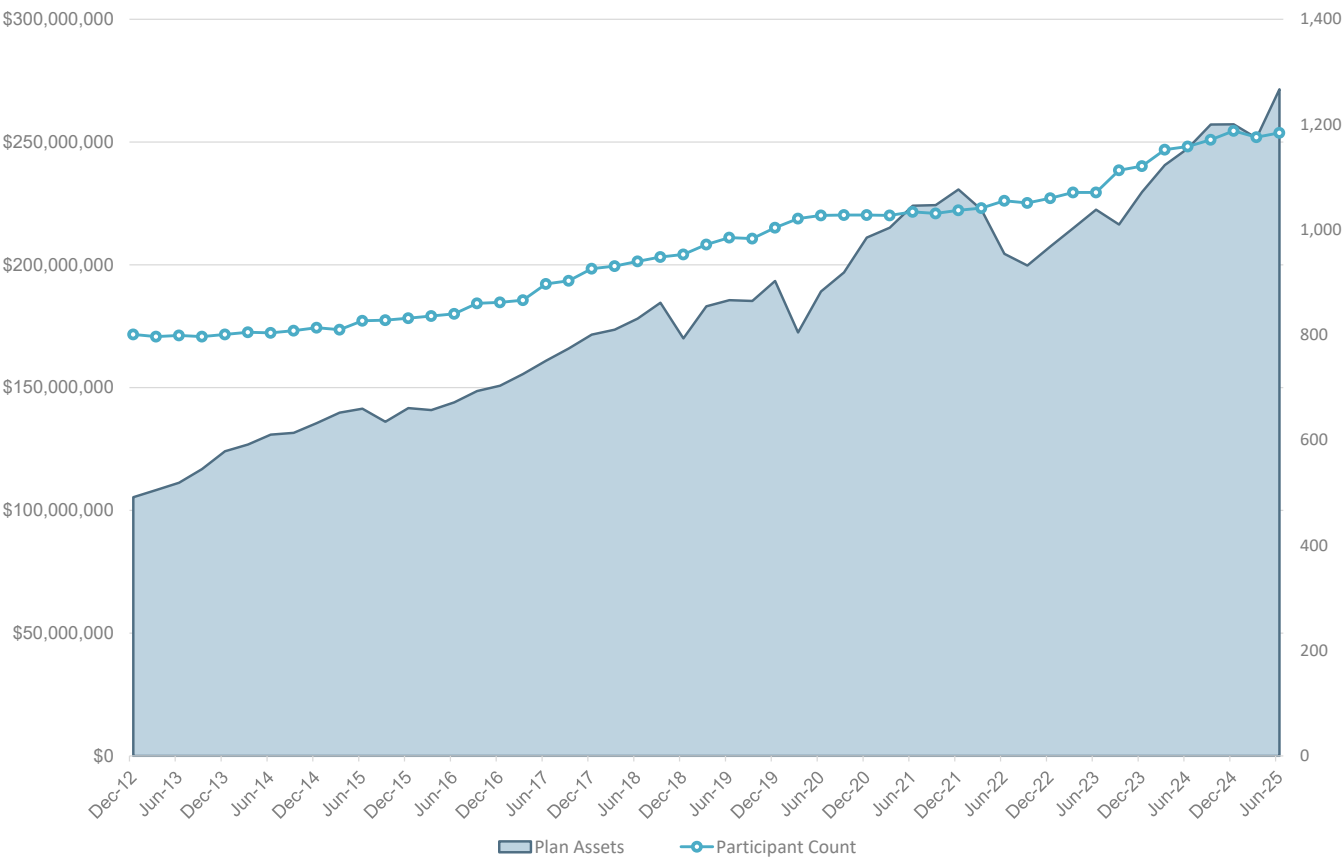
Asset Allocation by Fund

Investment Option	2Q 2025	% of Assets	# of Balances
Guaranteed Interest Account	\$77,135,883	28.65%	604
Vanguard Institutional Index I	\$46,270,309	17.18%	498
T. Rowe Price Blue Chip Growth I	\$39,002,237	14.49%	514
Hartford Dividend and Growth R5	\$11,920,493	4.43%	437
T. Rowe Price Retirement 2045 I	\$8,074,669	3.00%	87
Hartford International Opportunities R5	\$7,652,782	2.84%	418
Carillon Eagle Mid Cap Growth A	\$6,814,956	2.53%	383
T. Rowe Price Retirement 2035 I	\$6,451,903	2.40%	51
Vanguard Total Bond Market Index Adm	\$5,846,964	2.17%	307
American Funds American Balanced R6	\$5,088,061	1.89%	111
Vanguard Mid Cap Index Admiral	\$4,870,070	1.81%	296
Vanguard FTSE Social Index Admiral	\$4,387,662	1.63%	114
Dodge & Cox Income X	\$4,049,773	1.50%	293
Vanguard Selected Value Inv	\$3,967,797	1.47%	340
Vanguard Developed Markets Index Admiral	\$3,847,621	1.43%	234
Fidelity Small Cap Growth K6	\$3,651,990	1.36%	347
T. Rowe Price Retirement 2040 I	\$2,987,149	1.11%	37
Vanguard Health Care Index Admiral	\$2,883,437	1.07%	100
Vanguard Small Cap Index Admiral Shares	\$2,863,428	1.06%	264
T. Rowe Price Retirement 2050 I	\$2,711,221	1.01%	50
T. Rowe Price Retirement 2055 I	\$2,440,834	0.91%	62
American Beacon Small Cap Value R6	\$2,265,010	0.84%	326
MFS International New Discovery A	\$2,079,799	0.77%	194
T. Rowe Price Retirement 2060 I	\$2,057,740	0.76%	75
Vanguard Utilities Index Adm	\$1,713,429	0.64%	87
Vanguard Small Cap Value Index Admiral	\$1,630,129	0.61%	70
Vanguard Emerging Mkts Stock Idx Adm	\$1,457,234	0.54%	189
T. Rowe Price Retirement 2025 I	\$1,323,426	0.49%	20
T. Rowe Price Retirement 2030 I	\$1,156,829	0.43%	18
DFA US Large Cap Value I	\$1,150,265	0.43%	160
Vanguard Real Estate Index Admiral	\$843,036	0.31%	87
T. Rowe Price Retirement 2020 I	\$270,101	0.10%	7
T. Rowe Price Retirement 2065 I	\$249,547	0.09%	30
T. Rowe Price Retirement 2015 I	\$122,074	0.05%	4
T. Rowe Price Retirement 2005 I	\$12,102	0.00%	5
T. Rowe Price Retirement 2010 I	\$9,072	0.00%	3
Subtotal	\$269,259,032	100.00%	1,184
Self-Directed Brokerage Account	\$1,783,388		
Total	\$271,042,419		
Total # of Participants	1,184		
Average Account Balance	\$228,921		

Note: Funds listed in **Bold** are included in the Target Date Models.

Note: Personal Choice Retirement Account had 23 balances as of quarter end.

Growth of Plan Assets



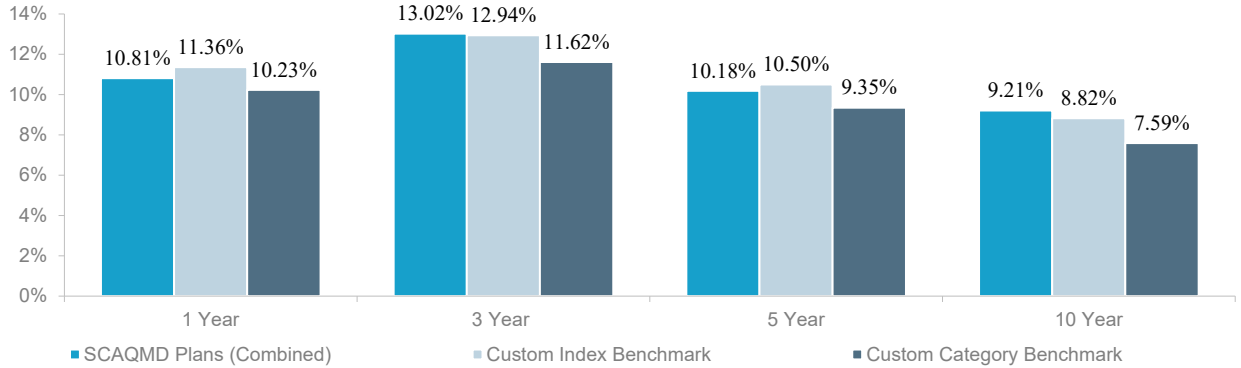


Plan Performance / Cost

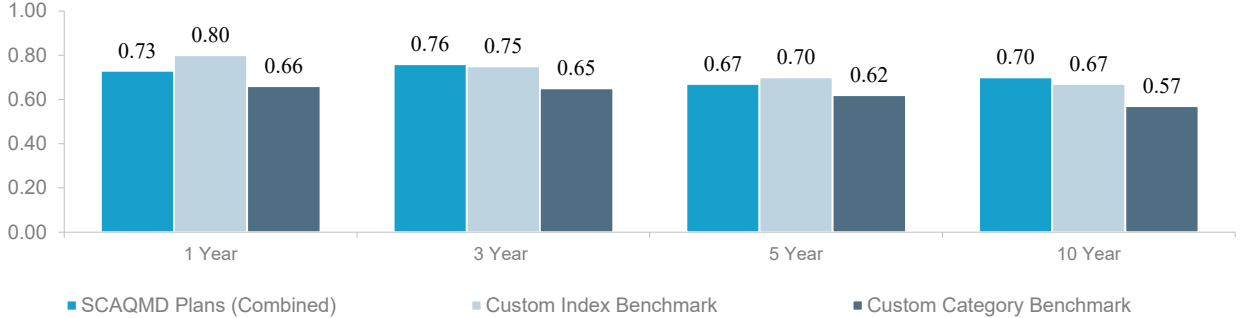
Section 4

Portfolio Return vs. Custom Benchmark

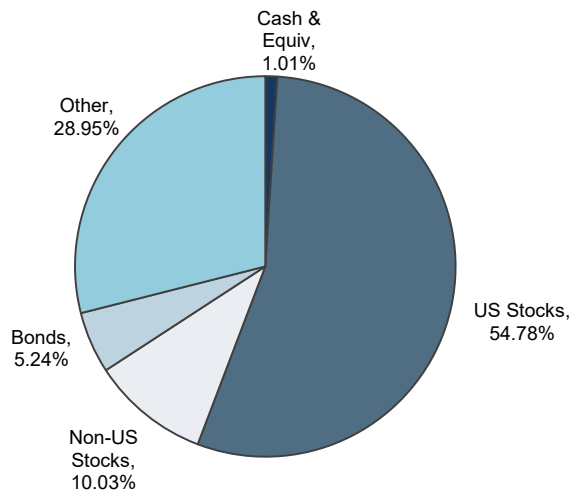
Annualized Returns



Sharpe Ratio



Current Quarter

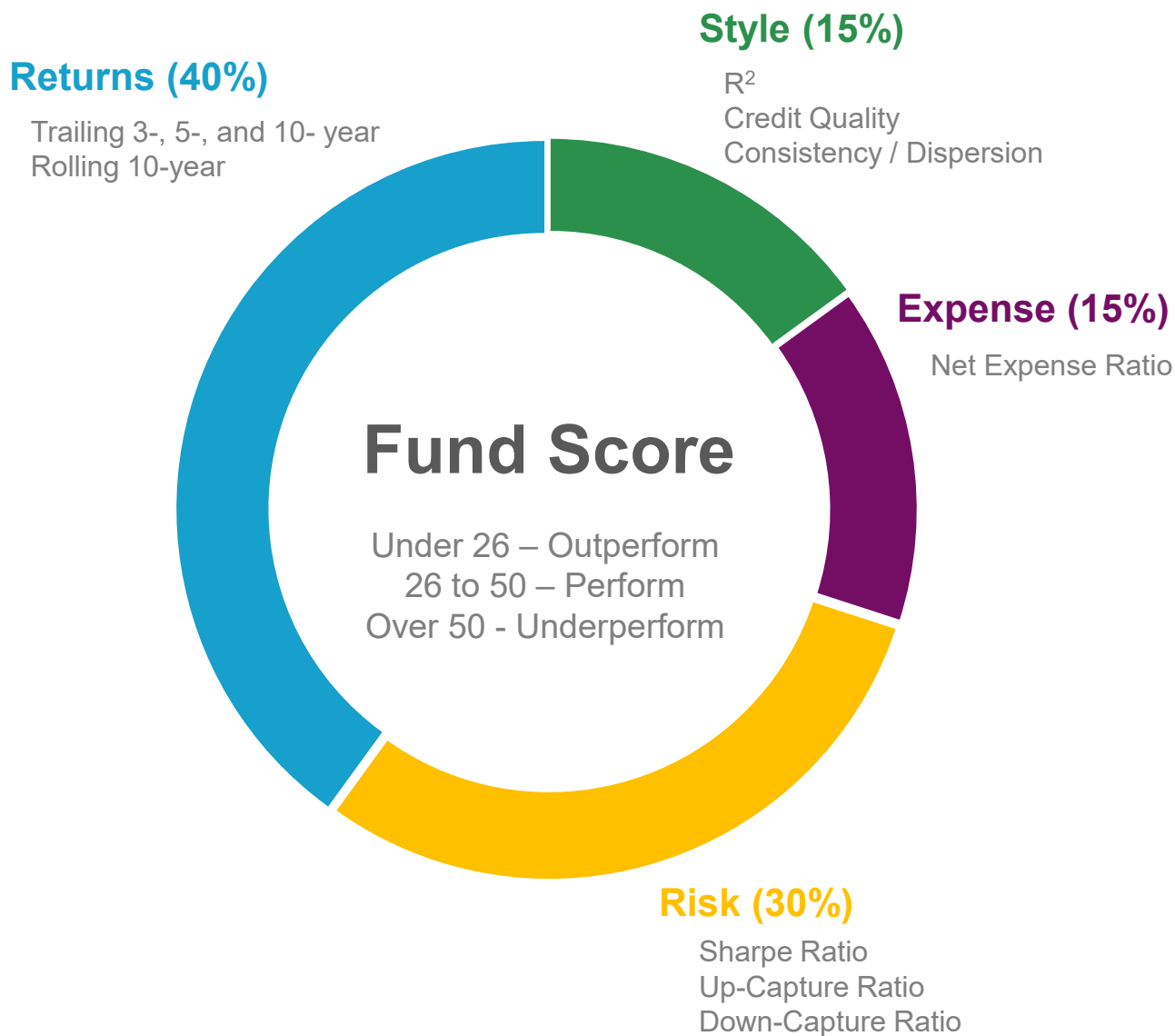


Benchmark Weightings

Index	Category	Weight
BFSG Custom Stable Value	Stable Value	28.65%
Bloomberg US Agg Float Adj TR USD	Intermediate Core Bond	2.17%
40% BC Agg - 60% S&P 500	Moderate Allocation	1.89%
Russell 1000 Value TR USD	Large Value	0.43%
Russell 1000 Value TR USD	Large Value	4.43%
S&P 500 TR USD	Large Blend	1.63%
S&P 500 TR USD	Large Blend	17.18%
Russell 1000 Growth TR USD	Large Growth	14.49%
Russell Mid Cap Value TR USD	Mid Value	1.47%
CRSP US Mid Cap TR USD	Mid Blend	1.81%
Russell Mid Cap Growth TR USD	Mid Growth	2.53%
Russell 2000 Value TR USD	Small Value	0.84%
CRSP US Small Cap Value TR USD	Small Value	0.61%
CRSP US Small Cap TR USD	Small Blend	1.06%
Russell 2000 Growth TR USD	Small Growth	1.36%
MSCI ACWI Ex USA NR USD	Foreign Large Blend	2.84%
FTSE Dvlp ex US All Cap(US RIC)NR USD	Foreign Large Blend	1.43%
MSCI ACWI Ex USA Small Growth NR USD	Foreign Small/Mid Growth	0.77%
FTSE Global All Cap ex US TR USD	Diversified Emerging Mkts	0.54%
MSCI US IMI/Health Care 25-50 GR USD	Health	1.07%
Real Estate Spliced Index	Real Estate	0.31%
MSCI US IMI/Utilities 25-50 GR USD	Utilities	0.64%
S&P Target Date Series	Target Date Series	10.35%

Evaluation Methodology

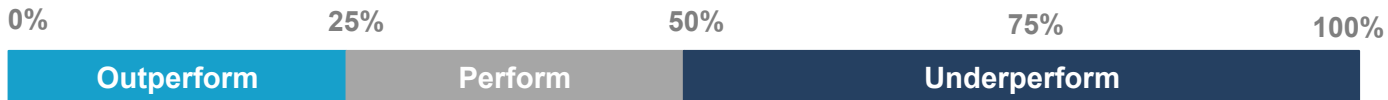
Per Investment Policy Statement



All data points are percentile ranking relative to the Custom Peer Group. The Custom Peer Group is the fund's Morningstar Category excluding Index Funds, fund-of-funds, and funds with less than 3 Years of Returns. Only the lowest expense share class is evaluated.

Evaluation Methodology Summary

Investment Name	Quarterly Ranking			
	2Q25	1Q25	4Q24	3Q24
Intermediate Core-Plus Bond				
Dodge & Cox Income Fund	0	0	0	0
Moderate Allocation				
American Funds American Balanced Fund	8	9	10	14
Large Value				
DFA US Large Cap Value Portfolio	44	40	45	41
Hartford Dividend and Growth Fund	21	22	14	10
Large Blend				
Vanguard FTSE Social Index Fund	4	6	7	6
Large Growth				
T. Rowe Price Blue Chip Growth Fund	22	31	29	30
Mid Value				
Vanguard Selected Value Fund	8	5	7	7
Mid Growth				
Carillon Eagle Mid Cap Growth Fund	17	20	12	21
Small Value				
American Beacon Sm Cap Val Fd	50	41	35	25
Small Growth				
Fidelity Small Cap Growth Fund	1	1	2	3
Foreign Large Blend				
Hartford International Opportunities Fd	49	53	48	55
Foreign Small/Mid Growth				
MFS International New Discovery Fund	33	30	40	32
Target Date Series				
T. Rowe Price Retirement Series	38	28	34	40
Average Rank	23	22	27	26
Plan Weighted Rank (Reweighted)	25	26	27	29



Note: Average and Plan-Weighted Average rankings shown above reflect the actual funds offered in the Plan (and their respective weightings) during the applicable quarter.

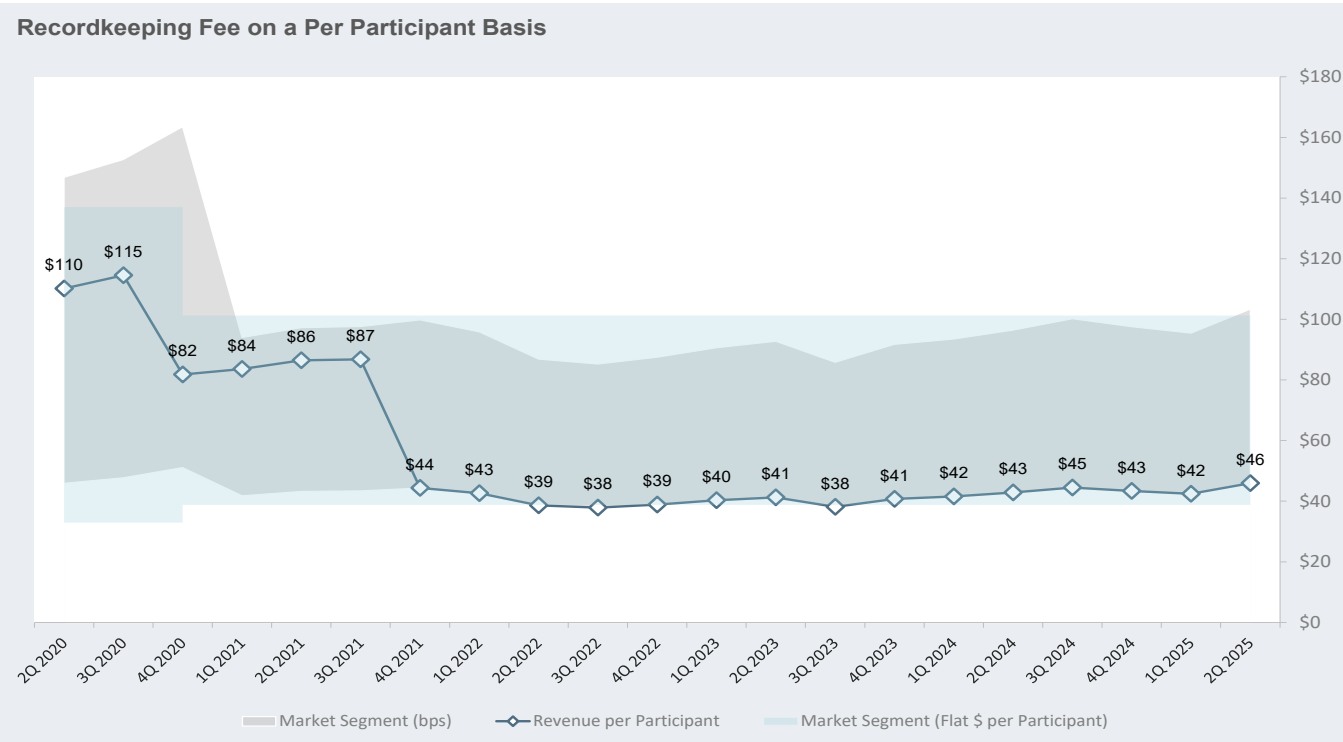
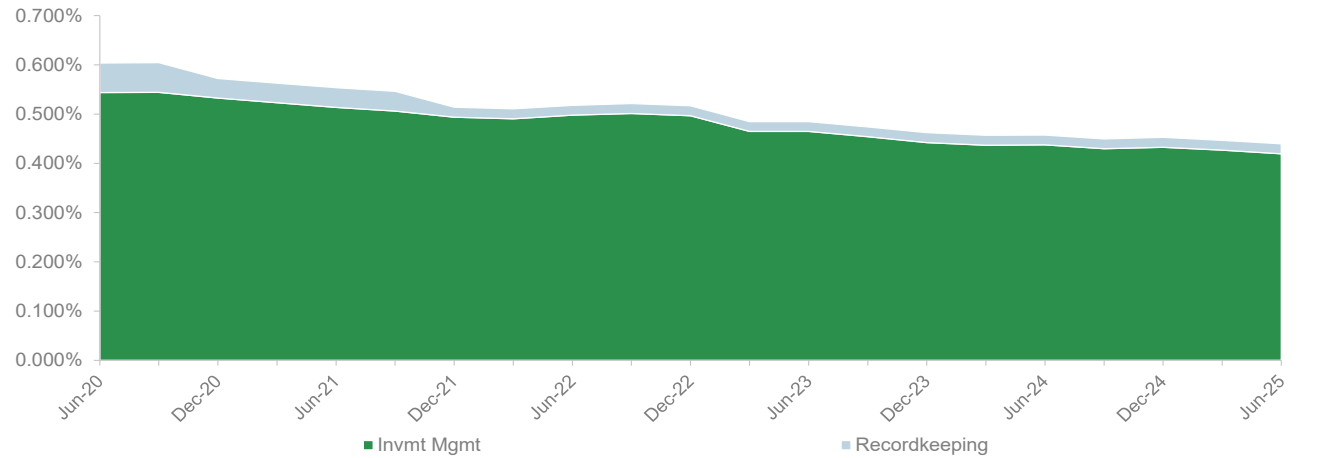
Fee Breakdown & Recordkeeping Costs

	Plan Assets 06/30/2025	Total Plan Expense (%) ²	Total Plan Expense (\$)	Revenue to Invmt. Mgmt. (\$)	Revenue to RK / Admin. (Vendor)
South Coast Air Quality Management District Retirement Savings Plan	\$269,259,032	0.440%	\$1,183,584	\$1,129,732	\$53,852
				0.420%	0.020%
Industry Average ¹		0.519%	\$1,398,627		

¹The Industry Average represents the weighted expense (based upon current allocation) of lowest cost Institutional and Retirement share classes in each asset category from Morningstar, plus the benchmark revenue requirement.

²Total Plan Expense does not include additional qualified Plan expenses or transaction costs.

Investment Management and Recordkeeping Costs





Appendix

Section 5



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765

(909) 396-2000, www.aqmd.gov

MEETING DATE: September 19, 2024

REPORT: Deferred Compensation Plan Committee

SYNOPSIS: The Deferred Compensation Plan Committee met on September 19, 2024, at 1:30 p.m.
The following is a summary of that meeting.

RECOMMENDED ACTION:
Receive and file.

A. John Olvera, Chair
Deferred Compensation Plan

AJO:RH:tc

Committee Members Present

John Olvera – Deputy Executive Officer / Admin and Human Resources
Sujata Jain - Chief Financial Officer
Raquel Arciniega - Human Resources Manager

Committee Members Absent

Bayron Gilchrist – General Counsel

Guests

Darren Stewart, Benefit Financial Services Group (“BFSG”)
Aksana Muñoz, BFSG
Lisa Braun-Ward, Empower Retirement (“Empower”)

Call to Order: Chair Olvera called the meeting to order at 1:35 pm.

Approval of Prior Meeting Minutes: The Committee members in attendance approved the minutes of the meeting held on June 14, 2024, as written.

Revisit Decision to Add Roth to 401(a) Plan: The Committee members in attendance voted unanimously to reverse its June 21, 2024, decision to add a Roth in-Plan conversion feature to the 401(a) Plan. As the Plan consists solely of employer contributions, this feature is not applicable and cannot be implemented.

FIDUCIARY AGENDA

457 and 401(a) Plans Quarterly Investment Review – 2nd Quarter 2024: The Committee members in attendance received and approved the Retirement Plan Quarterly Investment Review (the “Report”) for the 457 Deferred Compensation Plan and the 401(a) Defined Contribution Plan (collectively the “Plan”) for the quarter ending June 30, 2024.

Assets in the Plan increased quarter-over-quarter, rising from \$239 million to \$246 million. The number of participants with a balance also grew, from 1,152 to 1,158 during the quarter. The largest individual holding remained the Guaranteed Interest Account, which represents over 32% of total assets, amounting to more than \$80 million. Additionally, the T. Rowe Retirement series, which serves as the default fund for participants who do not provide an investment selection, collectively accounted for 9% of total assets.

The Committee reviewed fees paid to Empower for recordkeeping and administration of the District’s Plan. The Plan operates under a level fee arrangement where fund revenue sharing payments are credited directly to the participants invested in the fund. The Committee reviewed the share classes used in the Plan and noted that after adjusting for credited revenue sharing, using the optimal share class for each fund provided annualized savings of over \$24,000.

To provide context to the performance of the investment options in the Plans, BFSG provided a brief overview of the economy and capital markets during the reporting period. The presentation was followed by a quantitative and qualitative review of the funds offered in the Plans, in accordance with the Evaluation Methodology criteria set forth in the Plan’s Investment Policy Statement (the “IPS”).

Metropolitan West Total Return Bond has been on the Watch List since September 2023. The fund’s Evaluation Methodology rank improved slightly from 64 (“underperform”) to 63 (“underperform”) during the quarter. Though, the fund still underperformed its index and peers during the second quarter and on a year-to-date basis. The portfolio’s overweight duration position has been the main detractor from performance. Consistent with its view that the economy will begin to weaken, fund management has maintained an underweight to credit, which wasn’t meaningful for the quarter but has been a detractor over the last year. As agreed in the previous meeting, BFSG brought a Fund Search that included the current option, Metropolitan West Total Bond, along with available alternatives in the Intermediate Core-Plus category. However, due to Mr. Gilchrist’s absence, the Committee members in attendance voted unanimously to table the review of the Fund Search until the next meeting and keep the fund on the Watch List.

Hartford International Opportunities was placed on the Watch List in December 2023 due to underperformance and a manager change. Since the new manager took over in December 2023, the fund has shown strong performance, demonstrating competitive results over both the quarterly and year-to-date periods. After discussion, the Committee members in attendance agreed to keep the fund on the Watch List to continue monitoring its performance under the new management.

MFS International New Discovery has been on the Watch List since September 2021 due to management changes. During the quarter, an overweight position in technology positively impacted performance, although this was partially offset by an overweight in Japan. Known for its defensively structured portfolio, the fund has consistently exhibited significantly lower volatility compared to its peers and has performed competitively in recent down markets, as evidenced by its outperformance of the index benchmark and peers over the 3-year period. With the new manager having been in place for over three years, the fund has demonstrated strong performance under their leadership. Consequently, the Committee members in attendance unanimously agreed to remove the fund from the Watch List.

Other areas reviewed included the performance of the T. Rowe Price Retirement series, the Plan's Target Date Models, and point-in-time Plan-level performance. It was noted that the Target Date Models were successfully integrated into the District's 401(a) Plan, effective August 28, 2024.

Fund Search Analysis: Tabled to the Committee's next meeting.

Fiduciary Education – New Fiduciary Rule: The Department of Labor (the "DOL") released its new fiduciary rule on April 23, 2024, amending the definition of an investment advice fiduciary under the Employee Retirement Income Security Act of 1974 ("ERISA") and the Internal Revenue Code. Although ERISA does not apply to governmental plans, the best practice is to attempt to follow the guidelines and regulations established for qualified plans.

The final rule broadens the scope of who may be considered a fiduciary and introduces new requirements for investment firms and professionals. It replaces the old five-part test and now includes one-time and online advice. Although the rule was scheduled to take effect on September 23, 2024, it was placed on hold. BFSG will continue to monitor this development.

BFSG already serves as a fiduciary for the Plan and Plan participants and acknowledges its fiduciary status in their Consulting Agreement.

BFSG Participant Education Update: On August 22, 2024, BFSG hosted a webinar for District employees titled "Expense & Debt Management," which had 43 attendees. The next webinar, "Charitable Gift Giving Strategies," is scheduled for November 21, 2024. To date, BFSG's Certified Financial Planner, Keith Johnson, has conducted 20 one-on-one consultations and delivered 9 comprehensive financial plans.

Quarterly Review 457 and 401(a) Plans: Ms. Braun-Ward briefly reviewed the 457(b) Plan Review report for the quarter ending June 30, 2024. The review covered various aspects, including Plan assets, demographics, cash flow, asset allocation, savings and deferral rates, participation, loan utilization, and the utilization of Empower's Lifetime Income Score tool. Empower's 401(a) Plan Review report was also presented to the Committee.

National Retirement Security Month Campaign: Ms. Braun-Ward provided an update on the upcoming National Retirement Security Month campaign, set for October 2024. The campaign will highlight the resources available to Empower employees to support their retirement planning, while also emphasizing key steps employees can take to enhance the security of their accounts.

Expense Budget Account Quarterly Activity Review: The Committee reviewed the accounting activity report for the Plan Expense Budget account. Any unused balance in the account will be reallocated to participants by the end of the year.

SETTLOR AGENDA

Annual Report: The Committee reviewed and discussed the Annual Report prepared by BFG for the fiscal year ending June 30, 2024. The report was designed to assist the Governing Board in fulfilling its oversight role, as fiduciary responsibility has been delegated to the Committee. The Committee members in attendance reviewed the key decisions made during the previous Plan year and unanimously approved the Annual Report as presented.

SECURE Act 2.0. Provision Addition: Ms. Braun-Ward provided an overview of the optional provisions available at Empower, designed to align with SECURE Act 2.0. The key provisions discussed included:

- *Domestic Abuse Distributions and Qualified Disaster Recovery Distributions:* Participants will need to self-certify with Empower to confirm their eligibility for these withdrawals.
- *Increased Catch-up Limits:* Effective January 1, 2025, employees aged 60 to 63 will be eligible to contribute more than \$10,000 (indexed) or 150% of the regular catch-up contribution. If adopted, the District will need to coordinate with its payroll provider to ensure proper integration of the new contribution limits with the higher catch-up thresholds.
- *Mandatory Cash-out Limit Increase:* The limit for mandatory distribution of small balances for terminated employees can be increased from \$5,000 to \$7,000, should the District choose to adopt this option.

Following the discussion, the Committee members in attendance voted unanimously to permit Qualified Disaster Recovery Distributions in the 457(b) and 401(a) Plans. They will revisit the topics of Domestic Abuse Distributions, Increased Catch-up Limits, and Mandatory Cash-out Limit Increases at the next meeting.

OTHER MATTERS:

Public Comments – There were no public comments.

Other Business – There was no other business.

Adjournment - The meeting adjourned at 2:53 p.m.



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765

(909) 396-2000, www.aqmd.gov

MEETING DATE: December 3, 2024

REPORT: Deferred Compensation Plan Committee

SYNOPSIS: The Deferred Compensation Plan Committee met on December 3, 2024, at 1:00 p.m. The following is a summary of that meeting.

RECOMMENDED ACTION:
Receive and file.

A. John Olvera, Chair
Deferred Compensation Plan

AJO:RH:tc

Committee Members Present

John Olvera – Deputy Executive Officer / Admin and Human Resources
Sujata Jain - Chief Financial Officer
Bayron Gilchrist – General Counsel

Committee Members Absent

Raquel Arciniega - Human Resources Manager

Guests

Darren Stewart, Benefit Financial Services Group (“BFSG”)
Aksana Muñoz, BFSG
Lisa Braun-Ward, Empower Retirement (“Empower”)

Call to Order: Chair Olvera called the meeting to order at 1:10 pm.

Approval of Prior Meeting Minutes: Since Mr. Gilchrist was absent from the previous meeting and is unable to approve the prior meeting minutes, and Ms. Arciniega is absent today, the Committee deferred the approval of the minutes to their next meeting.

FIDUCIARY AGENDA

457 and 401(a) Plans Quarterly Investment Review – 3rd Quarter 2024: The Committee members in attendance received and voted unanimously to approve the Retirement Plan Quarterly Investment Review (the “Report”) for the 457 Deferred Compensation Plan and the 401(a) Defined Contribution Plan (collectively the “Plan”) for the quarter ending September 30, 2024.

Assets in the Plan increased quarter-over-quarter, rising from \$246 million to \$256 million. The number of participants with a balance also grew, from 1,158 to 1,171 during the quarter. The largest individual holding remained the Guaranteed Interest Account, which represents over 30% of total assets, amounting to roughly \$79 million. Additionally, the T. Rowe Retirement series, which serves as the default fund for participants who do not provide an investment selection, collectively accounted for 9% of total assets.

The Committee reviewed fees paid to Empower for recordkeeping and administration of the District’s Plan. The Plan operates under a level fee arrangement where fund revenue sharing payments are credited directly to the participants invested in the fund. During the Committee’s review of the share classes utilized in the Plan, it was observed that, after accounting for credited revenue sharing, all funds offer participants savings compared to using the lowest cost share class. The annualized savings from share classes amounted to over \$25,000.

To provide context for the performance of the investment options in the Plans, BFSG provided a brief overview of the economy and capital markets during the reporting period. The presentation was followed by a quantitative and qualitative review of the funds offered in the Plans, in accordance with the Evaluation Methodology criteria set forth in the Plan’s Investment Policy Statement (the “IPS”).

TCW Metropolitan West Total Return Bond has been on the Watch List since September 2023. During the most recent quarter, the fund outperformed both its benchmark index and category peers. The fund’s longer duration relative to peers contributed positively to performance this quarter, though it had been a significant detractor over the prior two years during rising interest rates. Despite recent outperformance, the fund’s overweight to Treasuries and an underweight to corporate securities continued to weigh on results. Additionally, there have been several notable changes at both the corporate and fund levels. The Committee members in attendance unanimously agreed to keep the fund on the Watch List, pending a review of the Fund Search later in the meeting.

Carillon Eagle Mid Cap Growth underperformed for the quarter and over the 1- and 3-year periods, primarily due to poor stock selection in healthcare and technology. Despite this, the fund’s overall Evaluation Methodology rank of 21 (“outperform”) remains strong. Since the end of the reporting quarter, the fund has outperformed its category peers by over 2%. No action was taken at this time.

Hartford International Opportunities was placed on the Watch List in December 2023 due to underperformance and a manager change. Since the new manager assumed leadership in December 2023, the fund has delivered strong performance, with competitive results in the first two quarters of the year. Key contributors to its performance included strong stock selection and an underweight to China during this period. After discussion, the Committee members in attendance unanimously agreed to keep the fund on the Watch List to continue monitoring its performance under the new manager.

Other areas reviewed included the performance of the T. Rowe Price Retirement series, the Plan's Target Date Models, and point-in-time Plan-level performance.

Fund Search Analysis: For the Committee's consideration, BFSG brought an updated Fund Search consisting of current options and available alternatives in the Intermediate Core-Plus category, including the current option, TCW Metropolitan West Total Return Bond. Each investment option was reviewed in accordance with the Plan's Investment Policy Statement criteria, which encompasses performance, risk-adjusted performance, style consistency, expense, and qualitative factors.

DECISION: After discussion, the Committee members in attendance voted unanimously to remove TCW Metropolitan West Total Return Bond from the Plan and replace it with Dodge & Cox Income. The Dodge & Cox fund was selected for its strong historical performance, strong risk-adjusted performance, and deep and experienced management team.

Consideration to Add Empower's Advice and Managed Accounts Service: The Committee revisited prior discussions regarding the potential inclusion of Empower's point-in-time fiduciary advice and managed accounts service in the Plan. Ms. Braun-Ward recapped the benefits of adding these services.

Ms. Braun-Ward confirmed that point-in-time fiduciary advice has been turned on for the District. There is no cost for this service, but it currently can only be provided online. Managed accounts would need to be added for Empower representatives to provide point-in-time advice during participant meetings.

DECISION After discussion, the Committee members in attendance voted unanimously to add Empower's managed accounts.

OBRA Plan Discussion: This topic was part of the SECURE Act 2.0. Provision Addition section.

Participant Education Update: BFSG provided the following updates on employee education initiatives:

- **Benefit Fair Participation:** BFSG attended the Benefit Fair on October 10, 2024. Employees shared positive feedback on the regular webinars, noting the informative and easy-to-follow content, as well as helpful ongoing assistance provided by BFSG's Certified Financial Planner (CFP), Keith Johnson.
- **November Webinar:** The District cancelled the previously scheduled November webinar, "*Charitable Gift Giving Strategies*."
- **CFP Update:** To date, CFP Keith Johnson has conducted 24 one-on-one consultations and delivered 9 comprehensive financial plans.
- **National Fall Webinar Series:** The BFSG National Fall Webinar Series ran from October 30 to November 20, 2024. Sessions included "*Navigating Volatile Markets*," "*Navigating Your Tax Strategy*," "*Navigating the Financial Seas: A Roundtable Discussion*," and "*Navigating Your Retirement Plan*." Recordings of these sessions will soon be available for the District to distribute to employees.

Quarterly Review 457 and 401(a) Plans: Ms. Braun-Ward briefly reviewed the 457(b) Plan Review report for the quarter ending September 30, 2024. The review covered various aspects, including Plan assets, demographics, cash flow, asset allocation, savings and deferral rates, participation, loan utilization, and the utilization of Empower's Lifetime Income Score tool. Empower's 401(a) Plan Review report was also presented to the Committee.

Expense Budget Account Quarterly Activity Review: The Committee reviewed the accounting activity report for the Plan Expense Budget account. Any unused balance in the account will be reallocated to participants by the end of the year.

SETTLOR AGENDA

SECURE Act 2.0. Provision Addition: Ms. Braun-Ward revisited the Committee's previous discussion on optional SECURE Act 2.0 provisions available through Empower. She provided a recap of key points regarding Domestic Abuse Distributions, Higher Catch-up Limits, and the increase in Mandatory Cash-Out Limits.

After discussion, the Committee members in attendance unanimously voted to approve the following actions:

- **Domestic Abuse Distributions:** Add this provision to both the 401(a) and 457(b) Plans.
- **Increase in Cash-Out Limit for Small Balances:** Raise the limit from \$5,000 to \$7,000 for both the 401(a) and 457(b) Plan, including the OBRA Plan, and utilize Empower's automated service for these balances.
- **Qualified Disaster Recovery Distributions:** Reaffirm the decision from the prior meeting to include this provision in both the 401(a) and 457(b) Plans.
- **Higher Catch-Up Limits for Ages 60-63:** Permit higher catch-up contribution limits starting January 1, 2025, in the 457(b) Plan.
- **Empower's Auto-Portability Service:** Adopt Empower's auto-portability service to automatically transfer small balances of terminated employees in default IRAs to a new employer's plan, unless participants opt out.

Ms. Braun-Ward also reminded the Committee that effective January 1, 2026, employees participating in plans permitting catch-up contributions who earned more than \$145,000 in the prior year must make all catch-up contributions as Roth contributions.

OTHER MATTERS:

Public Comments – There were no public comments.

Other Business – There was no other business.

Adjournment - The meeting adjourned at 3:00 p.m.



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765

(909) 396-2000, www.aqmd.gov

MEETING DATE: March 18, 2025

REPORT: Deferred Compensation Plan Committee

SYNOPSIS: The Deferred Compensation Plan Committee met on March 18, 2025, at 1:30 p.m. The following is a summary of that meeting.

RECOMMENDED ACTION:
Receive and file.

A. John Olvera, Chair
Deferred Compensation Plan

AJO:RH:tc

Committee Members Present

John Olvera – Deputy Executive Officer / Admin and Human Resources
Sujata Jain - Chief Financial Officer
Raquel Arciniega - Human Resources Manager

Committee Members Absent

Bayron Gilchrist – General Counsel

Guests

Darren Stewart, Benefit Financial Services Group (“BFSG”)
Aksana Muñoz, BFSG
Lisa Braun-Ward, Empower Retirement (“Empower”)

Call to Order: Chair Olvera called the meeting to order at 1:30 pm.

Approval of Prior Meeting Minutes

Due to Mr. Gilchrist's absence from today's meeting, the Committee deferred approval of the September 2024 and December 2024 meeting minutes to the next meeting.

FIDUCIARY AGENDA

457 and 401(a) Plans Quarterly Investment Review – 4th Quarter 2024

The Committee members in attendance received and voted unanimously to approve the Retirement Plan Quarterly Investment Review (the “Report”) for the 457 Deferred Compensation Plan and the 401(a) Defined Contribution Plan (collectively the “Plan”) for the quarter ending December 31, 2024.

Plan assets experienced a slight quarter-over-quarter increase and remained at \$257 million. The number of participants with a balance increased from 1,171 to 1,188 during the quarter. The Guaranteed Interest Account remained the largest individual holding, representing over 30% of total assets, approximately \$79 million. Additionally, the T. Rowe Retirement series, which serves as the default fund for participants who do not provide an investment selection, collectively accounted for 10% of total assets.

The Committee reviewed fees paid to Empower for recordkeeping and administration of the District's Plan. The Plan operates under a level fee arrangement where fund revenue sharing payments are credited directly to the participants invested in the fund. During the Committee's review of the share classes utilized in the Plan, it was observed that, after accounting for credited revenue sharing, all funds offer participants savings compared to using the lowest cost share class. The annualized savings from share classes amounted to over \$24,000.

To provide context for the performance of the investment options in the Plans, BFSG provided a brief overview of the economy and capital markets during the reporting period. The presentation was followed by a quantitative and qualitative review of the funds offered in the Plans, in accordance with the Evaluation Methodology criteria set forth in the Plan's Investment Policy Statement (the “IPS”).

On February 12, 2025, *Dodge & Cox Income* replaced TCW Metropolitan West Total Return Bond. The chief executive officer (“CEO”), Dana Emery, is scheduled to retire on December 31, 2025. Both Roger Kuo and David Hoeft will succeed Dana Emery as CEO and Chair of the Dodge & Cox Funds Board. Additionally, a member of the Dodge & Cox's global fixed income committee joined the fund's committee, effective January 15, 2025. It was noted there were no material concerns with these management changes.

Vanguard FTSE Social Index - BFSG provided an update on the recent lawsuit against American Airlines' retirement plan in a Texas district court. The case initially challenged the inclusion of ESG-related funds but was later revised to allege that American Airlines breached its fiduciary duty by selecting BlackRock index funds, citing concerns over BlackRock's proxy voting policies and consideration of ESG and ESG-adjacent factors. As of the end of the reporting period, the Vanguard FTSE Social Index fund held \$4 million in assets, representing 1.5% of total Plan assets. The fund's performance remained strong across all measured time periods in the Report. The Committee members in attendance discussed the update and agreed to revisit the topic in more detail at the next scheduled meeting.

Hartford International Opportunities was placed on the Watch List in December 2023 due to underperformance and a manager change. During the reporting quarter, the fund's Evaluation Methodology ranking improved from 55 ("underperform") to 48 ("perform"), reflecting improved performance. Since the new manager took over in December 2023, the fund has demonstrated strong performance, delivering competitive results over the past four quarters and outperforming both benchmarks over the one-year period. Key contributors to the performance included strong stock selection in the industrials and materials sectors. After discussion, the Committee members in attendance unanimously agreed to remove the fund from the Watch List due to its sustained performance under the new manager.

MFS International New Discovery - Effective May 1, 2025, one of the fund's five co-managers will step down from portfolio management responsibilities to focus on another fund within the firm. The remaining four long-tenured co-managers will continue overseeing the fund. No action was recommended.

The Committee reviewed the performance of the T. Rowe Price Retirement series, noting that the funds predominantly outperformed their respective benchmarks across all measured time periods in the Report.

As allocated by participants on December 31, 2024, the Plan outperformed the custom active benchmark over all time periods measured in the Report. Comparisons to the custom index benchmark showed mixed results, as the index benchmark does not account for investment fees.

Participant Education Update

BFSG presented the finalized 2025 educational calendar, outlining two scheduled webinars:

- March 20, 2025 – *Expense and Debt Management*
- September 11, 2025 – *Retirement Income Needs*

Each session will be recorded and provided to the District's HR for internal distribution. Additionally, BFSG's National Summer and Fall Webinar Series will be made available to District employees later in the year.

BFSG also provided an update on employee engagement with BFSG's CFP. In 2024, Keith Johnson conducted 25 one-on-one sessions and delivered 9 comprehensive financial plans to employees.

Quarterly Review 457 and 401(a) Plans: Ms. Braun-Ward provided a brief review of the 457(b) Plan for the quarter ending December 31, 2024, covering key aspects such as Plan assets, demographics, cash flow, asset allocation, savings and deferral rates, participation, loan utilization, and the use of Empower's Lifetime Income Score tool.

The Plan participation rate stood at 74%, exceeding Empower's benchmark of 57%. Additionally, the average contribution rate was 12.3%, significantly higher than Empower's benchmark of 7.3%. The Committee reviewed Plan cash flow and noted elevated distribution amounts throughout 2024, particularly in the last quarter of the year.

Empower's 401(a) Plan Review report was also shared with the Committee.

Expense Budget Account Quarterly Activity Review: The Committee reviewed the accounting activity report for the Plan Expense Budget account. By the end of the year, any unused balance in the account was reallocated to participants, leaving a residual balance of \$33.82.

SETTLOR AGENDA

Roth Catch up Requirement Update

BFSG provided an update on recent IRS guidance regarding the SECURE Act 2.0 mandate, which requires catch-up contributions for individuals earning \$145,000 or more to be made as Roth contributions. The guidance clarified that FICA wages are determined based on Social Security tax, not Medicare tax. New guidance excludes employees who do not have FICA wages from the Roth mandate.

OTHER MATTERS:

Public Comments – There were two public employees present; however, no public comments were received.

Other Business – There was no other business.

Adjournment - The meeting adjourned at 2:33 p.m.



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765

(909) 396-2000, www.aqmd.gov

MEETING DATE: May 27, 2025

REPORT: Deferred Compensation Plan Committee

SYNOPSIS: The Deferred Compensation Plan Committee met on May 27, 2025, at 1:00 p.m. The following is a summary of that meeting.

RECOMMENDED ACTION:
Receive and file.

A. John Olvera, Chair
Deferred Compensation Plan

AJO:RH:tc

Committee Members Present

John Olvera – Deputy Executive Officer / Admin and Human Resources
Sujata Jain - Chief Financial Officer
Bayron Gilchrist – General Counsel

Committee Members Absent

Raquel Arciniega - Human Resources Manager

Guests

Darren Stewart, Benefit Financial Services Group (“BFSG”)
Aksana Muñoz, BFSG
Lisa Braun-Ward, Empower Retirement (“Empower”)

Call to Order: Chair Olvera called the meeting to order at 1:04 pm.

Approval of Prior Meeting Minutes

The Committee members in attendance approved the minutes from the meeting held on December 3, 2024.

In Ms. Arciniega’s absence, the Committee deferred approval of the September 2024 and March 2025 meeting minutes to the next meeting.

FIDUCIARY AGENDA

Replacement for MassMutual US Government Money Market Fund

Ms. Braun-Ward informed the Committee that MassMutual is scheduled to liquidate the MassMutual U.S. Government Money Market Fund in early September 2025. This fund is currently used for Plan-level accounts, including the Expense Account. She reviewed the quarter-end balances in each Plan’s Expense Account.

Ms. Braun-Ward noted that if no action is taken by SCAQMD, Empower will automatically map the assets from the MassMutual fund to its designated replacement—the Dreyfus Government Securities Cash Management Fund in September 2025. If the Committee prefers to designate an alternative fund, Empower must be notified by July 7, 2025.

For the Committee’s consideration, BFSG prepared a Fund Search analysis comparing the MassMutual U.S. Government Money Market Fund, the Dreyfus Government Securities Cash Management Fund, and the Vanguard Federal Money Market Fund. The Committee reviewed key data on historical performance, fees, portfolio composition, and allocation for each option.

DECISION: After discussion, the Committee members in attendance agreed to utilize the Vanguard Federal Money Market fund for Plan-level accounts.

457 and 401(a) Plans Quarterly Investment Review – 1st Quarter 2025

The Committee members in attendance received and voted unanimously to approve the Retirement Plan Quarterly Investment Review (the “Report”) for the 457 Deferred Compensation Plan and the 401(a) Defined Contribution Plan (collectively the “Plan”) for the quarter ending March 31, 2025.

As of the end of the reporting period, Plan assets totaled \$249.5 million (excluding brokerage assets), a decrease from \$255 million in the prior reporting period. The number of participants with an account balance declined from 1,188 to 1,172.

The Guaranteed Interest Account remained the Plan’s largest single holding, representing 31% of total assets (\$78 million). The T. Rowe Price Retirement target date series, the Plan’s default investment option, collectively accounted for just over 10% of total assets.

The Committee reviewed fees paid to Empower for recordkeeping and administration of the District’s Plan. The Plan operates under a level fee arrangement where fund revenue sharing payments are credited directly to the participants invested in the fund. During the Committee’s review of the share classes utilized in the Plan, it was observed that, after accounting for credited revenue sharing, all funds offer participants savings compared to

using the lowest cost share class. The annualized savings from share classes amounted to approximately \$24,000.

To provide context for the performance of the investment options in the Plans, BFSG provided a brief overview of the economy and capital markets during the reporting period. The presentation was followed by a quantitative and qualitative review of the funds offered in the Plans, in accordance with the Evaluation Methodology criteria set forth in the Plan's Investment Policy Statement (the "IPS"). There were no funds on the Watch List as of the date of the Report.

Hartford International Opportunities - The fund was initially placed on the Watch List in December 2023 due to underperformance and a manager change. At the prior meeting, the Committee removed the fund from the Watch List following improved performance under the new manager, who has been in place since late 2023. Despite an overall Evaluation Methodology score of 53 ("underperform"), the fund outperformed its index benchmark across all time periods measured in the Report and its peers over the 5- and 10-year periods. During the quarter, an overweight to the technology sector detracted from results; however, strong stock selection within the sector helped offset some of the impact. No action was recommended.

American Beacon Small Cap Value – The fund's underperformance relative to its peers and benchmark for the quarter resulted in a decline in its Evaluation Methodology rank from 35 to 41 ("perform"). While it is slightly underperforming peers on a three- and ten-year basis, it continues to outperform its benchmark over the three-, five-, and ten-year periods. Underperformance during the quarter was due to sector allocation, as stock selection within the sectors contributed to relative performance. An underweight to real estate and an overweight to technology were the key detractors. During the reporting period, one of the fund's five subadvisors was replaced. BFSG noted no concerns with this change. The fund will continue to maintain an even allocation across all five sub-advisors, each employing a distinct value investing strategy.

The Committee reviewed the performance of the T. Rowe Price Retirement series and point-in-time Plan-level performance.

American Airline Case Update

The Committee members in attendance agreed to defer discussion of this item to the next meeting.

Participant Education Update

BFSG provided an update on recent and upcoming initiatives aimed at supporting participant financial wellness:

- **March 20, 2025** – BFSG conducted a live webinar titled "*Expense & Debt Management*." Of the 53 registered participants, 28 attended. The session was recorded and provided to SCAQMD HR for internal distribution.
- **April 2025** – In recognition of Financial Literacy Month, BFSG launched a short video series focused on foundational financial topics such as budgeting, saving strategies, investing basics, credit management, and debt reduction. The series was designed to be concise and broadly accessible.
- **July 2025** – BFSG will host its annual *National Summer Webinar Series*, offering weekly sessions on key financial and retirement planning topics.
- **September 11, 2025** – BFSG is scheduled to present a session titled "*Retirement Income Needs*."

During the reporting period, BFSG's CFPs Keith Johnson and Sophia Liu held four one-on-one sessions with SCAQMD employees.

Quarterly Review 457 and 401(a) Plans: Ms. Braun-Ward provided a quarterly update on the 457(b) Plan for the period ending March 31, 2025. Key highlights included Plan assets, participant demographics, cash flow, asset allocation, savings and deferral rates, participation trends, loan utilization, and the use of Empower's Lifetime Income Score tool.

- Participation remained strong at 75%, exceeding Empower's benchmark of 57%.
- The average contribution rate was 12.2%, well above the 7.3% benchmark.

- Money type utilization: 55% of participants contributed on a pre-tax basis, 29% to Roth, and 17% to both.
- Loan utilization is low, with only 6.3% of participants having an outstanding loan, compared to the 10.4% benchmark.
- The average account balance was \$211,000, significantly higher than Empower's \$82,000 benchmark.
- Managed accounts were introduced in March 2025, with 5 participants currently enrolled.

Empower's 401(a) Plan Review report was also shared with the Committee.

Expense Budget Account Quarterly Activity Review: The Committee reviewed the accounting activity report for the Plan Expense Budget account.

OTHER MATTERS:

Public Comments – No public comments were received.

Other Business – There was no other business.

Adjournment - The meeting adjourned at 2:08 p.m.

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BOARD MEETING DATE: November 7, 2025

AGENDA NO. 21

PROPOSAL: Report of RFQs/RFPs Scheduled for Release in November

SYNOPSIS: This report summarizes the RFQs/RFPs for budgeted services over \$100,000 scheduled to be released for advertisement for the month of November.

COMMITTEE: Administrative, October 10, 2025; Reviewed

RECOMMENDED ACTION:

Approve the release of RFQs/RFPs for the month of November.

Wayne Nastri
Executive Officer

SJ:gp

Background

In January 2020, the Board approved a revised Procurement Policy and Procedure. Under the revised policy, RFQs/RFPs for budgeted items over \$100,000 that follow the Procurement Policy and Procedure are no longer required to obtain individual Board approval. Instead, a monthly report of all RFQs/RFPs over \$100,000 is included as part of the Board agenda package and the Board may, if desired, take individual action on any item. The attached report provides the title and synopsis of the RFQ/RFP, the budgeted funds available, and the name of the Deputy Executive Officer/Assistant Deputy Executive Officer responsible for that item. Further detail including closing dates, contact information, and detailed proposal criteria will be available online at <http://www.aqmd.gov/grants-bids> following Board approval on November 7, 2025.

Outreach

In accordance with South Coast AQMD's Procurement Policy and Procedure, a public notice advertising the RFQs/RFPs and inviting bids will be 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 be notified utilizing South Coast AQMD's own electronic listing of certified minority vendors. Notice of the RFQs/RFPs will also be emailed to the Legislative Caucuses and various minority chambers of commerce and business associations and placed on South Coast AQMD's website (<http://www.aqmd.gov>), where it can be viewed by making the selection "Grants & Bids."

Proposal Evaluation

Proposals received will be evaluated by applicable diverse panels of technically qualified individuals familiar with the subject matter of the project or equipment and may include outside public sector or academic community expertise.

Attachment

Report of RFQs/RFPs Scheduled for Release in November 2025

**November 7, 2025 Board Meeting
Report on RFQs/RFPs Scheduled for Release on November 7, 2025**

**(For detailed information visit South Coast AQMD's website at
<http://www.aqmd.gov/nav/grants-bids>
following Board approval on November 7, 2025)**

SPECIAL TECHNICAL EXPERTISE

RFP #P2026-06 Issue Request for Proposal for Independent
Audit Services

Jain/2804

A financial audit of the South Coast AQMD is performed annually in compliance with the Government Code and Single Audit Act Amendments of 1996. This audit is performed by independent Certified Public Accountants, and their reports are addressed to the Governing Board. This RFP is for financial audit services for fiscal years 2026, 2027, and 2028. Funds for this contract are included in the FY 2025-26 Budget and will be requested for each of the remaining fiscal years of the contract.

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BOARD MEETING DATE: November 7, 2025

AGENDA NO. 22

REPORT: Administrative Committee

SYNOPSIS: The Administrative Committee held a hybrid meeting on Friday, October 10, 2025. The following is a summary of the meeting.

RECOMMENDED ACTION:
Receive and file.

Vanessa Delgado, Chair
Administrative Committee

SN:cb

Call to Order

Vice Chair Michael Cacciotti called the meeting to order at 10:02 a.m. Chair Delgado joined the meeting at 10:05 a.m.

Roll Call

Committee Members

Present: Chair Vanessa Delgado, Committee Chair
Vice Chair Michael Cacciotti
Mayor Pro Tem Larry McCallon

Absent: Supervisor V. Manuel Perez

For additional details of the Administrative Committee Meeting, please refer to the [Webcast](#).

DISCUSSION ITEMS:

1. **Board Members' Concerns:** No Board Member concerns to report.
2. **Chair's Report of Approved Travel:** No travel was reported.

3. **Report of Approved Out-of-Country Travel:** Travel was reported for Executive Officer Wayne Natri, Dr. Aaron Katzenstein, and Dr. Elaine Shen for travel to Rotterdam, Copenhagen for October 19 through 21, 2025. Executive Officer Natri will be attending the Global Maritime Forum and will join Drs. Katzenstein and Shen to meet with officials at the Port of Rotterdam to discuss strategies to reduce NOx emissions from the maritime industry.
4. **Review November 7, 2025 Governing Board Agenda:** Nothing was reported.
5. **Approval of Compensation for Board Member Assistant(s)/Consultant(s):** No compensation was reported.
6. **Update on South Coast AQMD's Internal Engagement Activities:** Dr. Anissa Heard-Johnson, Deputy Executive Officer, Community Engagement and Air Programs, provided an update on agency efforts, seasonal events, cultural displays, Statewide Working Group, and discussed Hazel M. Johnson for Fabulous Female Friday. For additional information, please refer to the [Webcast at 6:08](#).
7. **Review Recommended Appointments of Replacement Orange County Seats to South Coast AQMD's Young Leader's Advisory Council (YLAC) for 2025:** Dr. Heard-Johnson reported that two of the Orange County Seats for South Coast AQMD's Young Leader's Advisory Council (YLAC) are being replaced due to poor attendance. For additional information, please refer to the [Webcast at 11:35](#).
8. **Receive and File Annual Report on South Coast AQMD's Deferred Compensation Plans:** John Olvera, Deputy Executive Officer, Administrative & Human Resources, explained that this annual report is submitted in relation to the deferred compensation plans that the agency has and highlighted that the plans have 1184 participants in them with about \$271 million in assets in the plans. For additional information, please refer to the [Webcast at 12:33](#).
9. **Report of RFQs/RFPs Scheduled for Release in November:** Sujata Jain, Chief Financial Officer, reported that this item is to release an RFP for the financial audit services for fiscal years 2026 through 2028. For additional information, please refer to the [Webcast at 13:34](#).
10. **Status Report on Major Ongoing and Upcoming Projects for Information Management:** Ron Moskowitz, Chief Information Officer, reported on the status of various projects. For additional information, please refer to the [Webcast at 14:06](#).

ACTION ITEMS:

11. **Issue Purchase Order for Ingres Relational Database Management System Software Support and Appropriate Funds for Information Management:** Mr.

Moskowitz reported that this item is to obtain the approval for a three-year purchase order with Actian Corporation to renew Ingress licensing, maintenance and support for a purchase cost of \$815,000 a year. This item also seeks to appropriate funds to Information Management's fiscal year 2025-26 budget to cover any necessary purchase shortage. For additional information, please refer to the [Webcast at 15:28](#).

Moved by Cacciotti; seconded by McCallon, unanimously approved.

Ayes: Cacciotti, Delgado, McCallon
Noes: None
Absent: Perez

12. **Authorize Purchases of CrowdStrike Protection Services:** Mr. Moskowitz reported that this item is to obtain approval for a one-year period with CrowdStrike for a total amount not to exceed \$108,000. Funding for this purchase is included in the fiscal year 2025-26 budget for Information Management. CrowdStrike is currently used to safeguard against viruses, malware, identity threats and other cyber threats. For additional information, please refer to the [Webcast at 16:46](#).

Moved by Cacciotti; seconded by McCallon, unanimously approved.

Ayes: Cacciotti, Delgado, McCallon
Noes: None
Absent: Perez

13. **Appropriate Funding for Permitting Enhancement Program Legacy System Replacement:** Mr. Moskowitz reported that this item is to appropriate up to \$750,000 from General Fund Unassigned to Information Management's fiscal year 2025-26 and 2026-27 budgets. The total estimated cost to be around \$1.5 million. Remaining funds will be requested through the fiscal year 2026-27 budget's process. For additional information, please refer to the [Webcast at 17:38](#).

Moved by Cacciotti; seconded by McCallon, unanimously approved.

Ayes: Cacciotti, Delgado, McCallon
Noes: None
Absent: Perez

14. **Transfer and Appropriate Funds and Issue Solicitation and Purchase Orders for Community Air Monitoring Near Refineries and Related Facilities:** Dr. Jason Low, Deputy Executive Officer, Monitoring & Analysis, reported that this item is to transfer about \$2.9 million from Rule 1180 Special Revenue Funds, appropriate \$471,000 from the General Fund into the Monitoring & Analysis budget and issue one

solicitation for backup power systems and for purchase orders for air monitoring equipment necessary for the program. For additional information, please refer to the [Webcast at 18:37](#).

Moved by Cacciotti; seconded by McCallon, unanimously approved.

Ayes: Cacciotti, Delgado, McCallon
Noes: None
Absent: Perez

15. **Issue Purchase Orders for Air Monitoring Equipment:** Dr. Jason Low reported that this item is to adjust the amount of expenditures for the PM2.5 monitoring program and authorize purchase orders for air monitoring equipment upon the final award amount from U.S. EPA which was less than anticipated in June. For additional information, please refer to the [Webcast at 19:50](#).

Moved by Cacciotti; seconded by McCallon, unanimously approved.

Ayes: Cacciotti, Delgado, McCallon
Noes: None
Absent: Perez

16. **Authorize Executive Officer to Enter Into Grant Services Agreement With Placer County Air Pollution Control District and Recognize Revenue:** Michael Krause, Assistant Deputy Executive Officer, Planning, Rule Development & Implementation, reported that this item is to authorize the Executive Officer to enter into an agreement with Placer County Air Pollution Control District to assist them in operations to phase out or transition out of the cancer-causing uses of hex chrome into a non-toxic alternative and to recognize that revenue of a little less than \$200,000 for assistance with that effort. For additional information, please refer to the [Webcast at 20:45](#).

Moved by Cacciotti; seconded by McCallon, unanimously approved.

Ayes: Cacciotti, Delgado, McCallon
Noes: None
Absent: Perez

17. **Issue RFP for Office Data Cable Infrastructure and RFQ for Modular Furniture Systems Moving Services:** John Olvera, Deputy Executive Officer, Administrative & Human Resources, reported that this item is to issue an RFP for our data cable infrastructure services, as well as an RFQ for modular furniture systems moving services. These are two requests for work to be completed on a project that is being done for the modernization and reorganization of the Engineering and Permitting

division's office space on the entire section of the third floor of the building. Staff will bring back the recommended vendors to the Board for their approval and to request funding. For additional information, please refer to the [Webcast at 22:05](#).

Moved by Cacciotti; seconded by McCallon, unanimously approved.

Ayes: Cacciotti, Delgado, McCallon
Noes: None
Absent: Perez

18. **Establish Board Meeting Schedule for Calendar Year 2026:** Executive Officer Nastri reported that this item is to establish the schedule for calendar year 2026. He noted that the January Board meeting will be on the second Friday of the month to accommodate the New Year's holiday and then consequently the committee meetings will be moved one week as well. He also noted that in June, because of the Juneteenth holiday, the Mobile Source, Stationary Source and Technology Committees will be moved one week later and that there are no Board or Committee meetings in July. For additional information, please refer to the [Webcast at 23:02](#).

Moved by Cacciotti; seconded by McCallon, unanimously approved.

Ayes: Cacciotti, Delgado, McCallon
Noes: None
Absent: Perez

WRITTEN REPORTS:

19. **Young Leaders Advisory Council Minutes for the May 21, 2025 Meeting:** The report was acknowledged and received.
20. **Local Government & Small Business Assistance Advisory Council Minutes for the January 17, 2025 Meeting:** The report was acknowledged and received.
21. **Local Government & Small Business Assistance Advisory Council Minutes for the March 21, 2025 Meeting:** The report was acknowledged and received.
22. **Local Government & Small Business Assistance Advisory Council Minutes for the June 27, 2025 Meeting:** The report was acknowledged and received.

OTHER MATTERS:

23. **Other Business:** There was no other business to report.
24. **Public Comment:** There was no public comment to report.

25. **Next Meeting Date:** The next regular Administrative Committee meeting is scheduled for Friday, November 14, 2025 at 10:00 a.m.

Adjournment

The meeting was adjourned at 10:23 a.m.



South Coast Air Quality Management District

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YOUNG LEADERS ADVISORY COUNCIL WEDNESDAY, MAY 21, 2025 MEETING MINUTES

Members Present:

Gabriela Ballesteros
Emanuel De Jesús Cruz
Alexander Goytia Fajardo
Shirley Mariel Rivera
Elizabeth Zamora
Silvestre Lopez
Roxana Marina Barrera
Andres Coronel
Jose Marquez Cuevas
Heaven Denham
Maiah Itzel Rivas
Jai Lin Alise Salas
Joshua Scheel
Gilbert Sebastian Sanchez

Members Absent:

Leslie Helen Garcia
Mark Jimenez
Vanessa Melesio
Dominick Rodriguez
Jordan Ashley Salcido
Emanuel Jeffery Alcantar Rodriguez
Jessica Santos
Linh Tran
Tai Nguyen
Eric Tomas

South Coast AQMD Staff:

Chair Vanessa Delgado

Dr. Anissa Heard-Johnson, Deputy Executive Officer, Community, Engagement and Air Programs

Josephine Lee, Senior Deputy Counsel, Legal Community, Engagement and Air Programs

Dr. Alexis Thrower, Senior Public Affairs Specialist

Cassandra Johnson, Senior Public Affairs Specialist

Carolina Vargas, Staff Assistant

Heather Pomeroy, Senior Administrative Assistant

Paola Servas, Senior Office Assistant

Call To Order

Dr. Heard-Johnson called the meeting to order at 12:33 p.m.

Roll Call

Agenda Item #1: Staff Introductions and Agenda Overview

Dr. Heard-Johnson welcomed the attendees and reviewed the agenda. Dr. Heard-Johnson provided some opening remarks the importance of the environment and community engagement For additional information, please refer to the [webcast](#) beginning 1:27.

Agenda Item #2: Introductions

Roundtable introductions were done, with special introductions for new YLAC Members, Jai Lin Alise Salas, Maiah Itzel Rivas, and Elizabeth Zamora, were introduced. For additional information please refer to the [webcast](#) beginning at 11:50.

Agenda Item #3: Review and Approve Minutes

Motion: Emanuel De Jesús Cruz

Seconded: Gabriela Ballesteros

Aye: Gabriela Ballesteros

Emanuel De Jesús Cruz

Alexander Goytia Fajardo

Shirley Mariel Rivera

Elizabeth Zamora

Silvestre Lopez

Roxana Marina Barrera

Andres Coronel

Jose Marquez Cuevas

Heaven Denham
Maiah Itzel Rivas
Jai Lin Alise Salas
Joshua Scheel
Gilbert Sebastian Sanchez

Nay: None

Absent: Leslie Helen Garcia
Mark Jimenez
Vanessa Melesio
Dominick Rodriguez
Jordan Ashley Salcido
Emanuel Jeffery Alcantar Rodriguez
Jessica Santos
Linh Tran
Tai Nguyen
Eric Tomas

For additional information please refer to the [webcast](#) at 24:00.

Agenda Item #4: Expense and Mileage Claim

Ms. Pomeroy spoke on the importance of getting the expense and mileage claims returned in a timely manner and that expense claims must be submitted within 120 days of the meeting. For more information please refer to the [webcast](#) at 26:37.

Agenda Item #5: Engagement Opportunities

Dr. Heard-Johnson spoke about AB 617 and shared updates from the CEAP team and explained that some AB 617 communities are entering their fifth year, and South Coast AQMD recognizes that COVID-19 caused delays and roadblocks. CEAP team members are out in the community every Friday.

The Governing Board Interns will begin next week. Cassandra Johnson mentioned that the EPA Region 9 meeting was canceled due to recent impacts. Alexis spoke about the AAPI+ Heritage Celebration, which had 221 participants. A Military Appreciation Event was also held, where Board Member Hagman, a Lieutenant Colonel, shared his experiences. Lastly, the Joy Booth Project aimed to reduce workplace stress and anxiety by fostering connection and joy among coworkers. For additional information please refer to the [webcast](#) at 30:11.

Agenda Item #6: Speaker Spotlight Governing Board Chair Vanessa Delgado

The Governing Board Chair, Vanessa Delgado joined YLAC members to share her experiences and answer questions. Emanuel De Jesús Cruz asked about her experiences related to housing. Silvestre Lopez asked about providing education in a format that was culturally relevant. Joshua Scheel asked about potentially proposing infrastructural support plans through AB617 communities. Heaven Denham asked about challenges related to having to interact with other agencies and the public. For additional information please refer to the [webcast](#) at 56:17.

Agenda Item #7: Community Spotlight

Gilbert Sanchez talked about the connection of intelligent transportation engineers. It's a local chapter that focuses on transportation looking at sustainability. Shirley Mariel Rivera said there was an AAPI Forward movement and wanting Johnathan Pacheco Bell for a speaker. Shirley also mentioned community conversation connections along our corridors on Thursday May 29 from 1:00-2:30 pm. Heaven Denham talked about issues in academia and a researcher at USC that does work related to air quality and epidemiology. Roxana Marina Barrera invited the group to a community event occurring on May 31st in San Bernardino. Shirley Mariel Rivera asked if information on events can be shared with the membership. If information is shared with Heather Pomeroy, she can share with all YLAC members. Gabriella Ballesteros mentioned the possibility of a quarterly newsletter. Jose Cuevas wanted to know who to contact so they could have action items ready to go for agendas. That information would be relayed to Heather so she can add items to the agenda. Alexander Goytia Fajardo talked about CBE partnering with UCI using photographic data to record land surface temperatures and air quality. For additional information please refer to the [webcast](#) at 49:54.

Agenda Item #8: Other Business

There were no items for other business. For additional information please refer to the [webcast](#) at 01:52:08

Agenda Item #9: Public Comment Period

There was public comment related to EV Charging and the lack of infrastructure. For additional information please refer to the [webcast](#) at 01:29:16

Agenda Item #10: Next Meeting Date

The next regular YLAC meeting is scheduled for Wednesday, August 20, 2025 at 12:30 p.m.

Adjournment

The meeting was adjourned the meeting at 2:28 p.m.



South Coast Air Quality Management District

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LOCAL GOVERNMENT & SMALL BUSINESS ASSISTANCE (LGSBA) ADVISORY GROUP FRIDAY, JANUARY 17, 2025 MEETING MINUTES

MEMBERS PRESENT:

South Coast AQMD Board Members:

Mayor Pro Tem Carlos Rodriguez, LGSBA Chair

Public Members:

Paul Avila, P.B.A. & Associates

Geoffrey Blake, Metal Finishers of Southern California

Councilmember James Breitling, City of Upland

Mayor Ted Bui, City of Fountain Valley

LaVaughn Daniel, Danco EN

John DeWitt, JE DeWitt, Inc.

Bill LaMarr, California Small Business Alliance

Rita Loof, RadTech International

Eddie Marquez, Roofing Contractors Association

David Rothbart, Los Angeles County Sanitation Districts

Mayor Blair Stewart, City of Brea

MEMBERS ABSENT:

South Coast AQMD Board Members:

Mayor Patricia Lock Dawson

Public Members:

Felipe Aguirre

Rachelle Arizmendi

Todd Campbell, Clean Energy

OTHERS PRESENT:

Tom Gross, Board Member Consultant (*Lock Dawson*)

Debra Mendelsohn, Board Member Consultant (*Rodriguez*)

Andrew Silva, Board Member Consultant (*Lock Dawson*)

Maria Isabel Arias

Justin Braasch

Beau Caouette

Isabel Carpio

Marissa Chagolla

Rudy Correa
Harvey Eder
Elizabeth Hall
Jenne Hand
Margaret Hanscom
Karen Harris
Moses Huerta
Dana Jiron
Debra Kamm
Beth Kuttner
Joe Lisuzzo
Kristin Marchillo
Shannan Maust
Hadley Nolan
Dave Palmer
Rubi Perez
Jocelyn Rubio-Melendrez
Adrienne Russell
Nathalie Ruttkay
Lani Siakisini
Chander Singh
Eric Stalter
Alex Villanueva
Nick Wilson
Andrea Woore
Denise Young

SOUTH COAST AQMD STAFF:

Susan Nakamura, Chief Operating Officer
Jason Aspell, Deputy Executive Officer
Dr. Anissa Cessa Heard-Johnson, Deputy Executive Officer
Ron Moskowitz, Deputy Executive Officer
Lisa Tanaka, Deputy Executive Officer
Daphne Hsu, Principal Deputy District Counsel
Mitch Haimov, Sr. Air Quality Engineering Manager
Michael Morris, Planning & Rules Manager
Elaine-Joy Hills, Senior Staff Specialist
De Groeneveld, Information Technology Supervisor
Chhai Chorn, Air Quality Engineer II
Marvin Ignacio, Air Quality Engineer II
Van Doan, Air Quality Specialist
Jen Vinh, Air Quality Specialist

Debra Ashby, Sr. Public Affairs Specialist
Brandee Keith, Sr. Public Affairs Specialist
Aisha Reyes, Sr. Public Affairs Specialist
Matthey Ceja, Legislative Analyst
Ghislain Muberwa, Information Technology Specialist I
Cindy Bustillos, Executive Secretary
Brisa Lopez, Administrative Assistant I

Agenda Item #1 – Roll Call/Call to Order/Opening Remarks

LGSBA Chair Carlos Rodriguez called the meeting to order at 11:30 a.m., roll call was taken, and a quorum was present.

For additional details of the LGSBA Advisory Group Meeting, please refer to the [Webcast](#).

Agenda Items #2– Approval of November 8, 2024 Meeting Minutes

LGSBA Chair Rodriguez called for approval of the November 8, 2024 meeting minutes.

Harvey Eder made public comment regarding difficulties in downloading the agenda and minutes.

Motion to approve minutes made by David Rothbart; seconded by Mayor Ted Bui; approved.

Ayes: Avila, Blake, Breitling, Bui, Daniel, DeWitt, LaMarr, Loof, Marquez, Rodriguez, Rothbart

Noes: None

Abstained: Stewart

Absent: Aguirre, Arizmendi, Campbell, Lock Dawson

For additional details, please refer to the [Webcast](#), beginning at 0:05:10.

Agenda Items #3 – Review of Follow-up and Action Items

Lisa Tanaka, Deputy Executive Officer, Legislative, Public Affairs and Media, reported that Daphne Hsu, Principal Deputy District Counsel, communicated with Bill LaMarr per his inquiry regarding the Blue-Ribbon Committee and she provided a copy of the most recent LGSBA Charter.

Mr. LaMarr recommended that any proposed changes to the charter should be reviewed and approved by the Advisory Group.

Follow-up Item: *Provide the Advisory Group clarification on the process to amend the charter.*

For additional details, please refer to the [Webcast](#), beginning at 0:07:15.

Agenda Item #4 – Overview of 2025 Rule Forecast

Michael Morris, Planning & Rules Manager, Planning, Rule Development & Implementation provided a summary of Rules activities in 2024 and a forecast of Rules in 2025.

David Rothbart asked how rules are prioritized for rulemaking. Mr. Morris responded on rulemaking process including that selection could be based on new technology availability or industry interests.

Mayor Ted Bui asked if business impacts are considered. Mr. Morris replied that there are opportunities for businesses to provide input and impacts on businesses are taken into consideration, particularly cost-effectiveness and competitiveness.

LGSBA Chair Rodriguez commented that rule requirements are driven by federal requirements.

Susan Nakamura, Chief Operating Officer, commented that South Coast AQMD modifies proposed rule provisions to ensure that concerns are addressed, and a socioeconomic impact study is part of the rulemaking process.

Paul Avila and Mr. Morris discussed fenceline and community monitoring.

Mr. LaMarr expressed support for Rule 1151 amendments.

Rita Loof commented that recordkeeping requirements are unnecessary for electron beam and ultraviolet coatings, which do not contain toxic chemicals.

For additional details on the presentation and discussions, please refer to the [Webcast](#), beginning at 1:23:40.

Agenda Item #5 – 2025 Compliance Deadlines and Training

Item has been moved to a future meeting.

Agenda Item #6 – Update on Outreach for Proposed Amended Rules 1111 & 1121

Ms. Tanaka presented an update on outreach activities for Proposed Amended Rules (PARs) 1111 and 1121 and the Go Zero Incentive Program.

Councilmember James Breitling asked if a rule had ever impacted all 17 million South Coast Air Basin residents. Ms. Nakamura responded that these two rules are existing ones that are being amended. The current rules include standards for nitrogen oxides (NOx) and this current effort proposes to transition to zero-NOx technologies. Ms. Nakamura added that consumer-type rules are implemented through manufacturers, distributors and installers and not enforced in individual households.

Ms. Nakamura advised the group that the presentation and discussion focused on outreach activities related to PARs 1111 and 1121 in alignment with LGSBA's mission and to prevent potential issues related to serial meetings under the Brown Act. Mr. Breitling commented on focusing outreach on highly populated cities to engage more members of the public.

Mayor Bui commented he was not aware of PARs 1111 and 1121 until he was appointed as a LGSBA member. Mayor Bui expressed concerns with residents and stakeholders not being properly informed.

Mr. Rothbart suggested South Coast AQMD hold a press conference for PARs 1111 and 1121.

Ms. Hsu indicated there are opportunities during the working group meetings and Stationary Source Committee meetings to provide formal comments.

Mr. LaMarr recommended using news outlets, such as LA Times, OC Register, and Enterprise to provide detailed information on PARs 1111 and 1121.

Ms. Loof recommended outreach to City Councils and suggested clarifications on the fact sheet including information on emissions reduction from replacing a water heater versus emissions during a Public Safety Power Shutoff (PSPS) event when back-up emergency generators are utilized.

Geoffrey Blake provided an example on costs to upgrade an electrical system.

Chair Rodriguez recommended South Coast AQMD staff to collaborate with City Council representatives to disseminate information on Rules 1111 and 1121.

After discussion among the Advisory Group, Chair Rodriguez requested staff to report back on a pathway to agendaize PARs 1111 and 1121 so LGSBA could adopt a position to advise the Board including holding a special meeting.

For additional details, please refer to the [Webcast](#), beginning at 0:16:10.

Public Comments

Nick Wilson provided public comment describing the impacts to businesses and the community.

Eric Stalter provided public comment regarding the data on the fact sheet and environmental impact.

Debra Kamm, Andrea, Dave Palmer, Maria Isabel Arias and an anonymous attendee provided public comments regarding the effectiveness of the outreach efforts.

Ms. Kamm recommended a communication plan including communication in multiple languages.

Mr. Palmer indicated that information about gas water heater emissions testing should be available and recommended using expanded acronyms in the presentation.

Ms. Arias discussed impacts on disadvantaged and special needs communities.

For additional details, please refer to the [Webcast](#), beginning at 0:16:10.

Agenda Item #8 – Public Comment

Harvey Eder provided public comment regarding solar hot water and heat. For additional details on the presentation and discussions, please refer to the [Webcast](#), beginning at 1:48:35.

Agenda Item #9 – Next Meeting Date

The next regular LGSBA Advisory Group meeting is scheduled for Friday, June 13, 2025, at 11:30 a.m.

Adjournment

The meeting was adjourned at 1:25 p.m.



South Coast Air Quality Management District

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LOCAL GOVERNMENT & SMALL BUSINESS ASSISTANCE (LGSBA) ADVISORY GROUP FRIDAY, MARCH 21, 2025 MEETING MINUTES

MEMBERS PRESENT:

Public Members:

Rachelle Arizmendi
Paul Avila, P.B.A. & Associates
Geoffrey Blake, Metal Finishers of Southern California
Councilmember James Breitling, City of Upland
Mayor Ted Bui, City of Fountain Valley
LaVaughn Daniel, Danco EN
Bill LaMarr, California Small Business Alliance
Rita Loof, RadTech International
David Rothbart, Los Angeles County Sanitation Districts

MEMBERS ABSENT:

South Coast AQMD Board Members:

Mayor Pro Tem Carlos Rodriguez, LGSBA Chair
Mayor Patricia Lock Dawson

Public Members:

Felipe Aguirre
Todd Campbell, Clean Energy
John DeWitt, JE DeWitt, Inc.
Eddie Marquez, Roofing Contractors Association
Mayor Blair Stewart, City of Brea

OTHERS PRESENT:

Chris Chavez
Riley Desmarais
Ken Domer
Harvey Eder
Fernando Gaytan
Jed Holtzman
Yassi Kavezade
Michelle Keldorf

Pete Marsh
Jessica Martinez
Sonja Shaw
John Shipman
Andrea Worre
Carlos Zamano

SOUTH COAST AQMD STAFF:

Wayne Nastri, Executive Officer
Susan Nakamura, Chief Operating Officer
Dr. Anissa Cessa Heard-Johnson, Deputy Executive Officer
Sarah Rees, Deputy Executive Officer
Lisa Tanaka, Deputy Executive Officer
Michael Krause, Assistant Deputy Executive Officer
Daphne Hsu, Principal Deputy District Counsel
Heather Farr, Planning & Rules Manager
Yanrong Zhu, Program Supervisor
Elaine-Joy Hills, Senior Staff Specialist
De Groeneveld, Information Technology Supervisor
Chhai Chorn, Air Quality Engineer II
Van Doan, Air Quality Specialist
Matthew Ceja, Legislative Analyst
Cristina Lopez, Sr. Public Information Specialist
Alberto Silva, Sr. Information Technology Specialist
Ghislain Muberwa, Information Technology Specialist I
Cindy Bustillos, Executive Secretary
Lara Brown, Sr. Administrative Assistant
Maria Corralejo, Sr. Administrative Assistant
Brisa Lopez, Administrative Assistant I
Marissa Poon, Administrative Assistant I

Agenda Item #1 – Roll Call/Call to Order/Opening Remarks

Lisa Tanaka, Deputy Executive Officer, Legislative, Public Affairs and Media, called the meeting to order at 12:00 p.m. Geoffrey Blake joined meeting at 12:07 p.m. Roll call was taken, and a quorum was present.

There was a discussion as to who should facilitate meetings when the LGSBA Chair is not present. Mayor Ted Bui requested that Legal send a copy of the policies that allow staff to Chair LGSBA.

Action Item: Send LGSBA policy regarding chairing of meetings.

For additional details of the LGSBA Advisory Group Meeting, please refer to the [Webcast](#).

Agenda Item #2 – Update on Proposed Amended Rules 1111 & 1121

Ms. Heather Farr, Planning & Rules Manager of Planning, Rule Development & Implementation presented updates on proposed amendments to Rules 1111 and 1121.

There were several key discussion items:

- **Market Trends:** Paul Avila inquired about manufacturer reductions; Ms. Farr noted increased sales of heat pump units. Rita Loof sought confirmation on manufacturer distribution and larger afterburners.
- **Compliance & Regulation:** Bill LaMarr asked if targets were set by staff or manufacturers. Ms. Farr confirmed staff set them in consultation with manufacturers. Susan Nakamura noted new building codes will require electric appliances by 2026.
- **Public Outreach & Affordability:** Mayor Bui expressed concerns that outreach efforts haven't reached the broader public. Councilmember James Breitling emphasized the need for improved communication, given ongoing regulatory changes.
- **Cost & Infrastructure Concerns:** Geoffrey Blake and others raised concerns about upgrade costs for older homes and the electrical grid. Ms. Farr explained that heat pumps are more efficient, and funding is allocated for rebates.
- **Mitigation & Implementation:** Ms. Farr outlined categories of stakeholder feedback: mitigation fees, compliance targets, and rule adoption. A technology review is planned for 2028. Concerns were raised about inventory management, consumer costs, and potential power shutdowns.
- Rebate allocations include:
 - \$1,000 – \$3,000 per unit for single-family homes
 - \$1,000 – \$4,000 per unit for multi-family residences (with a \$300,000 cap)
 - \$4,000 per unit for small businesses

Other key points raised during the Advisory Group discussion:

- South Coast AQMD is working to meet AQMP goals, but mobile source reductions are also necessary.
- The pilot program will be adjusted over time.
- Some cities prefer outreach via mailed memos instead of email, especially for senior residents.

Rachelle Arizmendi asked if other Air Districts have implemented such changes. Ms. Nakamura explained that Bay Area AQMD has a rule in place.

For additional details, please refer to the [Webcast](#), beginning at 15:50:00.

Public Comments

Chris Chavez provided public comment in support of the proposed amendments to Rules 1111 & 1121, in which all feasible measures should be taken into account.

Jessica Martinez, John Shipman, Sonja Shaw, Harvey Eder, Andrea, and Jed Holtzman provided public comments regarding the effectiveness of the outreach efforts.

For additional details, please refer to the [Webcast](#), beginning at 1:33:45.

Mr. Bui motioned to table the agenda item to a later meeting so that he may address the changes in proposed amendments to constituents. There was not a second to the motion.

There was discussion about the timeline of the proposed amendments to Rule 1111 & 1121 that are scheduled to be presented to the Governing Board in May 2025 and may be moved to June 2025 due to scheduling of the SCAG General Assembly. The draft preliminary rule language presentation for amendments to Rules 1111 & 1121 was made available to the public on February 28, 2025, as part of the Public Consultation Meeting.

Mr. Rothbart made a **motion to make the recommendation to the Governing Board that LGSBA Advisory Members oppose Proposed Amended Rules 1111 and 1121 with the recommendation (from Rachelle Arizmendi) for more outreach as the rules evolve.**

Ms. Loof seconded the motion.

Vote was taken for motion. **Motion passed.**

Ayes: Arizmendi, Avila, Blake, Breitling, Bui, Daniel, LaMarr, Loof, Rothbart

Noes: None

Abstained: None

Absent: Aguirre, Campbell, DeWitt, Lock Dawson, Marquez, Rodriguez, Stewart

Ms. Nakamura mentioned that LGSBA can draft a letter that captures this motion. Mr. Breitling presented an Opposition Letter for the Advisory Group's consideration.

Daphne Hsu, Principal Deputy District Counsel mentioned that the draft letter can be conveyed as written communication to the Administrative Committee provided there is a motion and vote.

Mr. Avila **motioned to advance this draft letter to the Administrative Committee.** Ms. Loof seconded the motion and read the draft letter into the record. Staff received the draft letter via email and shared it on Zoom during the meeting.

Ms. Nakamura asked Mr. Breitling if the draft letter had been written prior to the shift in approach to the draft preliminary language for PARs 1111 and 1121. Mr. Breitling clarified that he had updated the letter, considering the changes in the rule language.

Vote was taken for motion. **Motion passed.**

Ayes: Arizmendi, Avila, Blake, Breitling, Bui, Daniel, LaMarr, Loof, Rothbart

Noes: None

Abstained: None

Absent: Aguirre, Campbell, DeWitt, Lock Dawson, Marquez, Rodriguez, Stewart

For additional details, please refer to the [Webcast](#), beginning at 2:35:09.

Agenda Item #4 – Public Comment

Harvey Eder provided public comment regarding heat pumps and the ozone layer. For additional details, please refer to the [Webcast](#), beginning at 2:45:00.

Agenda Item #5 – Next Meeting Date

The next regular LGSBA Advisory Group meeting is scheduled for Friday, June 13, 2025, at 11:30 a.m.

Adjournment

The meeting was adjourned at 2:50 p.m.



South Coast Air Quality Management District

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LOCAL GOVERNMENT & SMALL BUSINESS ASSISTANCE (LGSBA) ADVISORY GROUP FRIDAY, JUNE 27, 2025 MEETING MINUTES

MEMBERS PRESENT:

South Coast AQMD Board Members:

Mayor Pro Tem Carlos Rodriguez, LGSBA Chair

Public Members:

Paul Avila, P.B.A. & Associates

Councilmember James Breitling, City of Upland

LaVaughn Daniel, Danco EN

Bill LaMarr, California Small Business Alliance

Rita Loof, RadTech International

David Rothbart, Clean Water SoCal

MEMBERS ABSENT:

South Coast AQMD Board Members:

Mayor Patricia Lock Dawson

Vice Mayor Brenda Olmos

Public Members:

Felipe Aguirre

Rachelle Arizmendi

Geoffrey Blake, Metal Finishers of Southern California

Mayor Ted Bui, City of Fountain Valley

Todd Campbell, Clean Energy

John DeWitt, JE DeWitt, Inc.

Eddie Marquez, Roofing Contractors Association

Mayor Blair Stewart, City of Brea

OTHERS PRESENT:

Debra Mendelsohn, Board Member Consultant (*Rodriguez*)

Andrew Silva, Board Member Consultant (*Lock Dawson*)

SOUTH COAST AQMD STAFF:

Susan Nakamura, Chief Operating Officer
Aaron Katzenstein, Deputy Executive Officer
Sarah Rees, Deputy Executive Officer
Lisa Tanaka, Deputy Executive Officer
Ian MacMillan, Assistant Deputy Executive Officer
Daphne Hsu, Principal Deputy District Counsel
Vasileios Papapostolou, Planning & Rules Manager
Lane Garcia, Program Supervisor
De Groeneveld, Information Technology Supervisor
Chhai Chorn, Air Quality Engineer II
Van Doan, Air Quality Specialist
Paul Macias, Air Quality Specialist
Albertos Silva, Sr. Information Technology Specialist
Ghislain Muberwa, Information Technology Specialist I
Cindy Bustillos, Executive Secretary
Lara Brown, Sr. Administrative Assistant
Giselle Herrera, Governing Board Intern
Nicole Vera, Governing Board Intern

Agenda Item #1 – Roll Call/Call to Order/Opening Remarks

Chair Rodriguez called the meeting to order at 11:30 a.m. Geoffrey Blake was not at a noticed location and was unable to participate in the meeting as an LGSBA member. Roll call was taken, and a quorum was not present.

There were remarks highlighting the collaborative process and input for a communication letter for Rules 1111 and 1121.

For additional details of the LGSBA Advisory Group Meeting, please refer to the [Webcast](#).

Agenda Item #4 – Review of Follow-up and Action Items

Lisa Tanaka, Deputy Executive Officer, Legislative, Public Affairs & Media, reviewed follow-up/action items from the previous meeting. The process on how the LGSBA Advisory Group Charter can be amended will be presented at a future meeting. An email was sent to LGSBA members with information on the policy for chairing meetings. The policy will be discussed further at a future meeting.

Agenda Item #5 – Update on AB 2766

Lane Garcia, Program Supervisor, Planning, Rule Development & Implementation provided an update on AB 2766. For more information, please refer to the [Webcast](#) at 31:20:00.

Chair Rodriguez asked for confirmation that 121 tons of emissions reduced correlates to the \$22 million in AB 2766 project spending. Mr. Garcia confirmed the emissions reductions and spending

Councilmember James Breitling asked about requirements for electric vehicle (EV) replacements. Mr. Garcia clarified that the program does not require vehicle scrapping to obtain an EV.

David Rothbart asked about the funding breakdowns in other air districts. Mr. Garcia responded that the \$1.20 collected from each vehicle within South Coast AQMD jurisdiction does not go to other air districts.

Rita Loof asked if the AB 2766 projects had to be related to a mobile source activity. Mr. Garcia stated that projects must be motor vehicle-related to qualify for program funding.

Bill LaMarr asked whether cities are allowed an extended the timeline to implement projects under the program. Mr. Garcia responded that there is no sunset date for using the funds; however, funds are placed in a dedicated city account and are subject to audits. He added that cities receive quarterly distributions and can plan for long-term projects accordingly.

There were no public comments.

For additional details, please refer to the [Webcast](#), beginning at 31:20:00.

Agenda Item #6 – Update on Clean Fuels Annual Report

Vasileios Papapostolou, Planning & Rules Manager, Technology Advancement Office (TAO) presented updates on the Clean Fuels Annual Report, which summarizes the previous year's activities and is submitted annually to the State Legislature. For more information, please refer to the [Webcast](#) at 05:00:00.

Paul Avila asked about long-term funding considering budget cuts and impacts to workforce. Aaron Katzenstein, Deputy Executive Officer, TAO, elaborated that part of the grant awarded is for job creation and the funds do not necessarily stay within Southern California but will go towards manufacturing in other states.

Mr. Rothbart inquired about incentives for private fleets to adopt near zero-emission vehicles. Dr. Katzenstein responded that the Carl Moyer Program supports near zero-emission projects, though some program aspects may be subject to future changes.

Mr. LaMarr asked for examples and details regarding truck trade-ins under the VW Mitigation program. Dr. Katzenstein explained that South Coast AQMD administers funding for scrapping 2010-2012 model year trucks, with funds provided to the purchasers of replacement trucks.

Ms. Loof inquired about locomotives and CARB regulations. Dr. Papapostolou noted that the mobile hydrogen refueler can service marine vessels and locomotives. Ms. Loof also asked about the timeline for INVEST CLEAN; Dr. Papapostolou stated TAO is working on program announcements. Ms. Loof sought clarification on whether air filtration units are only for AB 617 communities. Dr. Katzenstein confirmed that two AB 617 communities used participatory budgeting to request residential air filtration units.

Mr. Breitling asked about the Residential Electric Lawn and Garden program. Dr. Katzenstein noted that the Lawn and Garden exchange program is ongoing and available online.

There were no public comments.

For additional details, please refer to the [Webcast](#), beginning at 05:00:00.

Agenda Item #8 – Public Comment

There were no public comments.

Agenda Item #9 – Next Meeting Date

The next regular LGSBA Advisory Group meeting is scheduled for Friday, August 8, 2025, at 11:30 a.m.

Adjournment

The meeting was adjourned at 12:30 p.m.

 [Back to Agenda](#)

BOARD MEETING DATE: November 7, 2025

AGENDA NO. 23

REPORT: Legislative Committee

SYNOPSIS: The Legislative Committee held a hybrid meeting on Friday, October 10, 2025. The following is a summary of the meeting.

Agenda Item	Recommendation/Action
2026 State and Federal Legislative Guiding Principles	Approve

Receive and file this report and approve agenda items as specified in this letter.

Michael A. Cacciotti, Committee Chair
Legislative Committee

LTO:CG:PFC:DPG:EV:MC

Call to Order

Committee Chair Michael Cacciotti called the meeting to order at 9:01 a.m.

Roll Call

Committee Members

Present: Vice Chair Michael A. Cacciotti, Committee Chair
Supervisor Curt Hagman
Vice Mayor Brenda Olmos

Absent: Councilmember Nithya Raman
Mayor Patricia Lock Dawson
Supervisor V. Manuel Perez

ACTION/DISCUSSION ITEMS:

1. Update on State Legislation Approved or at the Governor's Desk

Carlos Gonzalez, Assistant Deputy Executive Officer, Legislative Public Affairs and Media provided updates on the timeline for the Governor to consider enrolled bills

and on key South Coast AQMD position bills, including: AB 471 (Hart), SB 415 (Reyes) and SB 34 (Richardson).
There was no public comment.

For additional information, please refer to the [Webcast](#) beginning at 3:35.

2. 2026 State Legislative Guiding Principles

Philip Crabbe, Senior Public Affairs Manager, Legislative Public Affairs and Media, presented the proposed South Coast AQMD 2026 State Legislative Guiding Principles.

Staff recommended APPROVAL of the 2026 State Legislative Guiding Principles.

There was no public comment.

For additional information, please refer to the [Webcast](#) beginning at 6:19.

3. 2026 Federal Legislative Guiding Principles

The Committee waived staff presentation of Item 3 and proceeded to vote on Items 2 and 3 simultaneously.

There was no public comment.

Moved by: Supervisor Hagman, Seconded by: Vice Mayor Olmos

Ayes: Cacciotti, Hagman, Olmos

Noes: None

Absent: Lock Dawson, Perez, Raman

For additional information, please refer to the [Webcast](#) beginning at 7:32.

WRITTEN REPORTS/ DISCUSSION ITEMS:

4. Update and Discussion on Federal Legislative Issues

South Coast AQMD's federal legislative consultants (Cassidy & Associates, Carmen Group, and Kadesh) provided written reports on key Washington issues.

Jed Dearborn, Cassidy and Associates, provided an update on the ongoing Congressional deadlock regarding the Fiscal Year 2026 appropriations bills which has led to a federal government shutdown. For additional information, please refer to the [Webcast](#) beginning at 8:30.

Dal Harper, Carmen Group, reported on how federal agencies including U.S. EPA are affected by the federal government shutdown. For additional information, please refer to the [Webcast](#) beginning at 10:15.

Mark Kadesh, Kadesh & Associates, provided an overview of the remaining 2025 congressional schedule. For additional information, please refer to the [Webcast](#) beginning at 11:26.

There was no public comment.

5. Update and Discussion on State Legislative Issues

South Coast AQMD's state legislative consultants (Resolute, Buckley Government Affairs LLC, and Joe A. Gonsalves & Son) provided written reports on key Sacramento issues.

David Quintana, Resolute, reported that Lauren Sanchez has been sworn in as the new Chair of CARB and that Sarah Swig is the new Senior Advisor on Climate in the Governor's office. For additional information, please refer to the [Webcast](#) beginning at 17:50.

Ross Buckley, Buckley Government Affairs LLC, provided an update regarding state budget revenues. Additionally, Mr. Buckley reported on the number of bills signed and vetoed by the Governor and on those still pending with the Governor. For additional information, please refer to the [Webcast](#) beginning at 18:34.

Paul Gonsalves, Joe A. Gonsalves & Son, provided an update on the 2026 California Gubernatorial race. For additional information, please refer to the [Webcast](#) beginning at 20:33.

Vice Chair Cacciotti inquired about the status of SB 34 (Richardson). Mr. Quintana stated that environmental justice organizations, among others, are continuing to oppose the bill and urging the Governor to veto the bill.

There was no public comment.

OTHER MATTERS:

6. Other Business

There was no other business to report.

7. Public Comment Period

There was no public comment.

8. Next Meeting Date

The next regular Legislative Committee meeting is scheduled for Friday, November 14, 2025, at 9:00 a.m.

Adjournment

The meeting was adjourned at 9:35 a.m.

Attachments

1. Attendance Record
2. 2026 State and Federal Guiding Principles
3. Update on Federal Legislative Issues – Written Reports
4. Update on State Legislative Issues – Written Reports

ATTACHMENT 1

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT LEGISLATIVE COMMITTEE MEETING ATTENDANCE RECORD – OCTOBER 10, 2025

Councilmember Michael Cacciotti	South Coast AQMD Board Member
Supervisor Curt Hagman	South Coast AQMD Board Member
Vice Mayor Brenda Olmos	South Coast AQMD Board Member
Guillermo Gonzalez	Board Consultant (Perez)
Chuck Hahn	Board Consultant (Nguyen)
Debra Mendelsohn	Board Consultant (Rodriguez)
Marisela Santana	Board Consultant (Olmos)
Ben Wong	Board Consultant (Cacciotti)
Ross Buckley	Buckley Government Affairs, LLC
Dal Harper	Carmen Group, Inc.
Jed Dearborn	Cassidy & Associates
Paul Gonsalves	Joe A. Gonsalves & Son
Mark Kadesh	Kadesh & Associates
Ben Miller	Kadesh & Associates
David Quintana	Resolute
Todd Campbell	Public Member
Ramine Cromartie	Public Member
Fernando Gaytan	Public Member
Thomas Jelenic	Public Member
Bill LaMarr	Public Member
Jacqueline Moore	Public Member
Eman Nazir	Public Member
Bill Quinn	Public Member
Petter Whittingham	Public Member
Jason Aspell	South Coast AQMD Staff
Barbara Baird	South Coast AQMD Staff
Cathy Bartels	South Coast AQMD Staff
Cindy Bustillos	South Coast AQMD Staff
Lara Brown	South Coast AQMD Staff
Maria Corralejo	South Coast AQMD Staff
Philip Crabbe	South Coast AQMD Staff
Scott Gallegos	South Coast AQMD Staff
Bayron Gilchrist	South Coast AQMD Staff
Carlos Gonzalez	South Coast AQMD Staff
De Groeneveld	South Coast AQMD Staff
Alex Han	South Coast AQMD Staff
Sheri Hanizavareh	South Coast AQMD Staff
Jack Cheng	South Coast AQMD Staff
Nydia Ibarra	South Coast AQMD Staff
Aaron Katzenstein	South Coast AQMD Staff
Angela Kim	South Coast AQMD Staff
Howard Lee	South Coast AQMD Staff
Brisa Lopez	South Coast AQMD Staff
Jason Low	South Coast AQMD Staff

Terrence Mann	South Coast AQMD Staff
Ian McMillan	South Coast AQMD Staff
Nahal Mogharabi	South Coast AQMD Staff
Ron Moskowitz	South Coast AQMD Staff
Ghislain Muberwa	South Coast AQMD Staff
Robert Paud	South Coast AQMD Staff
Payam Pakbin	South Coast AQMD Staff
Denise Peralta	South Coast AQMD Staff
Sarah Rees	South Coast AQMD Staff
Mary Reichert	South Coast AQMD Staff
Lisa Tanaka	South Coast AQMD Staff
Brian Tomasovic	South Coast AQMD Staff
Mei Wang	South Coast AQMD Staff
Victor Yip	South Coast AQMD Staff

ATTACHMENT 2A



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 Guiding Principles for 2026

The following guiding principles 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; state and local agencies; and business, environmental, health, community, and other stakeholders.

Air Quality Funding

Protect and increase existing and identify new funding sources that provide sustainable revenue streams for South Coast AQMD programs and priorities. These funds should support attainment of state and federal ambient air quality standards and reduce toxic air contaminants to protect public health, with a focus on achieving equitable clean air for disproportionately impacted communities. Ensure sufficient administrative and implementation funding to allow the effective execution of clean air programs, projects and overall efforts.

South Coast AQMD Authority / Policy Implementation

Defend and ensure adequate South Coast AQMD authority to raise revenue and impose fees as needed and implement the Board's clean air policies and programs, including those required by state and federal laws, to support Air Quality Management Plans (AQMPs), State Implementation Plans, and Letters of Commitment with U.S. EPA and CARB.

State Support

Ensure that the State does not impose unfunded mandates on South Coast AQMD and does its fair share to reduce air pollution within the South Coast region. State actions needed in support of air quality include, but are not limited to, funding, legislation, regulatory actions, and support by the Administration. In particular, South Coast AQMD requires State action to: 1) Facilitate implementation of applicable South Coast AQMD AQMPs to attain federal ozone and particulate matter air quality standards in accordance with deadlines; 2) Ensure there are sufficient resources to fully implement air district responsibilities and initiatives created through the AB 617 Program; and 3) Maximize funding opportunities from the federal government to the State through public laws, such as the Bipartisan Infrastructure Law and Inflation Reduction Act.

Surface Transportation & Goods Movement

Support and expand policy and funding that promotes air quality priorities as part of the implementation of state and federal surface transportation, infrastructure and goods movement policies and programs, with an emphasis on the development and deployment of the cleanest technologies for medium- and heavy-duty trucks, locomotives, oceangoing vessels, aircraft, and off-road equipment, and a priority for zero-emission technology where commercially viable at scale.

Development and Deployment of Clean Technology

Support and advocate for legislative and administrative policies, programs, and funding, that promote the development and deployment of the cleanest commercially available technologies with prioritization for zero-emission infrastructure, equipment, and vehicles 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.

Impacted Communities

Support and advocate for legislative and administrative 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) prioritize equitable access to zero-emission or cleanest available technologies for over-burdened communities; 3) enhance community participation in decision-making; and 4) provide the resources necessary to fully implement local air districts' responsibilities and initiatives created through the AB 617 Community Air Protection Program, including implementing CARB's blueprint to expand the program to address communities that have been consistently nominated.

Climate Change

Support efforts directing that the Greenhouse Gas Reduction Fund provide funding to maximize criteria pollutant and toxic emission reduction co-benefits that facilitate attainment of clean air standards and reduce public health impacts in the South Coast region, including through the development and deployment of zero-emission or cleanest commercially available vehicles, equipment, and fueling/charging infrastructure, especially as it relates to mobile sources such as medium- and heavy-duty trucks, locomotives, oceangoing vessels, aircraft, and off-road equipment.

Clean Energy

Support legislative and administrative efforts to promote energy efficiency, demand reduction, and reliable, cost effective and clean energy in the South Coast region, especially in disproportionately impacted environmental justice communities. Also, support production and development of renewable and alternative energy, energy storage, and microgrids to reduce emissions from transportation and other sources, such as back-up generators.

Business, Job Creation, Workforce Training & Economy

Support legislative policies and administrative actions that promote job retention and creation, workforce training for zero-emission technologies, 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. Work to ensure job and economic benefits are equitably accessible to environmental justice communities.

Addressing Impacts of Natural and Manmade Events

Support and advocate for legislative and administrative policies, programs, and funding that reduce and/or mitigate air quality-related public health impacts within the South Coast region caused by wildfires, dust/sandstorms, odors, or other events.

Administrative Operations

Support and seek legislative and administrative policies, programs, funding and/or actions that ensure that South Coast AQMD can meet its administrative and operational needs, including, but not limited to, those related to human resources and pensions.

ATTACHMENT 3A



South Coast Air Quality Management District

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

South Coast AQMD's Federal Legislative Guiding Principles for 2026

The following guiding principles are identified to enable South Coast AQMD to seek rules, legislative policies, and funding from the federal government that will help facilitate attainment of National Ambient Air Quality Standards (NAAQS) and the protection of public health in the South Coast region, through practical and innovative strategies. As part of these efforts, it is critical that South Coast AQMD work with and serve as a resource to the Administration and agencies, Congress, business, environmental, health, and community groups, and other stakeholders.

Air Quality Funding (Authorization of Program/Policies and Appropriations of Funds)

Protect and increase existing and seek new funding sources that support South Coast AQMD programs and priorities to reach attainment of state and federal ambient air quality standards and reduce hazardous air pollutants to protect public health. Examples of programs are, but not limited to, Targeted Airshed Grants, Diesel Emissions Reduction Act, Clean Ports, Port Infrastructure Development Program, National Electric Vehicle Infrastructure, Charging and Fueling Infrastructure Grants for Corridors and Communities, Clean Heavy-Duty Trucks, Reduction of Emissions at Port, Section 103/105, Climate Pollution Reduction Grant, and annual Appropriations.

South Coast AQMD Authority / Policy Implementation

Defend and ensure adequate South Coast AQMD authority for implementation of the Board's clean air policies and programs, including those required by the Clean Air Act and other federal and state laws to support Air Quality Management Plans (AQMP), State Implementation Plans, and Letters of Commitment with EPA and CARB

Federal Support -- Clean Air Act, NAAQS, and State Implementation Plan (SIP)

Work to ensure the federal government (Administration, Agencies and Congress) do their fair share to reduce air pollution with a focus on mobile sources, within the South Coast region through funding, regulations, and administration actions. In particular, South Coast AQMD requires federal action to: 1) Maximize funding opportunities under the upcoming 2026 Surface Transportation Reauthorization and other public laws 2) Provide incentive funding, policies, and require regulatory actions sufficient to, in combination with state and local actions, attain NAAQS for ozone by 2031 and 2037 in the South Coast Air Basin, and if standards are not attained due to lack of federal actions, ensure that the Basin is not punished by further sanctions, fees or other penalty for failure to timely attain; 3) Provide support for and protect state and local regulatory authority for nonattainment areas to meet NAAQS for upcoming federal deadlines, and the South Coast AQMD to implement Air Quality Management Plans (AQMPs) and attain federal ozone and particulate matter standards; and, 4) 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.

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- and heavy-duty vehicles and trucks), as well as off-road vehicles (such as ocean-going vessels, locomotives, aircraft, agricultural vehicles, cargo handling equipment, freight handling equipment, and construction equipment).

Technology Advancement

Expand and secure funding, policies, and tax incentives for advanced clean technology research, development, demonstration, and deployment programs, including those related to:

- Zero and near-zero emission technologies for the cleanest vehicles (such as heavy- and medium-duty trucks, locomotives, marine vessels, aircraft, and off-road technologies) and the cleanest stationary sources (heaters, boilers, furnaces, engines, etc.), with prioritization of zero-emission technologies.
- Infrastructure to support zero-emission and near-zero emission technologies, prioritizing zero-emission technologies where available.
- Renewable energy and alternative energy, energy storage, microgrids and other programs, especially as related to electric and hydrogen infrastructure for transportation and emissions reductions from sources such as back-up generators.
- 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 technologies with prioritization for zero-emissions.
- Incentivizing individuals, businesses, states, and local governments to purchase and use advanced clean, zero and near-zero emission technologies.

Impacted Communities

Support legislation and regulatory action that promotes initiatives to reduce localized health risks, develop clean air technologies that directly benefit disproportionately impacted communities, and enhance community participation in decision-making.

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.

Climate Change

Seek to influence climate change initiatives and facilitate their implementation at local levels, including funding, to promote greenhouse gas and criteria pollutant emission reductions to achieve the NAAQS and to reduce air toxic emissions, consistent with the Board's policy.

Clean Energy

Support legislative and administrative efforts to promote energy efficiency, demand reduction, and reliable, cost effective and clean energy in the South Coast region, especially in disproportionately impacted communities. Also, support production and development of renewable and alternative energy, energy storage, and microgrids to reduce emissions from transportation and other sources, such as back-up generators.

Business, Job Creation, Workforce Training & Economy

Support legislation, policies or administrative actions that support and assist the regulated community in complying 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.

Addressing Impacts of Natural and Manmade Events

Support and advocate for legislative and administrative policies, programs, and funding that reduce and/or mitigate air quality-related public health impacts within the South Coast region caused by wildfires, dust/sandstorms, odors, or other events.

Administrative Operations

Support and seek legislative and administrative policies, programs, funding and/or actions that ensure that South Coast AQMD can meet its administrative and operational needs related to human resources, health and safety, or other employment related issues.

ATTACHMENT 4A



To: South Coast Air Quality Management District
From: Cassidy & Associates
Date: September 23, 2025
Re: September Report

HOUSE/SENATE

Congress

Lawmakers continue to negotiate Fiscal Year (FY) 2026 appropriations before the end of the fiscal year on September 30. On September 19, the House passed a Continuing Resolution (CR) that would extend government funding at current levels through November 21, 2025. The CR was developed by Republicans without Democratic input, and the vote tally fell largely along partisan lines, with two Republicans joining Democrats to vote against the measure and a lone Democrat voting in favor. The Senate rejected two different CRs – the House-passed GOP version, as well as a competing CR crafted by Senate Democrats. Two Senate Republicans voted against the House-passed CR, Sen. Rand Paul (R-KY) and Lisa Murkowski (R-AK), while Sen. John Fetterman (D-PA) was the only Democrat to vote in favor. The Democratic version of the CR extended Affordable Care Act enhanced premium tax credits that are set to expire at the end of the year and reversed Medicaid cuts enacted through the One Big Beautiful Bill Act. The House and Senate are due to be in recess the week of September 22, but their next steps are uncertain without a clear path to funding the government before October 1.

The House passed the FY26 National Defense Authorization Act on September 10, while the Senate continues negotiations on amendments. Earlier this month, the Senate voted to change its rules to allow for en bloc nomination votes and confirmed a wide-ranging group of nominations including Environmental Protection Agency (EPA) officials. The House Energy and Commerce Committee held a hearing on permitting reform under the Clean Air Act.

EPA

On September 18, EPA Administrator Lee Zeldin announced the agency's intent to prioritize new chemicals needed for AI data centers or related manufacturing under Toxic Substances Control Act (TSCA) review requirements. EPA was directed to expedite permitting for AI data centers and related infrastructure under TSCA by Executive Order 14318. EPA inherited a backlog of new chemical reviews from the Biden Administration, and the change will speed up the review process for these critical chemicals. The changes apply to new chemicals submitted for review on or after September 29, 2025. Read more [here](#).

On September 17, EPA announced that it will retain the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) hazardous substance designation for perfluorooctanoic acid (PFOA) and perfluorooctanesulfonic acid (PFOS) that became effective on July 8, 2024. EPA also announced its intention to initiate a future rulemaking to establish a framework governing designation of hazardous substances under Section 102(a) of CERCLA. CERCLA designation imposes liability on entities that release the substance into the environment. EPA also recommended a statutory change to ensure passive receivers are not liable for the actions of other entities. Read more [here](#).

On September 16, EPA issued a supplemental notice of proposed rulemaking (SNPR) to revise proposed "Set 2" renewable volume requirements for 2026 and 2027 under the Renewable Fuel Standard (RFS). EPA released proposed RFS volume requirements for 2026 and 2027 in June. The SNPR incorporates the small refinery exemption (SRE) decisions issued by EPA last month that exempted certain volumes of gasoline and diesel for the 2023 and 2024 compliance years. EPA stated that the action demonstrates the Administration's commitment to supporting biofuels. Read more [here](#).

On September 15, EPA issued a Clean Air Act (CAA) permit for the proposed offshore Texas GulfLink deepwater port. The permit authorizes an offshore support vessel to control volatile organic compound emissions at the port in the first use of this kind of vapor capture and control technology with a large crude oil carrier. The port is expected to load crude carriers up to 85,000 barrels per hour. The permit is valid for five years and includes monitoring and reporting requirements. The approval is the first deepwater port permit issued during President Trump's second term. Read more [here](#).

On September 9, EPA announced new guidance on New Source Review (NSR) preconstruction permitting requirements. The NSR program requires certain stationary sources to obtain Clean

Air Act permits prior to commence construction, but EPA's changes will allow industrial facilities and power plants to begin certain construction activities before obtaining a permit. EPA will propose and finalize a rulemaking in 2026 to revise the definition of "begin actual construction," while providing guidance on a case-by-case basis in the meantime. The changes are expected to expedite construction of essential power generation and industrial facilities. Read more [here](#).

Cassidy and Associates support in September:

- Provided guidance for the FY 26 appropriations process, including report language for non-attainment areas;
- Updated AQMD staff on surface transportation reauthorization;
- Tracked energy and environment amendments for the NDAA process;
- Continued conversations on permitting reform efforts in Congress and the Administration;
- Worked with SCAQMD staff to strategize on future DC outreach and plan for DC visits; and
- Participated in weekly strategy sessions with SCAQMD staff.

IMPORTANT LEGISLATIVE DATES

September 30, 2025: Deadline to fund the federal government.

September 30, 2025: The Farm Bill, an omnibus package of legislation that supports US agriculture and food industries, expired in 2023. The bill is reauthorized on a five-year cycle.

December 31, 2025: National Defense Authorization Act, which authorizes and funds specialized Department of Defense (DoD) programs and sets the DoD's policy agenda each year.

ATTACHMENT 4B



Carmen Group
I N C O R P O R A T E D

To: South Coast AQMD Legislative Committee

From: Carmen Group

Date: September 23, 2025

Re: Federal Update -- Executive Branch

Congress: As September drew to close, partisan passions in Congress remained high and hopes to avoid an Oct. 1 government shutdown seemed dim. Ten days before the Sept. 30 deadline, the Republican House voted 217-212 to pass a continuing resolution (CR) to maintain current funding levels through Nov. 21. This was then immediately rejected in the Senate where Democratic leaders insisted that billions of dollars would have to be added to the two-month stop-gap measure to address their health care and other policy demands in order to secure the 60 votes needed for passage. Meanwhile, the House went into recess till after Oct. 1 in an attempt to jam the Senate, where seven or eight Democrat votes would still be needed to approve the House-passed CR.

Permitting: In September, the House Energy & Commerce Subcommittee on Environment held a hearing on *Permitting Reform under the Clean Air Act*, focused on possible reforms contained in five pending bills. Discussion at the hearing fell largely along partisan lines with little indication that that any of the bills would have enough support to be passed in the near term.

Environmental Protection Agency

EPA Proposes to End GHG Reporting Program: In September, the EPA announced a proposed [rule](#) to end the Greenhouse Gas Reporting Program (GHGRP) which requires over 8,000 facilities and suppliers in the U.S. to annually calculate and submit their GHG emissions. The agency said the action would save American businesses up to \$2.4 billion in regulatory costs and that unlike other mandatory data collections under the Clean Air Act, the GHGRP is not directly related to a potential regulation and has no material impact on improving human health and the environment. Comments due Nov. 3, 2025.

EPA's Termination of GGRF Grants Upheld in District Court Ruling: In September, the US Court of Appeals for the District of Columbia affirmed the EPA's termination of Greenhouse Gas Reduction Fund (GGRF) grants which EPA Administrator Lee Zeldin said had "*well documented concerns about self-dealing and conflicts of interest, unqualified recipients, and intentionally reduced agency oversight.*"

Zeldin Highlights Cutting Red Tape for AI Infrastructure Projects: In September, EPA Administrator Lee Zeldin led a roundtable discussion at the White House highlighting EPAs role advancing artificial intelligence (AI) innovation and AI data

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centers. Here is a relevant excerpt from his comments: *“To pave the path for power plant and high-voltage equipment expansion, EPA is clarifying the air permitting process. Our previous air quality permit guidance hadn’t been updated since before modern technology emerged, when AI, semiconductor manufacturing and medical manufacturing were in their infancy. EPA has developed a new Office of State Air Partnerships within the Office of Air and Radiation to improve state implementation plans and resolve air permitting concerns more quickly, and we are refreshing New Source Review rules.”*

EPA Announces New Guidance on NSR Requirements: In September, EPA put out [new guidance](#) on New Source Review preconstruction permitting requirements designed to provide more clarity and flexibility for obtaining a Clean Air Act construction permit necessary for the buildout of new essential power generation.

Department of Transportation

DOT Redirects Wind Project Funding to Ports and Shipbuilding: In late August, the Department of Transportation withdrew or terminated a total of \$679 million in grant funding for 12 offshore wind projects that are being ended, and announced that, where possible, funding from these projects will be re-competed to address critical port upgrades, shipbuilding and other maritime infrastructure needs. The wind energy projects in question, approved during the previous administration, included 11 with grants from the Port Infrastructure Development Program (PIDP) and one from the Nationally Significant Freight and Highway Projects (INFRA) program.

DOT Cancels Additional California High Speed Rail-Related Projects: After terminating \$4 billion in federal grants for the California High Speed Rail Project in July, the Federal Railroad Administration (FRA) announced in August that four related projects totaling approximately \$175 million were also being terminated and the funds being reprioritized for what they called other “better-managed” passenger rail projects.

FRA Announces Funds Available for Passenger Rail Projects: In September, the FRA announced the availability of more than \$5 billion for projects to enhance safety on intercity passenger rail networks under the National Rail Partnership Program. The funding includes approximately \$2.4 billion in de-obligated funds from the California High Speed Rail project. Applications due January 7, 2026.

Notable DOT Appointment:

Sean McMaster, *FHWA Administrator* – Confirmed by Senate.

Outreach: In September, Carmen Group was in touch with congressional staff and business group representatives on appropriations and a possible government shutdown, permitting reform, and transportation reauthorization issues.

###

KADESH & ASSOCIATES

South Coast AQMD Report for the October 2025
Legislative Meeting covering September 2025
Kadesh & Associates

As predicted last month, the FY26 appropriations process appears to be going down to the wire. No substantive discussions have taken place between the parties, and as of the time of this report, the only scheduled meeting between House/Senate Democratic leadership and the White House has just been canceled.

The week of September 15, House Republican leadership introduced a relatively “clean” Continuing Resolution (CR), extending federal funding through the week before Thanksgiving, and adding additional funds for Member security in the wake of the Charlie Kirk shooting. (Democrats had been calling for an extension of health insurance subsidies but this was not included.) The House approved its CR by a near-party-line vote of 217-212, and then headed to the airport for a week-long scheduled recess. Prior to leaving for the week, House leadership announced the cancellation of previously-scheduled session days on September 29-30. This was seen by all as an effort to “jam” the Senate with the House CR: any changes made by the Senate would not even be considered by the other chamber.

Senate leadership then quickly called up both the House-passed bill and a Democratic alternative in order to test (or more accurately, demonstrate) their levels of support. Both votes were subject to 60 vote thresholds and neither came close to passage. The Senate then recessed and, as of now, is not set to return until September 29.

Democratic leaders Schumer and Jeffries called for a meeting with President Trump to resolve the end-of-year funding stalemate. While this meeting could not resolve all outstanding issues, scheduling such a meeting would recognize the fundamental dilemma: an all-Republican federal government can set the agenda, but a 60-vote threshold in the Senate requires at least some Democratic buy-in for a final deal.

Republican leaders Johnson and Thune, however, convinced President Trump to cancel the meeting with Schumer and Jeffries. As of September 23, both chambers are in recess. Clearly, schedules can change and there is still a week until the deadline of midnight on September 30, but the dynamic is getting worse, not better: all sides are digging in.

Kadesh & Associates Activity Summary-

-Worked with South Coast AQMD and the congressional delegation on funding implications of FY26 appropriations and other legislative developments.

Contacts: Contacts included staff and Members throughout the CA delegation, Senate offices, and members of key committees.

South Coast Air Quality Management District

Legislative and Regulatory Update – September 2025

❖ Important Upcoming Dates

October 13, 2025 – Last day for Governor to Sign or Veto Legislation at his desk

❖ RESOLUTE Actions on Behalf of South Coast AQMD. RESOLUTE partners David Quintana, and Alfredo Arredondo continued their representation of South Coast AQMD before the State's Legislative and Executive branches. Selected highlights of our recent advocacy include:

- Provided ongoing updates as the policy committees have been hearing bills.
- Followed up on bills for the 2025 legislative session, including for South Coast AQMD sponsored legislation.
- Arranged meetings with key legislators and Governor's Staff on behalf of South Coast AQMD.

❖ AB 907 (Chen). Assemblymember Philip Chen introduced AB 907, sponsored legislation for South Coast AQMD, dealing with the inequity of pay for air district board members appointed to serve on the CA Air Resources Board.

AB 907 was heard on the Assembly Floor on June 3rd, and Passed.

Ayes: 49

Noes: 6

Abstained: 24

The bill has been referred to Senate Environmental Quality Committee. The bill has been made into a 2-year bill.

❖ Energy and Affordability Package. The Legislature passed a package of bills including Cap-and-Trade Reauthorization, Oil Development Streamlining, Grid Regionalization, and other related bills on Saturday September 13th.

The Governor signed the following bills in the package on September 19th:

- AB 825 by Assemblymember Cottie Petrie-Norris (D-Irvine): Independent System Operator: independent regional organization
- AB 1207 by Assemblymember Jacqui Irwin (D-Thousand Oaks): Climate change: market-based compliance mechanism: extension
- SB 237 by Senator Tim Grayson (D-Concord): Oil spill prevention: gasoline specifications: suspension: California Environmental Quality Act: exemptions: County of Kern: transportation fuels assessment: coastal resources
- SB 254 by Senator Josh Becker (D-Menlo Park): Energy
- SB 352 by Senator Eloise Gómez Reyes (D-Colton): Environmental justice: Department of Justice: Bureau of Environmental Justice: community air monitoring
- SB 840 by Senator Monique Limón (D-Santa Barbara): Greenhouse gases: Greenhouse Gas Reduction Fund: studies

ATTACHMENT 5B

South Coast AQMD, Legislative Committee Report

Buckley Government Affairs LLC

October 10, 2025

Legislative Session Update

The California Legislature adjourned the 2025 session in the late afternoon of Saturday, September 13, following an unanticipated extension beyond the planned Friday evening adjournment. Both houses worked until the early morning hours on Saturday and reconvened Saturday morning to complete their remaining business. The schedule extension reflected the need to finalize several late-breaking agreements that fell outside the 72-hour in-print rule.

The most significant agreement was on an affordability and climate-resilience package centered around the extension of California's Cap-and-Invest program through 2045. The package also delivers the largest electricity bill refunds in a decade—up to \$60 billion—via a record boost to the California Climate Credit, stabilizes the gasoline market to avert price spikes, accelerates clean-energy project delivery, and strengthens grid reliability. For South Coast AQMD, the final deal included \$250 million annually for the AB 617 program.

Upon signing the bills into law the following week, the Governor emphasized that the package strengthens California's standing as a global climate leader while maintaining affordability and reliability. He cited measurable progress: statewide greenhouse-gas emissions are down 20% from 2000 even as GDP has grown nearly 80%; in 2023, two-thirds of the state's electricity came from clean resources, and California reached 100% clean power for portions of most every day this year.

Governor Newsom now has until Monday, October 13 to sign or veto the measures that reached his desk. Because the Legislature adjourned one day later than anticipated, the 30-day post-adjournment period extends by an additional day. In recent years, the most cited reason for a veto has been state cost pressures, particularly proposals that create new, unfunded, or ongoing General Fund obligations.

Budget Update

In the final week of session, the Legislature approved several budget measures, with SB 105 serving as the primary vehicle for the end-of-session adjustments. The bill appropriates \$100 million to the AB 617 Community Air Protection Program, which was not funded in the June budget, and provides an additional \$25 million for the Clean Cars 4 All program to backfill air districts that have exhausted their allocations due to high demand.

For next year's budget, the August 2025 General Fund revenues exceeded Department of Finance projections by \$1.7 billion. More than half of the gain reflects stronger personal income tax withholding—likely tied to stock-based compensation—while corporation tax refunds and payments were nearly \$300 million above forecast. This is a promising update, however in the coming weeks the budget will be influenced by the income-tax filing deadline for all Los Angeles County taxpayers of October 15 due to January wildfires.

ATTACHMENT 5C



Joe A. Gonsalves & Son

Anthony D. Gonsalves

Jason A. Gonsalves

Paul A. Gonsalves

PROFESSIONAL LEGISLATIVE REPRESENTATION

925 L ST. · SUITE 250 · SACRAMENTO, CA 95814-3766

916 441-8597 · FAX 916 441-5061

Email: gonsalves@gonsalvi.com

TO: South Coast AQMD

FROM: Anthony, Jason & Paul Gonsalves

SUBJECT: Legislative Update – September 2025

DATE: Tuesday, September 23, 2025

The California State Legislature has officially adjourned its 2025 legislative session and will return to Sacramento in January 2026 for the second half of this two-year session. With next year being a campaign year for all members of the Assembly and half of the members of the Senate, legislators are sure to be working hard in their districts this interim in anticipation of such.

Originally, the Legislature was scheduled to adjourn on September 12; however, due to late amendments to numerous Cap-and-Trade bills coupled with the 72-hour print rule, legislators waived the rules to make final adjournment on September 13 to hear those bills. The deadline for the end of session is different between the first year and second year. The first year, as mentioned, is a rule of the houses that can be waived. The second year, which will start in January, has a constitutional deadline of August 31.

This year, the Legislature introduced 2,833 bills, 1,777 in the Assembly and 1,056 in the Senate. Of those introduced, 418 have already been signed by the Governor, 1 has been vetoed by the Governor, 805 are before the Governor for his consideration, 1,014 are 2-year bills, and 595 are dead. The Governor, who originally had until October 12th, now has until October 13 to act on the 805 bills before him.

The following will provide you with updates of interest to the District:

CAP-AND-TRADE/AB 617

The Governor, Legislative Leaders, and other stakeholders were able to reach an agreement on extending cap-and-trade, now coined the “Cap and Invest” program. Most importantly, the Cap-and-Trade program has been extended 15 years from its initial sunset date in 2030, now to 2045. Additionally, we are pleased to report that the package of Cap-and-Trade bills and budget trailer bills adopted at the end of session included \$100 million for AB 617 this year and a continuous appropriation of \$250 million for the next 20 years!

The following will provide you with a summary of the Cap-and-Trade bill package, all of which the Governor has already signed into law:

- SB 105 (Committee on Budget) is a budget trailer bill that makes numerous changes to the budget that was adopted over the summer. Most importantly, SB 105 allocates \$100 million to the AB 617 community emissions reduction program for this year.
- AB 1207 (Irwin) is the primary vehicle for this program, extending and rebranding the program. This bill also makes a significant change to how offsets are managed. It places offsets "under the cap," meaning that for every offset used for compliance, an equivalent number of allowances are retired from the program's overall budget in the following year. This is intended to ensure that the use of offsets does not undermine the overall emissions cap. The bill also maintains the current limits on offset usage at no more than 6% of a covered entity's compliance obligation after 2030. AB 1207 also provides various mechanisms for consumer protection and overall transparency.
- SB 840 (Limón) outlines how the revenue from the program will be spent. The bill continuously appropriates \$250 million annually to the AB 617 community emissions reduction program starting next year through 2045. The bill also guarantees \$1 billion per year for the state's high-speed rail project and another \$1 billion annually for lawmakers to direct toward other priorities like clean transportation, wildfire prevention, and clean energy.
- AB 825 (Petrie-Norris/Becker) intends to enable California's participation in a voluntary, multi-state regional electricity market, among other provisions. This is a key part of the "Pathways Initiative," which seeks to improve grid reliability and lower electricity costs by sharing clean energy resources across the Western United States.
- SB 254 (Petrie-Norris/Becker) seeks to lower costs for ratepayers and improve utility oversight, particularly concerning wildfire mitigation and grid investments.
- SB 237 (Grayson/Wilson) takes a number of steps to stabilize the fuel market and increase in-state oil production. It is a direct response to concerns about high gasoline prices and the potential for supply shortages as refineries close.
- SB 352 (Reyes) establishes the Bureau of Environmental Justice within the Department of Justice and sets requirements for community air monitoring systems (CAMS) managed by CARB, including a minimum five-year operation period (subject to funding), updates to monitoring plans every five years beginning in 2026, and continued data collection from air districts when funding is available. It further requires CARB, in consultation with districts, to submit annual reports to the Legislature detailing implementation status, best practices, lessons learned, enforcement activities, outcome data, and expenditures. Finally, the bill requires CARB leadership and district executives to appear before legislative committees upon request to present progress on these efforts.

CALIFORNIA AIR RESOURCES BOARD – NEW CHAIR

On September 15, Governor Newsom announced that California Air Resources Board (CARB) Chair Liane Randolph will retire from state service effective September 30, 2025. The Governor has appointed Lauren Sanchez, Senior Advisor to the Governor for Climate, to serve as the next Chair of CARB.

Under Randolph's leadership, CARB strengthened its focus on communities most burdened by air pollution and advanced landmark environmental and climate policies. Major accomplishments include adoption of the 2022 Scoping Plan charting California's path to carbon neutrality by 2045 and implementation of Governor Newsom's 2020 executive order accelerating the transition to zero-emission vehicles.

Randolph's career in public service spans more than two decades, including roles as Commissioner at the California Public Utilities Commission (2015–2021), Deputy Secretary and General Counsel at the California Natural Resources Agency (2011–2014), and Chair of the California Fair Political Practices Commission (2003–2007). Lauren Sanchez will assume her new role as CARB Chair on October 1, 2025, filling the remainder of Randolph's term, which runs through December 2026. Her appointment is subject to Senate confirmation.

SENATE PRESIDENT PRO TEMPORE LIMON

California State Senator Monique Limón will assume the role of Senate President Pro Tempore earlier than anticipated, following an abrupt announcement by current Pro Tem Mike McGuire. Limón, who was originally set to take over in early 2026, will now step into the leadership position on November 17, 2025, after Senate Democrats, who had already elected her as the next Pro Tem back in June, pressed for Pro Tem McGuire's early departure. The shift comes amid frustrations from some Senators over McGuire's handling of legislation, state spending directed to his district, and contentious policy negotiations. On September 11, 2025, as lawmakers worked through hundreds of bills, Senate President Pro Tem McGuire announced the leadership change on the Senate floor, and Senators voted unanimously to approve the transition.

With a new Senate President Pro Tem comes a lot of changes to the Senate. There will be a new Senate leadership team under Senate President Pro Tem elect Limon, new Senate Committee Chairs, and the makeup of the Senate Committee Members will change. This means 2026 will be another year of educating the Senators, in their new roles, of the priorities of the District.

ZERO EMISSION VEHICLES

On September 23, Governor Newsom announced that sales of zero-emission medium- and heavy-duty vehicles in California reached record levels in 2024. Manufacturers reported 30,026 new zero-emission trucks, buses, and vans sold, representing nearly 23% of all new Class 2b–8 vehicle sales. This figure is more than double the minimum requirement for the 2024 model year and marks the fourth straight year of sales growth. Since 2021, over 57,000 zero-emission vehicles (ZEVs) have been sold in this market.

The Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) continues to drive adoption. Funded primarily through Cap-and-Trade, HVIP provides point-of-sale discounts to fleets and businesses. Demand for incentives hit a new high in 2024, with requests surging 177% over 2023 and nearly \$200 million sought on the first day applications opened. In February alone, \$31 million supported more than 200 new vehicles.

Since its launch in 2009, HVIP has:

- Invested \$820 million to deploy more than 10,500 vehicles across 2,000 fleets.
- Helped vehicles log 340 million clean miles, cutting emissions statewide.
- Supported 167 advanced vehicle models with strong participation from public agencies and small businesses (81% of orders).

- Enabled record demand, with 5,000 vehicles currently in production.

Additional funding opportunities are forthcoming, including \$30 million for the Innovative Small e-Fleet Pilot Project and added incentives for drayage truck purchasers at the Ports of Los Angeles and Long Beach.

EV CHARGING NETWORK

On September 24, Governor Newsom announced that California now has 201,180 fully public and shared electric vehicle (EV) charging ports, surpassing the number of gasoline nozzles statewide by 68%, according to the California Energy Commission. Public chargers are increasingly located at grocery stores, parking lots, and gas stations, while shared chargers serve apartments, workplaces, and other facilities. This is in addition to an estimated 800,000 home-installed chargers across the state.

The announcement follows new data showing record growth in clean truck sales, with nearly 1 in 4 new trucks sold in 2024 being zero-emission. California also reported 20,093 charging and hydrogen fueling points for medium- and heavy-duty vehicles, a 23% increase since February.

State agencies continue to accelerate EV adoption and infrastructure through grants, fast-charging investments, and the development of a comprehensive Zero-Emission Vehicle Infrastructure Plan. Efforts include expanding access in low-income and rural communities, establishing charger reliability standards, and preparing the grid for rising demand.

While federal tax credits of up to \$7,500 for new EVs and \$4,000 for used EVs remain available until September 30, California is advancing its own policies to support the transition. Officials note that although trucks account for just 6% of vehicles on state roads, they produce over 35% of transportation-related emissions, making charging infrastructure critical to achieving clean air and climate goals.

2025 LEGISLATIVE DEADLINES

Sept. 2-13: Floor session only. No committees may meet for any purpose, except Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees

Sept. 5: Last day to amend on the Floor

Sept. 13: Last day for each house to pass bills. Interim Recess begins upon adjournment

Oct. 13: Last day for Governor to act on bills.

 [Back to Agenda](#)

BOARD MEETING DATE: November 7, 2025

AGENDA NO. 24

REPORT: Mobile Source Committee

SYNOPSIS: The Mobile Source Committee held a hybrid meeting on Friday, October 17, 2025. The following is a summary of the meeting.

RECOMMENDED ACTION:
Receive and file.

Chair Vanessa Delgado, Committee Chair
Mobile Source Committee

SLR:ja

Call to Order

Chair Delgado called the meeting to order at 8:59 a.m.

ROLL CALL

Committee Members

Present: Chair Vanessa Delgado, Committee Chair
Supervisor Holly J. Mitchell, Committee Vice Chair
Supervisor V. Manuel Perez
Councilmember Nithya Raman

Absent: Mayor Pro Tem Larry McCallon
Mayor Pro Tem Carlos Rodriguez

For additional details, please refer to the [Webcast](#).

Informational Item (Item 1):

- 1. Presentations from Southern California Edison (SCE), Los Angeles Department of Water and Power (LADWP), and the Southern California Association of Governments (SCAG) on Zero Emissions Charging and Fueling Infrastructure**

Chanel Parson from SCE, Jason Hills from LADWP, and Jonathan Raspa from SCAG provided presentations discussing their recent efforts on developing charging

and fueling infrastructure for zero emissions vehicles. For additional details, please refer to the [Webcast](#) beginning at 00:03:50.

Councilmember Raman asked the SCAG representative how the study data can be made available for the utilities and how the Olympics will impact timelines for LADWP.

Mr. Raspa responded that the utilities have representatives on their Technical Advisory Committee and they are working together to provide this information to these and other partner agencies to eliminate research redundancy. For additional details, please refer to the [Webcast](#) beginning at 01:03:20.

Mr. Hills responded that LADWP is working on contracting resources to mitigate delays in goals and will communicate any delays to the city. For additional details, please refer to the [Webcast](#) beginning at 01:06:30.

Supervisor Mitchell asked if there are potential policy changes that could be implemented to avoid delays in infrastructure deployments and asked who is responsible for educating end users on future capacity needs and planning.

Ms. Parson stated that infrastructure equipment supply chains had in the past been their biggest bottleneck but today they are more comfortable with equipment provision timelines, and that the various jurisdictions' permitting processes are taken into consideration.

Mr. Raspa commented that SCAG has learned that the scale of communication challenges changes city by city in terms of approach to infrastructure development and readiness to understand the challenges involved. Mr. Raspa also noted that permit streamlining legislation has been adopted by the state but communication on the changes authorized by the legislation is still ongoing.

Supervisor Mitchell presented a follow-up question on the need for coordination between the Port of LA and LADWP and how this can be improved.

Mr. Hills expressed comfort with how the communication process has improved over the past two years. For additional details, please refer to the [Webcast](#) beginning at 01:08:00.

Supervisor Perez asked for ongoing discussion with the utilities, and for agencies not included in today's discussion that affect the district's authority area, such as Imperial Irrigation District to be considered in planning. For additional details, please refer to the [Webcast](#) beginning at 01:14:15.

Chair Delgado expressed a desire to have this information presented and discussed during the Board retreat. For additional details, please refer to the [Webcast](#) beginning at 01:17:00.

Al Sattler, public member, commented about the possibility of in-Basin solar power generation and the role of the Clean Power Alliance.

At the Chair's request, Executive Officer Wayne Natri responded that staff would reach out to Mr. Sattler offline. For additional details, please refer to the [Webcast](#) beginning at 01:17:43.

WRITTEN REPORTS (Items 2-4):

2. Rule 2305 Implementation Status Report: Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program

This item was received and filed.

3. Rule 2202 Activity Report: Rule 2202 Summary Status Report

This item was received and filed.

4. Intergovernmental Review of Environmental Documents and CEQA Lead Agency Projects

This item was received and filed.

OTHER MATTERS:

5. Other Business

There was no other business to report.

6. Public Comment Period

There were seven public comments related to the Draft Cooperative Agreement between South Coast AQMD and the Ports of Long Beach and Los Angeles, including six who were opposed and one who supported the agreement. For additional details, please refer to the [webcast](#) beginning at 01:22:07.

Commenters who opposed the Potential Cooperative Agreement:

Fernando Gaytan, Earthjustice

Antonio Torres, UC Riverside

Marlin Vargas, Long Beach Alliance for Children with Asthma

Theral Golden, West Long Beach Association

Al Sattler, Public Member

Fernando Duarte, People's Collective for Environmental Justice

Commenter in support of the Potential Cooperative Agreement:
Thomas Jelenic, PMSA

7. Next Meeting Date

The next regular Mobile Source Committee meeting is scheduled for Friday, November 21, 2025 at 9:00 a.m.

Adjournment

The meeting adjourned at 10:34 a.m.

Attachments

1. Attendance Record
2. Rule 2305 Implementation Status Report: Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program
3. Rule 2202 Activity Report: Rule 2202 Summary Status Report – Written Report
4. Intergovernmental Review of Environmental Documents and CEQA Lead Agency Projects – Written Report

ATTACHMENT 1

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT MOBILE SOURCE COMMITTEE MEETING

Attendance – October 17, 2025

Senator (Ret.) Vanessa Delgado	South Coast AQMD Board Member
Supervisor Holly J. Mitchell	South Coast AQMD Board Member
Supervisor V. Manuel Perez	South Coast AQMD Board Member
Councilmember Nithya Raman	South Coast AQMD Board Member
Charles Hahn	Board Consultant (Nguyen)
Sandra Hernandez	Board Consultant (Delgado)
Guillermo Gonzalez	Board Consultant (Perez)
Jackson Guze	Board Consultant (Raman)
Loraine Lundquist	Board Consultant (Mitchell)
Debra Mendelsohn	Board Consultant (McCallon/Rodriguez)
Emil Abdelshehid	LADWP
Luis Alandette	City of Los Angeles
Ari Altman	SCE
Whitney Amaya	EYCEJ
Jan Victor Andasan	EYCEJ
Sylvia Betancourt	LBACA
Jennifer Cardenas	Sierra Club
Dori Chandler	Coalition for Clean Air
Chris Chavez	Coalition for Clean Air
Curtis Coleman	Southern CA Air Quality Alliance
Ramine Cromartie	WSPA
Muhammad Dayhim	SCE
Marlin Dawoodjee Vargas	LBACA
Kiera Dixon	Ramboll
Alexis Gaxiola	Public Member
Fernando Gaytan	Earthjustice
Theral Golden	West Long Beach Association
Jason Hills	LADWP
Justin Hwang	CARB
Thomas Jelenic	PMSA
Bill LaMarr	CSBA
Artie Mandel	POLA
Fernando Marquez Duarte	PCEJ
Erick Martell	City of Los Angeles
Eman Nazir	Coachella Valley Assoc. of Governments
Hadley Nolan	SoCalGas
Marven Norman	CCAEJ
Chanel Parson	SCE
Bethmarie Quiambao	SCE
Bill Quinn	CCEEB

Jonathan Raspa	SCAG
Nicole Rice	CRTA
David Rothbart	LACSD
Al Sattler	Public Member
Patty Senecal	WSPA
Heather Tomley	POLB
Antonio Torres	UC Riverside
Paola Vargas	EYCEJ
Peter Whittingham	Whittingham Public Affairs Advisors

Jacob Allen	South Coast AQMD Staff
Debra Ashby	South Coast AQMD Staff
Jason Aspell	South Coast AQMD Staff
Cesar Ayala	South Coast AQMD Staff
Barbara Baird	South Coast AQMD Staff
Cathy Bartels	South Coast AQMD Staff
Cindy Bustillos	South Coast AQMD Staff
Philip Crabbe III	South Coast AQMD Staff
Scott Gallegos	South Coast AQMD Staff
Bayron Gilchrist	South Coast AQMD Staff
Carlos Gonzalez	South Coast AQMD Staff
Alex Han	South Coast AQMD Staff
Dillon Harris	South Coast AQMD Staff
Anissa Heard-Johnson	South Coast AQMD Staff
Aaron Katzenstein	South Coast AQMD Staff
Brandee Keith	South Coast AQMD Staff
Angela Kim	South Coast AQMD Staff
Ricky Lai	South Coast AQMD Staff
Howard Lee	South Coast AQMD Staff
Hay Lo	South Coast AQMD Staff
Jason Low	South Coast AQMD Staff
Paul Macias	South Coast AQMD Staff
Ian MacMillan	South Coast AQMD Staff
Terrence Mann	South Coast AQMD Staff
Victoria Moaveni	South Coast AQMD Staff
Ron Moskowitz	South Coast AQMD Staff
Ghislain Muberwa	South Coast AQMD Staff
Susan Nakamura	South Coast AQMD Staff
Wayne Nastri	South Coast AQMD Staff
Robert Paud	South Coast AQMD Staff
Sarah Rees	South Coast AQMD Staff
Aisha Reyes	South Coast AQMD Staff
Penny Shaw Cedillo	South Coast AQMD Staff
Melanie Soriano	South Coast AQMD Staff
Lisa Tanaka	South Coast AQMD Staff
Brian Tomasovic	South Coast AQMD Staff
Carolina Vargas	South Coast AQMD Staff
Mei Wang	South Coast AQMD Staff

Victor YipSouth Coast AQMD Staff



South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765
(909) 396-2000, www.aqmd.gov

Rule 2305 Implementation Status Report:
Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program

September 1, 2025 to September 30, 2025

1. Implementation and Outreach Activities:

Activity	Since Last Report	Since Rule Adoption
Calls and Emails to WAIRE Program Hotline (909-396-3140) and Helpdesk (waire-program@aqmd.gov)	246	18,495
Views of Compliance Training Videos (outside of webinars)	54	7,817
Notices Sent to Email Subscribers with Information About WAIRE Program Resources	0	117,098
Visits to www.aqmd.gov/waire	1,397	105,737
Warehouse Locations Visited In-Person	38	4,829
Presentations to Stakeholders*	0	151

2. Highlights of Recent Implementation and Enforcement Activities

- **WAIRE Reports.** A total of 3,172 Annual WAIRE Reports (AWRs) were submitted by warehouse operators for the 2022, 2023, and 2024 compliance periods as of September 30, 2025. To date, a total of about 1,208,337 WAIRE Points have been earned in AWRs and Early Action AWRs for the 2021, 2022, 2023, and 2024 compliance periods, far exceeding the total WAIRE Points Compliance Obligation (WPCO) of about 384,390 points reported by these entities. The excess points may be banked by the warehouse operators for future compliance. For more details, please see the AWR Reporting Rate Summary table below.
- **Estimated Emission Reductions.** The most recent Annual Report, published in October 2024, found that a cumulative total of 714,590 WAIRE Points had been earned through compliance year 2023. This resulted in an estimated 613 tons of total NO_x reductions to date for compliance years 2021 through 2024. If the same ratio of WAIRE Points to NO_x reductions has held steady since the most recent Annual Report, the total number of WAIRE Points reflected in this monthly report would translate to an estimated 1,370 tons of NO_x reductions since rule adoption. These estimated emission reductions are consistent with what was anticipated during rulemaking.
- **Mitigation Fees:** As of September 30, 2025, warehouse operators reported approximately \$56.5 million in mitigation fees (approximately 56,461 mitigation fee points earned). Mitigation fee points represent about 4.8% of all WAIRE points earned.

- **Enforcement:** Since December 2023, over 725 notices of violations (NOVs) have been issued to warehouse operators for failure to submit required reports by the due date. Approximately 360 warehouses have contacted South Coast AQMD directly in response to the NOVs issued, 377 facilities have subsequently filed the required reports, and 149 of those NOVs have been resolved so far. Staff is available to provide compliance assistance to all facilities, including the remaining 365 facilities who have not yet responded to their NOVs.

3. Summary of Reporting Rates

The table below provides estimated reporting rates for the AWRs received by warehouse operator in the first three compliance years of rule implementation.¹ It also includes the estimated number of warehouse operators expected to earn points, based on reported Rule 2305 information and CoStar data through August 2024.²

Current estimates suggest that approximately 81 percent of entities with at least 100,000 square feet of indoor floor space need to earn WAIRE Points and submit an AWR, with the remaining 19 percent only required to submit limited information in an Initial Site Information Report.

Additionally, the table below also shows the total WPCO, total points earned through WAIRE Menu actions, and total mitigation points purchased by each phase for each compliance period.

AWR Reporting Rate Summary ^a

Phase	Phase 1			Phase 2		Phase 3
Compliance Year	2022	2023	2024	2023	2024	2024
AWRs Received ^b	671	663	648	415	425	350
Anticipated AWRs	1,408	1,408	1,408	1,287	1,287	1,661
Reporting Rate ^c	48%	47%	46%	32%	33%	21%
Total WPCO	54,017	107,484	169,890	13,547	29,472	9,980
Total Earned Points	232,610	340,232	413,873	30,790	61,353	48,105
Total Mitigation Points	13,474	14,978	17,625	3,533	5,286	1,564

a – Reporting rates as of September 30, 2025.

b – These numbers exclude those from operators that were not required to earn WAIRE Points. The total number of reports received does not include the following: operators not subject to AWR reporting, voluntary AWRs submitted by warehouse facility owners, warehouse operators who submitted an Early Action AWR prior to their first AWR due date, and a small number of AWRs submitted in error.

c – Initial reporting rates following the first reporting deadlines for Phases 1, 2, and 3 were approximately 18%, 12%, and 16%, respectively.

¹ Subject to auditing by South Coast AQMD.

² These numbers exclude those from operators that were not required to earn WAIRE Points.



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4182
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Rule 2202 Summary Status Report

Activity for January 1, 2025 – September 30, 2025

Employee Commute Reduction Program (ECRP)	
# of Submittals:	251

Emission Reduction Strategies (ERS)	
# of Submittals:	103

Air Quality Investment Program (AQIP) Exclusively		
County	# of Facilities	\$ Amount
Los Angeles	53	\$ 296,050
Orange	5	\$ 24,054
Riverside	0	\$ 0
San Bernardino	6	\$ 83,413
TOTAL:	64	\$ 403,517

ECRP w/AQIP Combination		
County	# of Facilities	\$ Amount
Los Angeles	0	\$ 0
Orange	0	\$ 0
Riverside	0	\$ 0
San Bernardino	0	\$ 0
TOTAL:	0	\$ 0

Total Active Sites as of September 30, 2025

ECRP (AVR Surveys)			TOTAL Submittals w/Surveys	AQIP	ERS	TOTAL
ECRP ¹	AQIP ²	ERS ³				
471	6	10	487	99	689	1,275
36.9%	0.5%	0.8%	38.2%	7.7%	54.1%	100% ⁴

Total Peak Window Employees as of September 30, 2025

ECRP (AVR Surveys)			TOTAL Submittals w/Surveys	AQIP	ERS	TOTAL
ECRP ¹	AQIP ²	ERS ³				
382,450	1,635	3,456	387,541	14,656	284,586	686,783
55.7%	0.2%	0.5%	56.4%	2.1%	41.5%	100% ⁴

- Notes:**
1. ECRP Compliance Option.
 2. ECRP Offset (combines ECRP w/AQIP). AQIP funds are used to supplement the ECRP AVR survey shortfall.
 3. ERS with Employee Survey to get Trip Reduction credits. Emission/Trip Reduction Strategies are used to supplement the ECRP AVR survey shortfall.
 4. Totals may vary slightly due to rounding.

DRAFT VERSION

BOARD MEETING DATE: November 7, 2025

AGENDA NO.

REPORT: Intergovernmental Review of Environmental Documents and CEQA Lead Agency Projects

SYNOPSIS: This report provides a listing of environmental documents prepared by other public agencies seeking review by South Coast AQMD between September 1, 2025 and September 30, 2025, and proposed projects for which South Coast AQMD is acting as lead agency pursuant to CEQA.

COMMITTEE: Mobile Source, October 17, 2025, Reviewed

RECOMMENDED ACTION:
Receive and file.

Wayne Nastri
Executive Officer

SR:MK:BR:SW:AS

Background

The California Environmental Quality Act (CEQA) Statute and Guidelines require public agencies, when acting in their lead agency role, to provide an opportunity for other public agencies and members of the public to review and comment on the analysis in environmental documents prepared for proposed projects. A lead agency is when a public agency has the greatest responsibility for supervising or approving a proposed project and is responsible for the preparation of the appropriate CEQA document.

Each month, South Coast AQMD receives environmental documents, which include CEQA documents, for proposed projects that could adversely affect air quality. South Coast AQMD fulfills its intergovernmental review responsibilities, in a manner that is consistent with the Board's 1997 Environmental Justice Guiding Principles and

Environmental Justice Initiative #4, by reviewing and commenting on the adequacy of the air quality analysis in the environmental documents prepared by other lead agencies.

The status of these intergovernmental review activities is provided in this report in two sections: 1) Attachment A lists all of the environmental documents prepared by other public agencies seeking review by South Coast AQMD that were received during the reporting period; and 2) Attachment B lists the active projects for which South Coast AQMD has reviewed or is continuing to conduct a review of the environmental documents prepared by other public agencies. Further, as required by the Board's October 2002 Environmental Justice Program Enhancements for fiscal year (FY) 2002-03, each attachment includes notes for proposed projects which indicate when South Coast AQMD has been contacted regarding potential air quality-related environmental justice concerns. The attachments also identify for each proposed project, as applicable: 1) the dates of the public comment period and the public hearing date; 2) whether staff provided written comments to a lead agency and the location where the comment letter may be accessed on South Coast AQMD's website; and 3) whether staff testified at a hearing.

In addition, the South Coast AQMD will act as lead agency for a proposed project and prepare a CEQA document when: 1) air permits are needed; 2) potentially significant adverse impacts have been identified; and 3) the South Coast AQMD has primary discretionary authority over the approvals. Attachment C lists the proposed air permit projects for which South Coast AQMD is lead agency under CEQA.

Attachment A – Log of Environmental Documents Prepared by Other Public Agencies and Status of Review, and Attachment B – Log of Active Projects with Continued Review of Environmental Documents Prepared by Other Public Agencies

Attachment A contains a list of all environmental documents prepared by other public agencies seeking review by South Coast AQMD that were received pursuant to CEQA or other regulatory requirements. Attachment B provides a list of active projects, which were identified in previous months' reports, and which South Coast AQMD staff is continuing to evaluate or prepare comments relative to the environmental documents prepared by other public agencies. The following table provides statistics on the status of review¹ of environmental documents for the current reporting period for Attachments A and B combined²:

¹ The status of review reflects the date when this Board Letter was prepared. Therefore, Attachments A and B may not reflect the most recent updates.

² Copies of all comment letters sent to the lead agencies are available on South Coast AQMD's website at: <http://www.aqmd.gov/home/regulations/ceqa/commenting-agency>.

Statistics for Reporting Period from September 1, 2025 to September 30, 2025	
Attachment A: Environmental Documents Prepared by Other Public Agencies and Status of Review	61
Attachment B: Active Projects with Continued Review of Environmental Documents Prepared by Other Public Agencies (which were previously identified in the July and August 2025 report)	9
Total Environmental Documents Listed in Attachments A & B	70
<i>Comment letters sent</i>	<i>10</i>
<i>Environmental documents reviewed, but no comments were made</i>	<i>46</i>
<i>Environmental documents currently undergoing review</i>	<i>14</i>

Staff focuses on reviewing and preparing comments on environmental documents prepared by other public agencies for proposed projects: 1) where South Coast AQMD is a responsible agency under CEQA (e.g., when air permits are required but another public agency is lead agency); 2) that may have significant adverse regional air quality impacts (e.g., special event centers, landfills, goods movement); 3) that may have localized or toxic air quality impacts (e.g., warehouse and distribution centers); 4) where environmental justice concerns have been raised; and 5) which a lead or responsible agency has specifically requested South Coast AQMD review.

If staff provided written comments to a lead agency, then a hyperlink to the “South Coast AQMD Letter” is included in the “Project Description” column which corresponds to a notation in the “Comment Status” column. In addition, if staff testified at a hearing for a proposed project, then a notation is included in the “Comment Status” column. Copies of all comment letters sent to lead agencies are available on South Coast AQMD’s website at: <http://www.aqmd.gov/home/regulations/ceqa/commenting-agency>. Interested parties seeking information regarding the comment periods and scheduled public hearings for projects listed in Attachments A and B should contact the lead agencies for further details as these dates are occasionally modified.

In January 2006, the Board approved the Clean Port Initiative Workplan (Workplan). One action item of the Workplan 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 accordance with this action item, Attachments A and B organize the environmental documents received according to the following categories: 1) goods movement projects; 2) schools; 3) landfills and wastewater projects; 4) airports; and 5) general land use projects. In response to the action item relative to mitigation, staff maintains a compilation of mitigation measures presented as a series of tables relative to off-road engines; on-road engines; harbor craft; ocean-going vessels; locomotives; fugitive dust; and greenhouse gases which are available on 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 such as ground support equipment.

Attachment C – Proposed Air Permit Projects for Which South Coast AQMD is CEQA Lead Agency

The CEQA lead agency is responsible for determining the type of environmental document to be prepared if a proposal requiring discretionary action is considered to be a “project” as defined by CEQA. South Coast AQMD periodically acts as lead agency for its air permit projects and the type of environmental document prepared may vary depending on the potential impacts. For example, an Environmental Impact Report (EIR) is prepared when there is 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 a proposed project will not generate significant adverse environmental impacts, or the impacts can be mitigated to less than significance. The ND and MND are types of CEQA documents which analyze the potential environmental impacts and describe the reasons why a significant adverse effect on the environment will not occur such that the preparation of an EIR is not required.

Attachment C of this report summarizes the proposed air permit projects for which South Coast AQMD is lead agency and is currently preparing or has prepared environmental documentation pursuant to CEQA. As noted in Attachment C, South Coast AQMD is lead agency for four air permit projects during September 2025.

Attachments

- A. Environmental Documents Prepared by Other Public Agencies and Status of Review
- B. Active Projects with Continued Review of Environmental Documents Prepared by Other Public Agencies
- C. Proposed Air Permit Projects for Which South Coast AQMD is CEQA Lead Agency

ATTACHMENT A

<u>SOUTH COAST AQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>Goods Movement</i>	The project consists of modifications to the Pier B On-Dock Rail Support Facility including demolition, sewer and utility relocations, rail signal conduit installation, street closures, and temporary construction staging. Operations remain the same as analyzed in the 2018 EIR. The project is located between west of Dominguez Channel, east of Interstate 710, south of Ocean Boulevard and Pier E, and north of West 15th Street within the designated AB 617 Wilmington, Carson, and West Long Beach community. Reference: LAC250325-01 Comment Period: 9/5/2025 - 10/20/2025 Public Hearing: N/A	Draft Supplemental Environmental Impact Report	Port of Long Beach	Under review, may submit comments
LAC250903-03				
Pier B On-Dock Rail Support Facility Project#				
<i>Goods Movement</i>	The project consists of developing an 89-acre chassis support facility with office trailers, maintenance buildings, chassis stalls, utilities, and a refurbished office building for up to 25 years of operations by one or more operators. The project is located at 750 Eldridge Street in San Pedro within the designated AB 617 Wilmington, Carson, and West Long Beach community. Staff previously provided comments on the Notice of Preparation of a Draft Environmental Impact Report for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/january-2024/LAC231212-04.pdf Reference: LAC231212-04 Comment Period: 9/15/2025 - 10/30/2025 Public Hearing: N/A	Draft Environmental Impact Report	Port of Los Angeles	Under review, may submit comments
LAC250916-01				
Terminal Island Maritime Support Facility Project#				
<i>Goods Movement</i>	The project consists of demolishing and removing improvements on a 17-acre site, including multiple buildings, conveyor systems, access roads, parking, and electrical components, while retaining the rail spur and an SCE electrical panel. Built in 1964, the facility ended operations in 2024, and no future development is proposed. The project is located at 1850 Pier B Street in Long Beach within the designated AB 617 Wilmington, Carson, and West Long Beach community. Comment Period: 9/24/2025 - 10/24/2025 Public Hearing: N/A	Draft Mitigated Negative Declaration	Port of Long Beach	Under review, may submit comments
LAC250924-01				
Gold Bond Gypsum Wallboard Manufacturing Facility Demolition Project#				

= Project has potential environmental justice concerns due to the nature and/or location of the project.

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1. Disposition may change prior to Governing Board Meeting

2. Documents received by the CEQA Intergovernmental Review program but not requiring review are not included in this report.

ATTACHMENT A
ENVIRONMENTAL DOCUMENTS PREPARED BY OTHER PUBLIC AGENCIES AND STATUS OR REVIEW
September 1, 2025 to September 30, 2025

<u>SOUTH COAST AQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>Warehouse & Distribution Centers</i>	The project consists of a mixed-use development on 16.1 acres which will include the following: 1) 181,000-square-foot self-storage facility on 5.4 acres, 2) two freestanding restaurants totaling 9,000-square-feet, 3) four-story 107-room hotel on 4.31 acres, and 4) a 204-unit multi-family residential development on 7.13 acres. The project is located on the south side of Ramona Expressway between Perris Boulevard and Redlands Avenue in Perris.	Other	City of Perris	Document reviewed - No comments sent
RVC250904-02 Mixed-Use Development Ramona Expressway	References: RVC250616-04; RVC240801-14; RVC240501-08; and RVC231122-03 Comment Period: N/A Public Hearing: 9/30/2025			
<i>Industrial and Commercial</i>	The project consists of a 221,815-square-foot warehouse with 27 dock doors and 277 parking stalls on 10.5-acres, and a 10.7-acre City park with athletic fields, parking, and restrooms, along with flood storage basin improvements. The project is located at 825 Lexington-Gallatin Road in South El Monte.	Draft Environmental Impact Report	City of South El Monte	Under review, may submit comments
LAC250903-02 South El Monte Athletic Fields and Business Park Project	Staff previously provided comments on the Notice of Preparation of a Draft Environmental Impact Report for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/july-2024/lac240710-16-nop-south-el-monte-athletic-fields-and-business-park.pdf Reference: LAC240710-16 Comment Period: 8/28/2025 - 10/13/2025 Public Hearing: N/A			
<i>Industrial and Commercial</i>	The project consists of demolishing two warehouses totaling 89,870 square feet and building a 138,972-square-foot industrial warehouse with 132,227 square feet of warehouse space, 3,715 square feet of office space, 3,030 square feet of mezzanine space, parking landscaping, and infrastructure on a 7.03-acre site. The project is located at 14830 Carmenita Road in Norwalk.	Recirculated Draft Mitigated Negative Declaration	City of Norwalk	Document reviewed - No comments sent
LAC250917-03 Rexford Industrial Project	References: LAC241204-04 and LAC241101-15 Comment Period: 9/12/2025 - 10/1/2025 Public Hearing: 10/8/2025			

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September 1, 2025 to September 30, 2025

<u>SOUTH COAST AQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>Industrial and Commercial</i>	The project consists of developing a 20.03-acre business park with 337,770 square feet of building area across 11 buildings ranging from 23,100-37,840 square feet with a total of 22 truck docks and building heights of 80-40 feet. The site will include grading, hardscaping, landscaping, and parking areas, with buildings massed into five groupings oriented toward internal truck circulation. The project is located at 33521 Zeiders Road in Menifee.	Recirculated Draft Environmental Impact Report	City of Menifee	Under review, may submit comments
RVC250902-03 Menifee (Pemcor) Business Park Project, Plot Plan PLN23-0245	References: RVC250814-02 and RVC240801-11 Comment Period: 9/2/2025 - 10/16/2025 Public Hearing: N/A			
<i>Industrial and Commercial</i>	The project consists of constructing two commercial manufacturing buildings totaling 92,760 square feet on a 6.77-acre site. 1) Phase 1 will be a 46,276-square-foot building with two 60-foot long loading docks, and 2) Phase 2 will be a 46,484-square-foot warehouse. The buildings will include mezzanines and office space, with landscaping along Grand Avenue. The project is located at 18290 Grand Avenue in Lake Elsinore.	Initial Study/Draft Mitigated Negative Declaration	City of Lake Elsinore	Document reviewed - No comments sent
RVC250909-06 Rome Hill Commercial Project	Comment Period: 9/5/2025 - 10/6/2025 Public Hearing: N/A			
<i>Industrial and Commercial</i>	The project consists of a new Public Works Corporate Yard with nine buildings and eight non-building structures on 53.94-acres, including offices, fleet maintenance, a 20,000-square-foot warehouse storage, a waste transfer station, fueling facilities, and 1,215 parking spaces. The project is located at 2200 East Philadelphia Street in Ontario.	Notice of Preparation of a Draft Environmental Impact Report	City of Ontario	Under review, may submit comments
SBC250903-09 Public Works Corporate Yard Project (PGPA25-003, PZC-25-004)	Comment Period: 9/2/2025 - 10/2/2025 Public Hearing: N/A			
<i>Industrial and Commercial</i>	The project consists of constructing a mixed-use development on a 7.35-acre site, including a 158,548-square-foot industrial warehouse building and a 3,540-square-foot restaurant with outdoor dining. The project is located at the southwest corner of Schaefer Avenue and Oaks Avenue in Chino.	Other	City of Chino	Document reviewed - No comments sent
SBC250910-11 Chino Gateway Terminal Project	Reference: SBC250709-10 Comment Period: 9/10/2025 - 9/15/2025 Public Hearing: 9/16/2025			

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September 1, 2025 to September 30, 2025

<u>SOUTH COAST AQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>Industrial and Commercial</i>	The project consists of developing a 54,144-squarefoot industrial food processing building with paving, screen walls, lighting, landscaping, and utility improvements on 3.73 acres. The project is located at 1545 West Casmalia Street in Rialto.	Draft Mitigated Negative Declaration	City of Rialto	Under review, may submit comments
SBC250925-03 Adesa Rialto Food Processing Facility	Comment Period: 9/29/2025 - 10/28/2025 Public Hearing: N/A			
<i>Waste and Water-related</i>	The project consists of constructing a stormwater capture, diversion, and treatment facility with a capacity of 5,400 gallons per minute on eight acres. The project is located on the southwest corner of West Sixth Street and South Alvarado Street in Westlake.	Final Environmental Impact Report	City of Los Angeles	Document reviewed - No comments sent
LAC250903-01 MacArthur Lake Stormwater Capture Project	Reference: LAC240529-07 and LAC220414-01 Comment Period: N/A Public Hearing: N/A			
<i>Waste and Water-related</i>	The project consists of a Class 3 Permit Modification to the Hazardous Waste Facility Post-Closure Permit at the Tesoro Carson Refinery to improve the West Retention Basin by constructing a new concrete floor above the existing floor, sealed with a primer and epoxy topcoat liner to prevent leaks, and enhancing leak detection measures. The project is located at 1801 East Sepulveda Boulevard in Carson within the designated AB 617 Wilmington, Carson, and West Long Beach community.	Other	Department of Toxic Substances Control (DTSC)	Document reviewed - No comments sent
LAC250904-01 Tesoro Carson Refinery – Class 3 Permit Modification#	References: LAC241106-06; LAC240501-14; and LAC240410-05 Comment Period: 8/29/2025 - 10/28/2025 Public Hearing: N/A			
<i>Waste and Water-related</i>	The project consists of restoring 2,210 linear feet of Reach 123 by removing 37,560 cubic yards of sediment and vegetation, backfilling 1,444 cubic yards, and repairing slopes as needed within a 10.86-acre footprint. The project is located at 28502 Old Spanish Trail in Santa Clarita.	Initial Study/Draft Mitigated Negative Declaration	Los Angeles County Department of Public Works (LACDPW)	Document reviewed - No comments sent
LAC250909-02 Reach 123 - Haskell Canyon Channel Restoration Project #2469-01	Comment Period: 8/22/2025 - 9/22/2025 Public Hearing: N/A			

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September 1, 2025 to September 30, 2025

<u>SOUTH COAST AQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>Waste and Water-related</i>	The project consists of soil and groundwater sampling within a one-mile radius to evaluate contamination from the former Alco Pacific lead-acid battery recycling facility from 1950-1990 for cleanup planning. The project is located at 16908, 16916, 16920, and 16928 South Broadway Street in Carson within the designated AB 617 Wilmington, Carson, and West Long Beach community.	Other	Department of Toxic Substances Control (DTSC)	Document reviewed - No comments sent
LAC250910-01 Alco Pacific, Incorporated#	Comment Period: 9/11/2025 - 12/10/2025 Public Hearing: N/A			
<i>Waste and Water-related</i>	The project consists of: 1) conducting ongoing environmental investigations and cleanup activities conducted from 2022 to 2025; 2) implementing the Final Remedial Action Plan which proposes a full-scale soil vapor extraction (SVE) system to address areas of environmental impacts; and 3) installing a vapor intrusion mitigation system at the residential construction site which began in May 2025. A full-scale SVE is scheduled to start two months after construction begins. The project located at 3147 West 147th Street in Gardena.	Other	California Regional Water Quality Control Board, Los Angeles Region 4 (RWQCB)	Document reviewed - No comments sent
LAC250911-01 147th Street Auto Parking & Storage	Staff previously provided comments on the Community Update for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/august-2025/lac250624-01.pdf Reference: LAC250624-01 Comment Period: N/A Public Hearing: N/A			
<i>Waste and Water-related</i>	The project consists of replacing once-through-cooling pumps at AES Alamitos with a new system to maintain water circulation between Alamitos Bay and the San Gabriel River Estuary, protecting water quality. Construction will last about 2-2.5 years and include fish-protection screens and new pumps. The project is located at 690 North Studebaker Road in Long Beach.	Draft Environmental Impact Report	City of Long Beach	Under review, may submit comments
LAC250917-01 Alamitos Bay Water Quality Enhancement Project	Reference: LAC240604-12 Comment Period: 9/17/2025 - 11/17/2025 Public Hearing: N/A			

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September 1, 2025 to September 30, 2025

<u>SOUTH COAST AQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>Waste and Water-related</i>	The project consists of building a stormwater capture, treatment, and infiltration facility beneath Furman Park baseball fields to improve flood control, water quality, and groundwater supply. Work includes diverting water from a 96-inch drainpipe, replacing baseball facilities, and adding fencing, lighting, bleachers, a walking path, and a habitat garden. The project is located at 10419 Rives Avenue in Downey.	Draft Mitigated Negative Declaration	City of Downey	Under review, may submit comments
LAC250917-02 Furman Park Stormwater Capture and Infiltration Project (CIP 22-14)	Comment Period: 9/15/2025 - 10/14/2025 Public Hearing: N/A			
<i>Waste and Water-related</i>	The project consists of removing volatile organic compounds from the Van Nuys Airport Industrial Center Operable Unit 3 area, where past aircraft repair, parts manufacturing, and chemical use caused contamination. The project is located at 7877 Woodley Avenue and 16139 Stagg Street in Van Nuys.	Draft Interim Removal Action Work Plan	Department of Toxic Substances Control (DTSC)	Document reviewed - No comments sent
LAC250918-01 Van Nuys Airport Industrial Center Interim Removal Action Workplan (OU-3)	Reference: LAC250325-02 Comment Period: 9/17/2025 - 10/16/2025 Public Hearing: N/A			
<i>Waste and Water-related</i>	The project consists of continued post-closure care for the former 1.5-acre TP Industrial solvent facility, which closed in 1993 and is now a commercial painting business, to ensure long-term environmental safety. The project is located at 525 and 535 East Alondra Boulevard in Gardena within the designated AB 617 Wilmington, Carson, West Long Beach community.	Other	Department of Toxic Substances Control (DTSC)	Document reviewed - No comments sent
LAC250923-04 TP Industrial Inc. Draft Post-Closure Permit#	References: LAC210914-05 and LAC210304-02 Comment Period: 9/22/2025 - 11/10/2025 Public Hearing: N/A			

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September 1, 2025 to September 30, 2025

SOUTH COAST AQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
Waste and Water-related	The project consists of remediating contaminated soil and vapor in Boeing's Areas I, III, and Subarea 10 at the 2,850-acre Santa Susana Field Laboratory, including removing caps and excavating five surface impoundments to bedrock with ongoing groundwater monitoring. The project is located at 5800 Woolsey Canyon Road in Canoga Park.	Other	Department of Toxic Substances Control (DTSC)	Document reviewed - No comments sent
ODP250910-07 Santa Susana Field Laboratory (SSFL)	Staff previously provided comments on the Draft Program Environmental Impact Report for the project, which can be accessed at: http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/dpeir-santatusana-112817.pdf Staff previously provided comments on the Draft Environmental Impact Statement for the project, which can be accessed at: http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/deis-santatusana-041217.pdf References: ODP250220-02; ODP250122-06; ODP241101-10; ODP240201-08; ODP240103-06; ODP230608-01; ODP200724-03; ODP191113-01; ODP181221-07; ODP180904-15; ODP180814-10; ODP170926-03; ODP170915-02; ODP170908-05; ODP170420-07; ODP170405-01; ODP140116-02; ODP131121-02; LAC131018-05; LAC130918-13; LAC110510-12; and ODP100930-02 Comment Period: 9/15/2025 - 10/30/2025 Public Hearing: N/A			
Waste and Water-related	The project consists of the construction and operation of the Bowerman Power Renewable Natural Gas Plant at the Frank R. Bowerman Landfill to convert landfill gas into pipeline-quality renewable natural gas for distribution. The project includes improvements to gas collection, processing, and delivery systems with mitigation measures incorporated to reduce environmental impacts. The project is located at 11006 Bee Canyon Access Road in Irvine.	Recirculated Focused Draft Initial Study/Mitigated Negative Declaration	Orange County Waste and Recycling (OCWR)	Document reviewed - No comments sent
ORC250903-05 Bowerman Power Renewable Natural Gas Plant Project	Reference: ORC241016-15 Comment Period: 9/2/2025 - 10/1/2025 Public Hearing: 12/2/2025			

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PROJECT TITLE				
<i>Waste and Water-related</i>	The project consists of removing arsenic and volatile organic compounds from a 0.96-acre site to allow redevelopment as a mixed-use commercial and residential building under a Removal Action Workplan with an EIR Addendum. The project is located at 8041 Ellis Avenue in Huntington Beach.	Other	Department of Toxic Substances Control (DTSC)	Under review, may submit comments
ORC250917-04 Ellis Avenue Condos Removal Action Workplan	Reference: ORC250220-03 Comment Period: 9/15/2025 - 10/15/2025 Public Hearing: N/A			
<i>Waste and Water-related</i>	The project consists of cleanup at the 38-acre Ascon Landfill, including excavation, consolidating waste, adding 28,000 cubic yards of clean soil for an engineered cap, installing gas monitoring, drainage, groundwater wells, fencing, and ongoing 24/7 air monitoring. The project is located at 21641 Magnolia Street in Huntington Beach.	Other	Department of Toxic Substances Control (DTSC)	Under review, may submit comments
ORC250924-03 Ascon Landfill Site Cleanup Progress	Staff previously provided comments on the Community Update for the project, which can be accessed at: http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2023/august-2023/ORC230516-03.pdf References: ORC240918-06; ORC230823-12; ORC230516-03; ORC220901-08; ORC210112-09; LAC160818-07; LAC150630-21; ORC150506-01; ORC140610-08; ORC130903-07; LAC130402-01; ORC120302-01; ORC111209-07; and ORC100219-06 18-07; LAC150630-21; ORC150506-01; ORC140610-08; ORC130903-07; LAC130402-01; ORC120302-01; ORC111209-07; and ORC100219-06 http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2023/august-2023/ORC230516-03.pdf Comment Period: N/A Public Hearing: 10/14/2025			
<i>Waste and Water-related</i>	The project consists of building a wastewater collection system in Quail Valley Subarea 4 with 10 miles of sewer lines, 1.1 miles of force mains, 247 manholes, 37 connector pipes, one regional lift station, and four smaller lift stations, constructed in eight phases over 20 years. The project is located at 23736 Kennedy Lane in Menifee.	Notice of Preparation of a Draft Environmental Impact Report	Eastern Municipal Water District (EMWD)	Under review, may submit comments
RVC250902-04 Quail Valley Subarea 4 Project	Comment Period: 9/3/2025 - 10/3/2025 Public Hearing: N/A			

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PROJECT TITLE				
<i>Waste and Water-related</i>	The project consists of replacing 14.5 miles of 16-inch and 18-inch water mains with 15.4 miles of 24-inch DIP mains to improve water service. The project is located along Highway 86, 84th Avenue, Lesser Drive, and Golden Avenue in Riverside County within the designated AB 617 Eastern Coachella Valley community.	Initial Study/Draft Mitigated Negative Declaration	Coachella Valley Water District (CVWD)	Document reviewed - No comments sent
RVC250909-04 Highway 86 Water Transmission Main Phase 3 and 4 Project#	Comment Period: 5/9/2025 - 6/9/2025 Public Hearing: N/A			
<i>Waste and Water-related</i>	The project consists of paving 1.08 miles (5,700 linear feet) of dirt roads along 19th Avenue, Little Morongo Road, and 20th Avenue around the Nancy Wright Regional Wastewater Reclamation Facility to reduce dust, improve access, and support future development. The project is located at 17295 Little Morongo Road in Desert Hot Springs.	Draft Mitigated Negative Declaration	Mission Springs Water District	Document reviewed - No comments sent
RVC250917-06 Mission Springs Water District Street Improvements for the Regional Wastewater Reclamation Facility Project	Comment Period: 9/12/2025 - 10/14/2025 Public Hearing: N/A			
<i>Waste and Water-related</i>	The project consists of annexing 3.6 acres into the Beaumont-Cherry Valley Water District to provide water service. The project is located south of Cherry Valley Boulevard, east of Interstate 10 Freeway, west of Hannon Road, and north of Brookside Avenue in Cherry Valley.	Site Plan	Riverside Local Agency Formation Commission	Document reviewed - No comments sent
RVC250925-02 LAFCO 2025-09-5-Annexion to Beaumont-Cherry Valley Water District (Gutierrez/Aldama)	Comment Period: 9/24/2025 - 10/22/2025 Public Hearing: N/A			
<i>Utilities</i>	The project consists of permanently sealing one orphan well by placing cement and inert mud in the well, cutting the casing 5-10 feet below ground, and restoring approximately 0.5-acre site disturbance. The project is located at 1153 Brea Canyon Road in Brea.	Initial Study/Draft Mitigated Negative Declaration	California Department of Conservation, Geologic Energy Management Division (CalGEM)	Document reviewed - No comments sent
ORC250909-03 Permanent Sealing of Orphan Well in Orange County Project	Comment Period: 9/8/2025 - 10/7/2025 Public Hearing: N/A			

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PROJECT TITLE				
Transportation	The project consists of a 4.5-mile light rail extension from Redondo Beach (Marine) Station to the Mary K. Giordano Regional Transit Center in Torrance, including two new stations and a fully grad-separated alignment. The project is located from Redondo Beach (Marine) Station to Mary K. Giordano Transit Center in Torrance.	Final Environmental Impact Report	Los Angeles County Metropolitan Transportation Authority	Document reviewed - No comments sent
LAC250924-02 C Line Extension to Torrance Project	Staff previously provided comments on the Revised Notice of Preparation for the project, which can be accessed at: http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2021/march/LAC210216-02.pdf References: LAC230207-01 and LAC210216-02 Comment Period: 8/12/2025 - 9/11/2025 Public Hearing: N/A			
Institutional (schools, government, etc.)	The project consists of a dual-faced 97-foot digital LED billboard on a 100-square-foot base within a 6.08-acre parcel, including electrical trenching, tree removal with replacement planting, and minor landscape upgrades. Approval includes a Development Agreement, Conditional Use Permit, and Development Review. The project is located at 880 South Lemon Avenue in Diamond Bar.	Draft Mitigated Negative Declaration	City of Diamond Bar	Document reviewed - No comments sent
LAC250923-03 Walnut Valley Unified School District (WUSD) Electronic Billboard Project (Planning Case No. PL2024-40)	Comment Period: 9/22/2025 - 10/21/2025 Public Hearing: N/A			
Institutional (schools, government, etc.)	The project consists of: 1) renovating Mira Costa High School fields, 2) installing new field lights, 3) adding two e-bike parking areas, and 4) implementing Facilities Master Plan improvements including demolition and building upgrades. The project is located at 1401 Artesia Boulevard in Manhattan Beach.	Notice of Preparation of a Draft Environmental Impact Report	Manhattan Beach Unified School District (MBUSD)	Document reviewed - No comments sent
LAC250923-05 Mira Costa High School Field Renovation, Lighting Improvements, and Facilities Master Plan Project	Reference: LAC170920-04 Comment Period: 9/22/2025 - 10/21/2025 Public Hearing: N/A			

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<i>Institutional (schools, government, etc.)</i>	The project consists of the Hungry Valley State Vehicular Recreation Area General Plan Update for the 19,625-acre park, setting long-range goals for recreation and resource management. Planned improvements include a new access road, loop trail, visitor center, RV campground with hookups, community event area, and expanded practice tracks. The project is located at Hungry Valley State Park Vehicular Recreation Area in Gorman.	Draft Environmental Impact Report	California Department of Parks and Recreation	Document reviewed - No comments sent
LAC250925-01 Hungry Valley State Vehicular Recreation Area General Plan Update	References: LAC250819-01 and LAC231108-07 Comment Period: 8/18/2025 - 10/2/2025 Public Hearing: N/A			
<i>Institutional (schools, government, etc.)</i>	The project consists of developing an 8.27-acre site in two phases, with Phase 1 including a 69,618-square-foot fitness center, multipurpose center, and museum, and Phase 2 including a 16,616-square-foot two-story office building. The project provides a total of 468 parking spaces, including ADA and electric vehicle stalls, along with drainage, landscaping, and utility improvements. The project is located south of Garbani Road, east of Haun Road, and west of Interstate 215 in Menifee.	Initial Study/Draft Mitigated Negative Declaration	City of Menifee	Document reviewed - No comments sent
RVC250903-07 Fitwell Health Project (Major Plot Plan PLN23-0150, CUP PLN23-0151)	Reference: RVC230926-03 Comment Period: 9/2/2025 - 9/22/2025 Public Hearing: 10/8/2025			
<i>Medical Facility</i>	The project consists of developing a 3-story parking structure, with associated site improvements, minor deviations, and variances for height, setbacks, and parking. The project is located at 801 and 803 Pepper Avenue in Colton.	Initial Study/Draft Mitigated Negative Declaration	City of Colton	Document reviewed - No comments sent
SBC250903-08 Pepper Clinic Development Project (DAP24-0029)	Comment Period: 8/30/2025 - 9/19/2025 Public Hearing: 10/28/2025			

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<u>SOUTH COAST AQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
Retail	The project consists of rezoning from Community Commercial to Commercial Visitor Serving-1 and converting a motel, gym, and pool into a 17-room bed and breakfast inn with a 300-square-foot gym, 600-square-foot pool, onsite alcohol sales, and a lot tie for joint operation. The project is located at 22752 and 22762 Pacific Coast Highway in Malibu.	Other	City of Malibu	Document reviewed - No comments sent
LAC250923-02 Ryokan Bed and Breakfast Inn (The Ryokan Project)	Reference: LAC211207-01 Comment Period: 9/23/2025 - 10/12/2025 Public Hearing: 10/13/2025			
Retail	The project consists of a 15,431-square-foot retail plaza with ten tenant spaces, parking, pedestrian access, and landscaping with sustainable design features. The project is located at 4055 Riverview Drive in Jurupa Valley.	Site Plan	City of Jurupa Valley	Document reviewed - No comments sent
RVC250903-06 Jurupa Valley Commercial Retail Plaza	Comment Period: N/A Public Hearing: N/A			
Retail	The project consists of demolishing two buildings and constructing a 7,030-square-foot retail plaza with five units and 41 parking stalls. The project is located at 1060 East 6th Street in Beaumont.	Other	City of Beaumont	Document reviewed - No comments sent
RVC250909-05 PLAN2025-0267 - Former Square D Company Facility	Reference: RVC250723-03 Comment Period: N/A Public Hearing: 9/18/2025			
Retail	The project consists of a 136,035-square-foot two-story self-storage building with 670-square-foot office space and 77 RV storage stalls on 14.27 acres, while preserving 72.5 acres of open space. Access is via a 2,000-foot private road from 68th Street east of I-15. The project is located south of 68th Street, east of Interstate 15, north of the Santa Ana River in Jurupa Valley.	Recirculated Draft Mitigated Negative Declaration	City of Jurupa Valley	Document reviewed - No comments sent
RVC250910-09 MA20269 - I-15 Self Storage Project	Reference: RVC250318-04 Comment Period: 9/4/2025 - 10/3/2025 Public Hearing: N/A			

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PROJECT TITLE				
Retail	The project consists of constructing a 950-square-foot Dutch Bros. Coffee building with a drive-through, parking, and landscape improvements on a 0.51-acre site. The project is located at 25040 Alessandro Boulevard in Moreno Valley.	Other	City of Moreno Valley	Document reviewed - No comments sent
RVC250910-10 Dutch Bros. Coffee – Conditional Use Permit Appeal	Reference: RVC250709-07 Comment Period: N/A Public Hearing: 8/19/2025			
General Land Use (residential, etc.)	The project consists of adaptively reusing an existing seven-story 120,000-square-foot office building into a private dormitory with 149 suites (593 beds), including a 728-square-foot pavilion, 364 parking stalls (vehicular), 150 bicycle spaces, and 22,523-square-feet of open space. The project is located at 5150 Pacific Coast Highway in Long Beach.	Response to Comments	City of Long Beach	Document reviewed - No comments sent
LAC250902-01 Park Tower Student Housing Project	References: LAC241203-03 and LAC240813-02 Comment Period: N/A Public Hearing: N/A			
General Land Use (residential, etc.)	The project consists of the Housing Authority of the City of Los Angeles acquiring and renovating an existing two-bedroom single-family home and converting the garage into an accessory dwelling unit (ADU), including roofing, window, appliance, flooring, fixture, utility, pavement, landscaping, fire safety, and Americans with Disabilities Act upgrades. The project is located east of North Eastern Avenue at 3223 Sheffield Avenue in Los Angeles.	Other	Los Angeles Housing Department (LAHD)	Document reviewed - No comments sent
LAC250902-02 HACLA 3223 Sheffield Project	Comment Period: 9/3/2025 - 9/10/2025 Public Hearing: N/A			
General Land Use (residential, etc.)	The project consists of the adaptive reuse of a seven-story office building into a private dormitory with 593 beds, a 728-square-foot pavilion, 22,523 square-feet of open space, and 364 parking spaces within an existing parking structure. The project is located at 5150 East Pacific Coast Highway in Long Beach.	Other	City of Long Beach	Document reviewed - No comments sent
LAC250903-04 Milan Park Tower Dormitory Project	References: LAC241203-03 and LAC240813-02 Comment Period: N/A Public Hearing: 9/18/2025			

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PROJECT TITLE				
General Land Use (residential, etc.)	The project consists of rehabilitating a five-story historic building into 107 studio apartments, including one 2-bedroom manager unit and one 1-bedroom maintenance unit, with 12 parking spaces. 53 studio units will use RAD Section 8 PBVs for 20 years. The project is located at 306 South Loma Drive in Los Angeles.	Other	Los Angeles Housing Department (LAHD)	Document reviewed - No comments sent
LAC250909-01 New Clark Residence	Comment Period: 9/8/2025 - 9/23/2025 Public Hearing: N/A			
General Land Use (residential, etc.)	The project consists of removal of existing structures and construction of a mixed-use development on an existing 8.8-acre site with construction on the north and south parcels consisting of 1) 986 residential units; 2) 15,000 square feet of retail; 3) 23,800 square feet of restaurant; 4) 116,610 square feet of outdoor trellis/overhand; and 5) parking. The Site would include up to 1,245,536 square feet of floor area and approximately one acre of publicly accessible open space. The project is located at 1251 North Spring Street and 1030-1380 North Broadway in Los Angeles.	Draft Environmental Impact Report	City of Los Angeles	Comment letter sent on 9/25/2025
LAC250910-02 Buena Vista Project	Staff provided previous comments during the Notice of Preparation comment period which can be viewed at: http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2021/august/LAC210803-05.pdf ENV-2016-4064-EIR References: LAC250710-02 and LAC210803-05 https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/september-2025/lac250910-02-deir-buena-vista-project.pdf Comment Period: 7/10/2025 - 9/25/2025 Public Hearing: N/A			
General Land Use (residential, etc.)	The project consists of subdividing one (1) parcel into two (2) parcels under Tentative Parcel Map No. 84900 within the Imperial Highway Specific Plan Zoning District. The project is located at 14861 Imperial Highway in La Mirada.	Site Plan	City of Mirada	Document reviewed - No comments sent
LAC250910-03 Tentative Parcel Map No. 84900 – Subdivide One Parcel into Two	Reference: LAC240301-13 Comment Period: 9/4/2025 - 9/17/2025 Public Hearing: 9/18/2025			

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PROJECT TITLE				
<i>General Land Use (residential, etc.)</i>	The project consists of demolishing existing structures and building 11 two-story, three-bedroom townhomes in five buildings (1,341-1,594 square feet each, 31 feet, seven inches tall) with attached two-car garages, private patios, a 26-foot driveway approach, 24-26-foot interior driveways, and six extra parking spaces while preserving two mature Coast Live Oak trees. The project is located at 1404 and 1414 Royal Oaks Drive in Duarte.	Draft Mitigated Negative Declaration	City of Duarte	Document reviewed - No comments sent
LAC250916-02 1404 Royal Oaks Project	Comment Period: 9/17/2025 - 10/15/2025 Public Hearing: 10/16/2025			
<i>General Land Use (residential, etc.)</i>	The project consists of redeveloping eight acres with 1,589 residential units, 411,113 square feet of office, 145,748 square feet of retail/restaurant, and 90,113 square feet of open space in buildings up to 30 stories and 364 feet tall with subterranean and podium parking. The project is located at 400 South Central Avenue in Los Angeles.	Other	City of Los Angeles	Document reviewed - No comments sent
LAC250916-03 Fourth and Central Project	Staff previously provided comments on the Draft Environmental Impact Report for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2023/november-2023/LAC231012-02.pdf Staff previously provided comments on the Notice of Preparation for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2022/april/LAC220310-03.pdf References: LAC231012-02 and LAC220310-03 Comment Period: N/A Public Hearing: 10/9/2025			

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PROJECT TITLE General Land Use (residential, etc.) ORC250910-04 The Village Santa Ana Specific Plan	The project consists of redeveloping a 17.2-acre site into a mixed-use urban village with up to 1,583 residential units, 80,000-square-foot commercial/retail space, 300,000-square-foot office space, and 13.8 acres of outdoor and recreation space. The project is located at 1561 West Sunflower Avenue in Santa Ana. Staff provided comments during the Notice of Preparation Draft Supplemental Environmental Impact Report public review period on 12/01/23. The comment letter can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2023/december-2023/ORC231108-02.pdf Staff previously provided comments on the Notice of Preparation of a Program Environmental Impact Report for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2020/March/ORC200303-03.pdf References: ORC250801-05; ORC250416-01; ORC231108-02; ORC230712-06; ORC210810-08; ORC200806-02; and ORC200303-03 Comment Period: 8/11/2025 - 9/15/2025 Public Hearing: 9/16/2025	Final Supplemental Environmental Impact Report	City of Santa Ana	Document reviewed - No comments sent
General Land Use (residential, etc.) ORC250910-05 Gateway Village Project	The project consists of a 105-acre residential village with 1,360 two and three-story homes on 65.5 acres, including 340 affordable units, five parks that are 7.2 acres, a 1.2-acre frontage, and a 9.5-acre Jeffrey Open Space Trail extension with a pedestrian/bicycle bridge and new public access to Gateway Preserve. Utilities will be extended. The project is located at 11911 Jeffrey Road in Irvine. Reference: ORC241023-03 Comment Period: 9/5/2025 - 10/20/2025 Public Hearing: N/A	Draft Environmental Impact Report	City of Irvine	Under review, may submit comments
General Land Use (residential, etc.) ORC250911-02 Tentative Parcel Map No. 2025-151-Clearwater Living	The project consists of subdividing one lot on a 6.14-acre site to construct a senior living development with two buildings including 168 active adult units, 74 assisted living units, and 28 memory care units. The project is located at the southeast corner of Warner Avenue and Armstrong Avenue in Tustin. Comment Period: 9/9/2025 - 9/23/2025 Public Hearing: N/A	Other	City of Tustin	Document reviewed - No comments sent

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PROJECT TITLE				
<i>General Land Use (residential, etc.)</i> ORC250917-05 Beith Residence Historic Exterior Modification (HEMA No. 2025-03)	The project consists of approving Historic Exterior Modification Application No. 2025-03 for a second-story rear addition to: 1) a single-family residence, 2) new and replacement wood-sash windows, and 3) legalization of unpermitted additions, pergolas, a deck, and a fixed pane window. The project is located at 1804 North Greenleaf Street in Santa Ana. Comment Period: N/A Public Hearing: 9/23/2025	Other	City of Santa Ana	Document reviewed - No comments sent
<i>General Land Use (residential, etc.)</i> RVC250910-08 Menifee Valley Business Park – Buildings 5 & 6 (Phase 2)	The project consists of two warehouse/distribution buildings: 1) Building 5 at 1,204,313 square feet on 68.73 acres with 429 passenger and 569 trailer stalls, and 2) Building 6 at 773,157 square feet on 47 acres with 285 passenger and 340 trailer stalls. Access is from McLaughlin Road, and it implements Planning Area 10 of the Menifee Valley Specific Plan. The project is located south of McLaughlin Road, east of Menifee Road, and west of Briggs Road in Menifee. Staff previously provided comments on the Notice of Preparation for the project, which can be accessed at: http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2022/march/RVC220308-07.pdf Staff previously provided comments on the Draft Environmental Impact Report for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2023/december-2023/RVC231025-01.pdf References: RVC241101-03; RVC240201-04; RVC231227-01; RVC231025-01; RVC220308-07; RVC211015-01; RVC190821-04; and RVC180823-02 Comment Period: 9/10/2025 - 10/2/2025 Public Hearing: N/A	Other	City of Menifee	Document reviewed - No comments sent
<i>General Land Use (residential, etc.)</i> RVC250911-03 Canyon Springs Business Park Specific Plan	The project consists of amending the General Plan, Zoning Map, and Specific Plan, and approving a Tentative Tract Map and Design Review to construct a 156-unit multi-family residential development on a 9.13-acre site of four vacant parcels. The project is located at the northwest corner of Gateway Drive and Canyon Park Drive in Riverside. Comment Period: N/A Public Hearing: N/A	Site Plan	City of Riverside	Document reviewed - No comments sent

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PROJECT TITLE				
General Land Use (residential, etc.)	The project consists of building a 111.25-acre community with 457 homes, 98 accessory dwelling units, parks, open space, trails, and a water quality/detention basin. The project is located east of Nason Street, west of Moreno Beach Drive, and north of Ironwood Avenue in Moreno Valley.	Notice of Preparation of a Draft Program Environmental Impact	City of Moreno Valley	Under review, may submit comments
RVC250918-02 Moreno Meadows	Comment Period: 9/12/2025 - 10/12/2025 Public Hearing: N/A			
Plans and Regulations	The project consists of rezoning a ±5.34-acre site through a new zoning designation, Area Development Plan Twenty (ADP-20), to allow commercial uses and residential development up to 21 dwelling units per acre – up to 107 units. The project is located at 19011 Bloomfield Avenue in Cerritos.	Draft Mitigated Negative Declaration	City of Cerritos	Document reviewed - No comments sent
LAC250923-01 Development Code Amendment 2025-2, Development Map Amendment 2025-2, and General Plan Amendment 2025-2	Comment Period: 9/12/2025 - 10/3/2025 Public Hearing: 11/5/2025			
Plans and Regulations	The project consists of updating Laguna Niguel's 14.7-square-mile/9,464-acre General Plan to guide land use, mobility, resources, public facilities, safety, noise, and economic development over 20 years. It revises the land use map, designates three Opportunity Areas (Marketplace at Laguna Niguel, Chet Holifed Federal Building, Town Center) for redevelopment, and sets goals for housing, economic growth, infrastructure, parks, and transportation. The project is located at 24171 La Hermosa Ave in Laguna Niguel.	Recirculated Draft Program Environmental Impact Report	City of Laguna Niguel	Document reviewed - No comments sent
ORC250910-06 Laguna Niguel General Plan Update	Reference: ORC250512-03 Comment Period: 8/25/2025 - 10/8/2025 Public Hearing: N/A			
Plans and Regulations	The project consists of updating the Circulation, Economic Development, and Public Safety Elements of the General Plan with an Addendum to the 1991 EIR (SCH No. 1991021054). The project is located citywide in Dana Point.	Other	City of Dana Point	Document reviewed - No comments sent
ORC250924-04 General Plan Update to Circulation, Economic Development, and Public Safety Elements (GPA22-0001 and GPA22-0002)	References: ORC250924-05 and ORC250806-01 Comment Period: N/A Public Hearing: 10/7/2025			

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PROJECT TITLE				
<i>Plans and Regulations</i>	The project consists of amendments to the City’s Density Bonus regulations through Zone Text Amendment ZTA25-0001 and Local Coastal Program Amendment LCPA25-0001 to comply with State law, qualifying as CEQA exempt. The project is located citywide in Dana Point.	Other	City of Dana Point	Document reviewed - No comments sent
ORC250924-05 Zone Text Amendment ZTA25-0001 and Local Coastal Program Amendment LCPA25-0001	References: ORC250924-04 and ORC250806-01 Comment Period: N/A Public Hearing: 10/7/2025			
<i>Plans and Regulations</i>	The project consists of amending the Canyon Springs Healthcare Campus and Canyon Springs Business Park Specific Plans to swap 3.9 acres between the two plans with no construction proposed. The project is located between Gateway Drive and Campus Parkway on the west and east side of Canyon Park Drive in Riverside.	Other	City of Riverside	Document reviewed - No comments sent
RVC250916-04 Canyon Springs Specific Plan Amendment – Parcel Swap	Comment Period: 9/16/2025 - 9/30/2025 Public Hearing: N/A			

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- Documents received by the CEQA Intergovernmental Review program but not requiring review are not included in this report.

ATTACHMENT A
ENVIRONMENTAL DOCUMENTS PREPARED BY OTHER PUBLIC AGENCIES AND STATUS OR REVIEW
September 1, 2025 to September 30, 2025

<u>SOUTH COAST AQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>Plans and Regulations</i>				
RVC250919-01 MoVal 2040: The Moreno Valley Comprehensive General Plan Update, Municipal Code and Zoning (including Zoning Atlas) Amendments, and Climate Action Plan	The project consists of updating Moreno Valley’s long-term General Plan for citywide physical development, adopting zoning text and atlas amendment, and approving a 2024 Climate Action plan to reduce greenhouse gas emissions and streamline CEQA analysis for future projects. The project is located citywide in Moreno Valley. Staff previously provided comments on the Revised Draft Program Environmental Impact Report for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/august-2025/rvc250708-02-rdpeir-moval-2040-moreno-valley-general-plan-update-associated-zoning-text-amendments-to-title-9-and-zoning-atlas-amendments-and-2024-climate-action-plan-project.pdf Staff provided comments during the Notice of Preparation of a Revised Draft Program Environmental Impact Report comment period which can be viewed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/august-2024/rvc240807-16-nop-moval-2040-the-moreno-valley-comprehensive-general-plan-update-municipal-coding-and-zoning-amendments-and-climate-action-plan.pdf Staff previously provided comments on the Draft Program Environmental Impact Report for the project, which can be accessed at: http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2021/may/RVC210406-01.pdf Staff previously provided comments on the Notice of Preparation of a Program Environmental Impact Report for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2020/April/RVC200310-01.pdf References: RVC250708-02; RVC240807-16; RVC210527-01; RVC210406-01; and RVC200310-01 Comment Period: 9/19/2025 - 10/8/2025 Public Hearing: 10/9/2025	Revised Final Program Environmental Impact Report	City of Moreno Valley	Document reviewed - No comments sent

Key:

= Project has potential environmental justice concerns due to the nature and/or location of the project.

LAC = Los Angeles County, ORC = Orange County, RVC = Riverside County, SBC = San Bernardino County, ALL = All counties within the South Coast AQMD jurisdiction, and ODP = Project located outside of South Coast AQMD jurisdiction

Project Notes:

- Disposition may change prior to Governing Board Meeting
- Documents received by the CEQA Intergovernmental Review program but not requiring review are not included in this report.

ATTACHMENT B

SOUTH COAST AQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Warehouse & Distribution Centers	The project consists of demolishing a 144,906 square foot building and constructing and operating a 165,803 square foot warehouse on 8.83 acres. The project is located at 26200 Enterprise Way. Off-site improvements are located at five intersections to enhance public safety and address concerns related to large truck turning movements: 1) Bake Parkway and Commercentre Drive; 2) Bake Parkway and Dimension Drive; 3) Dimension Drive, Commercentre Drive, and Enterprise Way; 4) Lake Forest Drive and Dimension Drive; and 5) Lake Forest Drive and Rancho Parkway. The project is located within all AB617 designated Wilmington/Carson/West Long Beach.	Draft Environmental Impact Report	City of Lake Forest	Comment letter sent on 9/11/2025
ORC250711-02 IPT Enterprise Business Center LLC Project#	Staff previously provided comments on the Notice of Preparation, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/april-2024/ORC240326-05.pdf Reference: ORC240326-05 https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/september-2025/orc250711-02-deir-ipt-enterprise-business-center-llc-project.pdf Comment Period: 7/10/2025 - 9/15/2025 Public Hearing: N/A			
Warehouse & Distribution Centers	The project consists of constructing a 624,500 square foot business park development for industrial uses, which comprises the following: 1) a large and small warehouse; 2) personal vehicle storage and self-storage units; 3) small business spaces; 4) small retail and restaurant development; 5) a 44 foot tall electronic billboard sign; 6) a fuel station; 7) associated landscaping; 8) parking, lighting, and signage, and 9) an electrical substation facility. The 47.96-acre project site is located on the northwest corner of State Route 86 and Airport Boulevard within the designated AB 617 Eastern Coachella Valley community.	Draft Environmental Impact Report	City of Coachella	Comment letter sent on 9/3/2025
RVC250722-01 Coachella Airport Business Park#	Staff previously provided comments on the Notice of Preparation, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2023/september-2023/rvc230901-09-nop-coachella-airport-business-park.pdf References: RVC230901-09 and RVC230412-06 https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/september-2025/rvc250722-01-deir-coachella-airport-business-project.pdf Comment Period: 7/21/2025 - 9/3/2025 Public Hearing: N/A			

= Project has potential environmental justice concerns due to the nature and/or location of the project.

Project Notes:

1. Disposition may change prior to Governing Board Meeting
2. Documents received by the CEQA Intergovernmental Review program but not requiring review are not included in this report.

ATTACHMENT B

SOUTH COAST AQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
Industrial and Commercial	The project consists of redeveloping a 444-acre site into a Town Center, which includes: 1) 402,500 square feet of commercial and retail uses; 2) indoor sports facility; 3) community spaces; 4) 27 acres of outdoor recreational areas; 5) an Industrial Center with up to 6,166,100 square feet of industrial and office uses; and 6) 24 to 52 acres of outdoor storage. The project is located at 1480-1660 West Anaheim Street, 2110-3500 North Gaffey Street, 1501 West John S Gibson Boulevard, and three parcels without formal addresses in Los Angeles. The project is also within the designated AB 617 Wilmington, Carson, and West Long Beach community.	Notice of Preparation of a Draft Environmental Impact Report	City of Los Angeles	Comment letter sent on 9/12/2025
LAC250820-06 Five Points Union Project#	https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/september-2025/lac250820-06-nop-five-points-union-project.pdf Comment Period: 8/14/2025 - 9/12/2025 Public Hearing: N/A			
Waste and Water-related	The project consists of constructing two new reservoirs on 7.17 acres. Proposed Reservoir 1 would have an inside diameter of approximately 210 feet, a total footprint of 36,530 square feet, and a capacity of 4.9 million gallons (MG) while Proposed Reservoir 2 would have an inside diameter of approximately 234 feet, a total footprint of 45,180 square feet, and a capacity of 6.1 MG. The project also includes removing the Sunset Well Building and Electrical Transformer Area, and demolishing and replacing the Disinfection Facility. The project is located at 201 West Mountain Street, on northwest corner of the intersection of Sunset Avenue and Mountain in Pasadena.	Draft Environmental Impact Report	City of Pasadena	Comment letter sent on 9/11/2025
LAC250805-02 Sunset Complex Project	Staff previously provided comments on the Notice of Preparation, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2022/may/LAC220407-06.pdf Reference: LAC220407-06 https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/september-2025/lac250805-02-deir-sunset-complex-project.pdf Comment Period: 7/31/2025 - 9/15/2025 Public Hearing: N/A			

= Project has potential environmental justice concerns due to the nature and/or location of the project.

Project Notes:

1. Disposition may change prior to Governing Board Meeting
2. Documents received by the CEQA Intergovernmental Review program but not requiring review are not included in this report.

ATTACHMENT B
ACTIVE PROJECTS WITH CONTINUED REVIEW OF ENVIRONMENTAL DOCUMENTS
PREPARED BY OTHER PUBLIC AGENCIES

<u>SOUTH COAST AQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>Waste and Water-related</i>	The project consists of cleanup at the former Welch's Uniform Facility, which includes: 1) excavation and off-site disposal of lead and soil contaminated with volatile organic compounds; and 2) installation of a soil vapor extraction system to capture off-site vapor. The project is located at 3505 Pasadena Avenue in Los Angeles. Reference: LAC240717-04 https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/september-2025/lac250820-05-dtsc-community-update-former-welchs-uniform-facility-cleanup.pdf Comment Period: 8/25/2025 - 9/25/2025 Public Hearing: N/A	Other	Department of Toxic Substances Control (DTSC)	Comment letter sent on 9/23/2025
LAC250820-05				
Former Welch's Uniform Facility Cleanup				
<i>Waste and Water-related</i>	The project consists of constructing tertiary treatment facilities spanning three phases within the existing Water Reclamation Plant No. 4 site to produce up to 10 million gallons (MGD) of non-potable recycled water for irrigation. Phase 1 would produce 1 MGD, Phase 2 would produce an additional 1.5 MGD for a total of 2.5 MGD, and Phase 3 would produce up to 10 MGD. The project is located at the southeast corner of 62nd Street and Filmore Street in Thermal, within the AB 617 Eastern Coachella Valley community. https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/september-2025/rvc250805-07-deir-water-reclamation-plant-no-4-non-potable-water-improvements-project.pdf Comment Period: 7/30/2025 - 9/15/2025 Public Hearing: N/A	Draft Environmental Impact Report	Coachella Valley Water District (CVWD)	Comment letter sent on 9/4/2025
RVC250805-07				
Water Reclamation Plant No. 4 Non-Potable Water Improvements Project#				
<i>Waste and Water-related</i>	The project consists of constructing a new booster pump station (BPS) to replace an existing BPS, which would increase pumping capacity and provide system capacity and reliability. The BPS includes three pumps and provisions for a fourth pump and additional construction includes on-site piping, paving access roads and sidewalks, and an enclosed masonry block building, electrical equipment, and an emergency generator. The project also includes installation of approximately 2,200 feet of potable water transmission pipeline and 640 feet of suction piping to connect to the existing Cajalco Water Tank, followed by removal of the existing pump station. This project is located within an unincorporated area of the County of Riverside, west of the City of Perris and within the Water District's service area in Mead Valley. https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/september-2025/rvc250814-01-draft-mnd-for-mead-valley-booster-pump-station-project.pdf Comment Period: 8/14/2025 - 9/15/2025 Public Hearing: N/A	Draft Mitigated Negative Declaration	Eastern Municipal Water District (EMWD)	Comment letter sent on 9/11/2025
RVC250814-01				
Mead Valley Booster Pump Station Project				

Key:

= Project has potential environmental justice concerns due to the nature and/or location of the project.

LAC = Los Angeles County, ORC = Orange County, RVC = Riverside County, and SBC = San Bernardino County

Project Notes:

1. Disposition may change prior to Governing Board Meeting
2. Documents received by the CEQA Intergovernmental Review program but not requiring review are not included in this report.

ATTACHMENT B
ACTIVE PROJECTS WITH CONTINUED REVIEW OF ENVIRONMENTAL DOCUMENTS
PREPARED BY OTHER PUBLIC AGENCIES

SOUTH COAST AQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>Waste and Water-related</i>				
SBC250814-03 San Antonio Water Company Headquarters Project	The project consists of constructing a 3,698-square-foot San Antonio Water Company headquarters building and a 4,066-square-foot maintenance building, along with a maintenance yard, driveway, parking, solar cover, landscaping, citrus grove, and utility improvements, while retaining the existing water storage tank, pump station, and signal buildings. The project is located at 400 East Twentieth Street in Upland. https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/september-2025/sbc250814-03-mnd-san-antonio-water-company-headquarters.pdf Comment Period: 8/14/2025 - 9/15/2025 Public Hearing: 10/22/2025	Draft Mitigated Negative Declaration	City of Upland	Comment letter sent on 9/11/2025
<i>Plans and Regulations</i>				
ORC250826-01 Brea 2050: Focused General Plan Update and Brea Core Specific Plan	The project consists of updating the 2003 Brea General Plan and creating the Brea Core Specific Plan, which emphasizes land use, circulation, economic development, community resources, and public safety. The Brea Core Specific Plan would allow development of 4,752 residential units and 6,379,588 square feet of non-residential uses, with mobility improvements, infrastructure upgrades, and streetscape enhancements. The project is located within the planning area surrounding Imperial Highway, State Route 90, and State Route 57 in Brea. https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/september-2025/orc250826-01-nop-brea-2050--focused-general-plan-update-and-brea-core-specific-plan.pdf Comment Period: 8/25/2025 - 9/24/2025 Public Hearing: N/A	Notice of Preparation of a Draft Program Environmental Impact	City of Brea	Comment letter sent on 9/24/2025

Key:

= Project has potential environmental justice concerns due to the nature and/or location of the project.

LAC = Los Angeles County, ORC = Orange County, RVC = Riverside County, and SBC = San Bernardino County

Project Notes:

1. Disposition may change prior to Governing Board Meeting
2. Documents received by the CEQA Intergovernmental Review program but not requiring review are not included in this report.

ATTACHMENT C
PROPOSED AIR PERMIT PROJECTS FOR WHICH SOUTH COAST AQMD IS CEQA LEAD AGENCY
Through September 30, 2025

PROJECT PROPONENT/ PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOCUMENT	STATUS	CONSULTANT
Ecobat Resources California Inc. (formerly Quemetco) <u>Quemetco Capacity Upgrade Project</u>	Ecobat Resources California Inc. (formerly Quemetco) is proposing to modify its South Coast AQMD permits (Facility ID: 8547) 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. The project is located in Los Angeles County at 720 South 7th Avenue in the City of Industry. Reference: State Clearinghouse No. 2018081096	Environmental Impact Report (EIR)	The Draft EIR was released for a 124-day public review and comment period from October 14, 2021 to February 15, 2022 and approximately 200 comment letters were received. South Coast AQMD held two community meetings on November 10, 2021, and February 9, 2022, which presented an overview of the proposed project, the CEQA process, detailed analysis of the potentially significant environmental topic areas, and the existing regulatory safeguards. Response to written comments submitted relative to the Draft EIR and oral comments made at the community meetings are currently being prepared by the consultant. After the Draft EIR public comment and review period closed, Quemetco submitted additional applications for other permit modifications. South Coast AQMD staff is evaluating the effect of these new applications on the EIR process.	Trinity Consultants
Browning-Ferris Industries of California, Inc., doing business as Sunshine Canyon Landfill Republic Services Inc. <u>Sunshine Canyon Landfill Flare Capacity Expansion Project</u>	Sunshine Canyon Landfill Republic Services Inc. is proposing to modify its South Coast AQMD permits (Facility ID: 49111) 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-emission flares with two additional 300-horsepower electric blowers; and 2) increase the landfill gas flow limit of the existing landfill gas collection system. The project is located in Los Angeles County at 14747 San Fernando Road in Sylmar. Reference: State Clearinghouse No. 1992041053	Subsequent Environmental Impact Report (SEIR)	The Draft SEIR was released on September 30, 2025 for a 45-day public review and comment period which ends on 5:00 p.m. on November 14, 2025.	Castle Environmental Consulting

Key: # = Project has potential environmental justice concerns due to the nature and/or location of the project.

ATTACHMENT C
PROPOSED AIR PERMIT PROJECTS FOR WHICH SOUTH COAST AQMD IS CEQA LEAD AGENCY
Through September 30, 2025

PROJECT PROPONENT/ PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOCUMENT	STATUS	CONSULTANT
Southern California Gas Company (SoCalGas)	SoCalGas is proposing to modify their South Coast AQMD permit (Facility ID: 5973) for the Honor Rancho Natural Gas Storage Field to: 1) replace five compressor engines with four new natural gas-fueled compressor engines (each rated at 5,000 horsepower (hp)), new selective catalytic reduction systems and a new aqueous urea storage tank; 2) install two new electric compressors (each rated at 5,500 hp) with associated ancillary equipment; 3) construct a new building to house the new compressors; 4) install an advanced renewable energy system, which will include hydrogen electrolyzers, hydrogen storage, and fuel blending equipment to mix hydrogen with natural gas which will fuel the compressor engines; 5) install a hydrogen vehicle fueling station; 6) install an electric microgrid with an energy storage system and a natural gas fuel cell system; and 7) install one new electricity transmission line which will connect to Southern California Edison. The project is located in Los Angeles County at 28300 Brady Parkway in Santa Clarita. Reference: State Clearinghouse No. 2016071006	Addendum to the Final Subsequent Environmental Assessment for Rule 1110.2 and Rule 1100, and the Final Program EIR for the 2016 Air Quality Management Plan	The consultant has prepared a revised preliminary draft Addendum which South Coast AQMD staff is reviewing.	Dudek
<u>Honor Rancho Compressor Modernization Project</u>				

Key: # = Project has potential environmental justice concerns due to the nature and/or location of the project.

ATTACHMENT C
PROPOSED AIR PERMIT PROJECTS FOR WHICH SOUTH COAST AQMD IS CEQA LEAD AGENCY
Through September 30, 2025

PROJECT PROPONENT/ PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOCUMENT	STATUS	CONSULTANT
Tesoro Refining & Marketing Company, LLC (Tesoro)	Tesoro is proposing modifications to its Carson Operations and Wilmington Operations at the Marathon Los Angeles Refinery in order to replace aging coke drums, produce asphalt binder, and make more high-octane, low vapor pressure clean-gasoline blendstock by modifying the fluid feed hydrosulfurization unit, the fluidized catalytic cracking unit, and the alkylation units.	Notice of Preparation of a Draft Environmental Impact Report and Initial Study (NOP/IS)	The consultant has prepared a revised preliminary draft NOP/IS which South Coast AQMD staff is reviewing.	Environmental Audit, Inc.
<u>Marathon Los Angeles Refinery Modernization Projects#</u>	The projects are located at two facilities in Los Angeles County: 1) Marathon Carson Operations, Facility ID 174655, 2350 East 223rd Street in Carson; and 2) Marathon Wilmington Operations, Facility ID 800436, 2101 East Pacific Coast Highway in Wilmington. Both of these facilities are located in the AB 617 Wilmington, Carson, and West Long Beach community. Reference: State Clearinghouse No. (TBD)			

Key: # = Project has potential environmental justice concerns due to the nature and/or location of the project.

 [Back to Agenda](#)

BOARD MEETING DATE: November 7, 2025

AGENDA NO. 25

REPORT: Stationary Source Committee

SYNOPSIS: The Stationary Source Committee held a hybrid meeting on Friday, October 17, 2025. The following is a summary of the meeting.

RECOMMENDED ACTION:
Receive and file.

Supervisor Holly J. Mitchell,
Committee Vice Chair
Stationary Source Committee

JA:reh

Call to Order

Committee Vice Chair Mitchell called the meeting to order at 10:37 a.m.

Roll Call

Committee Members

Present: Supervisor Holly J. Mitchell, Committee Vice Chair
Vice Chair Michael A. Cacciotti
Chair Vanessa Delgado
Supervisor Curt Hagman
Board Member Veronica Padilla-Campos
Absent: Mayor Pro Tem Larry McCallon, Committee Chair

For additional information of the Stationary Source Committee Meeting, please refer to the [Webcast](#).

INFORMATIONAL ITEMS:

1. 2025 Annual Progress Report for AB 617 Community Emission Reductions Plans

Walter Shen, Director of Community Engagement and Air Programs, presented an update on the implementation of Community Emission Reductions Plans (CERPs) and Community Air Monitoring Plans for the six South Coast AQMD AB 617 designated communities. For additional details, please view the [Webcast](#) for this item beginning at 00:04:00.

Committee Vice Chair Mitchell asked about outreach for the upcoming All-Community Steering Committee (CSC) event. Dr. Cessa Heard-Johnson, Deputy Executive Officer of Community Engagement and Air Programs, responded that outreach was conducted through electronically and through the CSC, and that a spring event is also being planned for consistently nominated communities to ensure new communities can participate. For additional details please refer to the [Webcast](#) beginning at 00:21:39.

Vice Chair Cacciotti raised questions regarding ongoing efforts in South Los Angeles (SLA) related to the autobody shop project and how these facilities can upgrade their equipment. Staff clarified that South Coast AQMD is exploring options to reduce emissions and is working with SLA community co-leads to further develop the plan. For additional details please refer to the [Webcast](#) beginning at 00:23:13.

Board Member Padilla-Campos asked about specifics on air filtration systems in schools, including maintenance and replacement, and whether the AB 617 program covers both. She also inquired about on-boarding issues and requested details on community concerns. Staff confirmed that AB 617 covers the cost of filters for air filtration systems and provided information about on-boarding and challenges the community faces regarding payment for participation in community meetings. For additional details please refer to the [Webcast](#) beginning at 00:26:31.

Chris Chavez, Coalition for Clean Air, acknowledged the valuable work of the AB 617 staff and the program's success in influencing key regulations like Rule 1109.1 and the indirect source rule. However, he expressed significant concern that the Board's recent decision to pursue a cooperative agreement/MOU was made without prior consultation with the CSC. For additional details please refer to the [Webcast](#) beginning at 00:31:17

2. 2024 Annual Report on AB 2588 Program and Updates to Facility Prioritization Procedures, Public Notification Procedures, and Supplemental Guidelines

Scott Epstein, Planning and Rules Manager, Planning, Rule Development and Implementation, provided a summary of the AB 2588 Program and activities for the 2024 calendar year. Information regarding future AB 2588 and toxic rules activities were also provided. For additional details please refer to the [Webcast](#) beginning at 00:34:44.

Vice Chair Cacciotti inquired about which facilities were required to submit a Risk Reduction Plan, what their emission levels were, and if they were able to significantly reduce those emissions. Dr. Epstein responded that the facilities in question were Bowman Plating and Carpenter Co. Dr. Epstein, along with Jason Aspell, Deputy Executive Officer of Engineering and Permitting, explained that Carpenter Co manufactures polyurethane foam, while Bowman Plating conducts hexavalent chrome plating and anodizing processes for aerospace parts. They also discussed how both facilities implemented changes to their operations or installed control devices as part of their Risk Reduction Plan and to comply with Rule 1469 requirements. For additional details, please refer to the [Webcast](#) beginning at 00:47:53.

Board Member Padilla-Campos asked for clarification regarding actions taken as a result of the Risk Reduction Plan. Mr. Aspell, briefly outlined the process, stating that implementation occurs through permit modifications, inspections, and through recordkeeping to ensure compliance with the new requirements. Dr. Epstein clarified that the actions taken by the facility must be permanent and enforceable. For additional details, please refer to the [Webcast](#) beginning at 00:49:51.

There were no public commenters online or in auditorium.

WRITTEN REPORTS:

3. Monthly Update of Staff's Work with U.S. EPA and CARB 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.

4. Notice of Violation Penalty Summary

The report was acknowledged by the committee.

OTHER MATTERS:

5. Other Business

There was no other business to report.

6. Public Comment Period

David Rothbart, representing Clean Water SoCal, requested that the Board reopen and revise the Rule 1133 series immediately. While they had previously agreed to wait for CAPCOA's updated emission factors to be published, Mr. Rothbart argued that those factors will take too long and that the Board should proceed now to fix the outdated provisions in the current rule. For additional details please refer to the [Webcast](#) beginning at 00:52:41.

Arin Boughan, Inland Empire Regional Composting Authority, and Sarah Recinto, Inland Empire Utilities Agency, also provided comments in support of the immediate reopening of the Rule 1133 series to adopt a performance-based approach. For additional details please refer to the [Webcast](#) beginning at 00:53:53.

Committee Vice Chair Mitchell asked Executive Officer Wayne Natri if the Board could be briefed on all the new state laws signed by the Governor that will impact the agency's work. Committee Vice Chair Mitchell acknowledged that the meeting already includes legislative updates but specifically requested a comprehensive update on all relevant new laws. Mr. Natri confirmed that updates on new state laws are usually handled through the Legislative Committee but agreed to provide a presentation to the full Board upon request. Chair Delgado supported the idea, and staff will provide a presentation in the December or January Board meeting. For additional details please refer to the [Webcast](#) beginning at 00:57:05.

7. Next Meeting Date

The next Stationary Source Committee meeting is scheduled for Friday, November 21, 2025.

Adjournment

The meeting was adjourned at 11:38 a.m.

Attachments

1. Attendance Record
2. Monthly Update of Staff's Work with U.S. EPA and CARB 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 – October 17, 2025

Councilmember Cacciotti South Coast AQMD Board Member
Supervisor Holly J. Mitchell South Coast AQMD Board Member
Senator Vanessa Delgado (Ret) South Coast AQMD Board Member
Supervisor Hagman South Coast AQMD Board Member
Board Member Veronica Padilla-Campos South Coast AQMD Board Member

Debra Mendelson Board Consultant (McCallon and Rodriguez)

Arin Boughan IERCA
Chris Chavez Coalition for Clean Air
Sarah Recinto Inland Empire Utilities Agency
David Rothbart Clean Water SoCal

Jason Aspell South Coast AQMD staff
Barbara Baird South Coast AQMD staff
Cindy Bustillos South Coast AQMD staff
Scott Gallegos South Coast AQMD staff
Bayron Gilchrist South Coast AQMD staff
Carlos Gonzalez South Coast AQMD staff
De Groeneveld South Coast AQMD staff
Anissa Heard-Johnson South Coast AQMD staff
Aaron Katzenstein South Coast AQMD staff
Angela Kim South Coast AQMD staff
Howard Lee South Coast AQMD staff
Jason Low South Coast AQMD staff
Terrence Mann South Coast AQMD staff
Ian MacMillan South Coast AQMD staff
Ghislain Muberwa South Coast AQMD staff
Ron Moskowitz South Coast AQMD staff
Susan Nakamura South Coast AQMD staff
Wayne Nastri South Coast AQMD staff
Robert Paud South Coast AQMD staff
Sarah Rees South Coast AQMD staff
Alberto Silva South Coast AQMD staff
Lisa Tanaka South Coast AQMD staff
Brian Tomasovic South Coast AQMD staff
Mei Wang South Coast AQMD staff
Jillian Wong South Coast AQMD staff
Victor Yip South Coast AQMD staff

October 2025 Update on Work with U.S. EPA and California Air Resources Board 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. Key activities with U.S. EPA and CARB since the last report are summarized below.

- RECLAIM/NSR Working Group meeting is not planned for October
- The RECLAIM/NSR Working Group will be reconvened when there is information to report

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
General Counsel's Office

Settlement Penalty Report (09/01/2025 - 09/30/2025)

Total Penalties

Civil Settlement: \$831,768.00

Hearing Board Settlement: \$1,000.00

MSPAP Settlement: \$265,781.75

Total Cash Settlements: \$1,098,549.75

Total SEP Value: \$0.00

Fiscal Year through 09/30/2025 Cash Total: \$2,449,771.91

Fiscal Year through 09/30/2025 SEP Value Only Total: \$0.00

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbrs	Total Settlement
Civil						
171832	C & R PLATING, INC.	1469	09/23/2025	ND	P73502	\$12,490.00
800022	CALNEV PIPE LINE, LLC	3002	09/24/2025	SP	P80726	\$37,470.00
182561	COLTON POWER, LP	2004	09/09/2025	DH	P79473	\$1,050.00
171049	E&B NATURAL RESOURCES MGMT. CORP.	203, 463, 1173	09/02/2025	RM	P69266, P73340, P73341, P73345, P75511	\$55,000.00
200407	GLENAIR, INC	2305	09/19/2025	SP	O15267	\$9,737.00
176691	H MART	1415.1	09/09/2025	RM	P74273, P74275, P74906, P74907, P74908, P74909, P74911, P74912, P74913	\$207,800.00
201693	MIDAS EXPRESS INC.	2305	09/23/2025	ND	O15088, O15458	\$18,000.00
200275	NEW DREAM SHIPPING CO. LTD	1142	09/09/2025	MR	P74098	\$3,122.00
800212	POMONA VALLEY COMM HOSP (EIS USE)	1146	09/19/2025	SP	P78364	\$12,490.00
197593	PRO AUTO COLLISION CORONA	203	09/19/2025	CL	P75412	\$2,271.00
199970	RUSSELL SQUARE CONSULTING, INC	1403, 40 CFR 61.145	09/23/2025	SH	P77560	\$9,000.00
49111	SUNSHINE CYN LANDFILL REPUBLIC SERV INC	402, 403, H&S 41700	09/03/2025	JL	P74783, P74785, P75268, P78103, P78251, P78254, P78255, P78256, P78257, P78258, P78959, P78960, P78961, P78962, P78963, P78964, P78965, P78966, P78967, P78968, P78969, P78970, P78971, P78972, P78973, P78974, P78975, P78976, P78977, P78978	\$175,000.00

200705	TC VILLAGE OAKS, LLC	403, 1403	09/23/2025	SH	P77564	\$9,000.00
89186	THE COCA COLA COMPANY	203	09/04/2025	KCM	P63998	\$175,000.00
13011	THE GILL CORPORATION	3002	09/19/2025	SP	P73180	\$18,735.00
194707	THE HAZMAT TEAM, LLC	1403	09/24/2025	CL	P75904	\$2,500.00
144681	WARREN E&P, INC	402, H&S 41700	09/05/2025	SP	P74546	\$8,743.00
134291	WILCO_PLACENTIA OIL OPERATOR LLC	203, 1148.1, 1173	09/26/2025	JJ	P73310	\$6,000.00
202592	YESLING INTERNATIONAL INC	2305	09/19/2025	DH	O15211	\$20,000.00
193318	ZENITH ENERGY WEST COAST TERMINALS LLC	2004, 3002	09/19/2025	SP	P81057	\$48,360.00

Total Civil Settlements: \$831,768.00

Hearing Board

146536	WALNUT CREEK ENERGY, LLC	203, 2004, 3002	09/04/2025	KCM	6230-6	\$1,000.00
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Total Hearing Board Settlements: \$1,000.00

MSPAP

203789	5385 GRASSY TRAIL DRIVE	1403	09/03/2025	VB	P75799	\$12,934.00
70220	AERO CHROME PLATING	1469	09/19/2025	CL	P78253	\$1,966.00
83039	AIRPORT ARCO	461, H&S 41960.2,	09/23/2025	SW	P66986	\$2,298.00
140836	ALISO VIEJO AUTO CARE INC	461	09/03/2025	VB	P79636	\$7,119.00
150805	ALL CLEAR ENVIRONMENTAL INC	1403, 40 CFR 61.145	09/09/2025	CL	P80806	\$13,112.00
164199	AMPCO CONTRACTING INC.	403	09/18/2025	CR	P79998	\$2,098.00
201804	ANZO USA	2305	09/23/2025	LT	O15306	\$8,360.00
206741	BELLA & CANVAS	2305	09/03/2025	VB	O15353	\$28,600.00
156954	BUSTILLOS COLLISION AUTO REPAIR	109, 203	09/03/2025	VB	P81803	\$2,098.00
44258	CALIBER MOTORS INC	203, 461	09/18/2025	CR	P64177	\$2,622.00
126710	CALIFORNIA HOTEL PARTNERS, LLC	203	09/09/2025	SW	P78044	\$1,009.00
166806	CARRIAGE FUNERAL SERVICES OF CA, INC.	1147	09/03/2025	VB	P75890	\$3,122.00
144040	CATHEDRAL CITY FUELS CO., DATE PALM ARCO	461	09/09/2025	SW	P64865	\$1,249.00
193474	DBA SUN CITY FUEL AND FOOD	203, 461	09/23/2025	SW	P80977	\$2,098.00
191972	FLETCHER JONES AUDI	461	09/09/2025	CM	P70428	\$996.00
729	FULLERTON SCH DIST, TRANS DEPT	461	09/23/2025	CL	P66313	\$2,372.00
205741	G&M OIL CO., #227	201, 203, 461	09/09/2025	CR	P68845	\$3,671.50
190532	G&M OIL CO., #73	203	09/09/2025	CR	P63725	\$2,098.00
186047	GLENDALE OIL, INC	461, H&S 41960.2	09/09/2025	VB	P68848	\$1,592.00
207751	GOLDEN WEST	403	09/16/2025	CR	P78483	\$3,147.00
207297	GUNJAN BAGLA	1403	09/09/2025	CM	P79988	\$1,494.00
149526	HEALTHVERVE FOOD MFG. USA, INC	1146.1	09/23/2025	CL	P78480	\$1,993.00
172234	IFCO SYSTEMS US., INC	1146.1	09/19/2025	CL	P78474	\$2,747.00
62862	IMPERIAL IRRIGATION DISTRICT/ COACHELLA	3002	09/09/2025	CL	P74291	\$6,594.00
2868	INDIO CITY, PUBLIC WORKS DEPT	203, 461	09/09/2025	SW	P74293	\$3,147.00

158905	JML AUTOBODY AND PAINT	109, 203	09/09/2025	CR	P74491	\$1,573.50
29411	LA CO., SHERIFF'S DEPT	1146, 3002	09/11/2025	CL	P81655	\$4,995.00
194733	LGM PHARMA	3002	09/23/2025	CL	P80170	\$3,776.00
124904	LOS ANGELES TIMES COMMUNICATIONS LLC	3002	09/09/2025	CL	P67133	\$786.00
205404	MAGNUSSEN HOME FURNISHING INC	2305	09/09/2025	LT	O15405	\$25,740.00
186373	MARTINEZ LANDSCAPE COMPANY, INC	203	09/09/2025	CR	P79268	\$1,049.00
205963	MAYER MOIZEL LLC	1403, 40 CFR 61.145	09/03/2025	VB	P79765	\$1,337.00
158766	MILLENIUM AUTO COLLISION	203, 1151	09/03/2025	CM	P74489	\$1,783.00
73367	MONARCH LITHO INC	3002	09/09/2025	CR	P74495	\$786.75
203603	NABCO	201, 203	09/23/2025	SW	P79865	\$2,018.00
11887	NASA JET PROPULSION LAB	2004	09/23/2025	CL	P80415	\$6,588.00
206676	NICKS ENTERPRISES OXNARD INC.	461, H&S 41960.2	09/03/2025	CM	P68833	\$2,547.00
180167	NIMA CAPITAL INVESTMENT INC	461, H&S 41960.2	09/03/2025	VB	P73533	\$4,396.00
129752	O'CONNELL LANDSCAPE MAINTENANCE	461	09/09/2025	CM	P66309	\$2,490.00
121727	PACIFIC PIPELINE SYSTEM LLC	3002	09/19/2025	CL	P75692	\$834.00
111007	RIVERSIDE CTY WASTE RESOURCES MGMT DIST.	203	09/26/2025	SW	P81154	\$1,249.00
23487	ROYAL PAPER BOX CO	3002	09/19/2025	CL	P74494	\$449.00
170861	RSG/AAMES SECURITY, INC.	201, 203	09/09/2025	CR	P73839	\$3,147.00
131062	SAM'S CLUB FUELING STATION #6610	461, H&S 41960.2	09/23/2025	VB	P80245	\$1,648.00
131506	SAM'S CLUB FUELING STATION #6613	461, H&S 41960.2	09/03/2025	SW	P63734	\$2,747.00
113170	SANTA MONICA - UCLA MEDICAL CENTER	203, 1146	09/26/2025	CL	P80060	\$13,737.00
199467	SECURITY PAVING	403	09/18/2025	CR	P79879	\$2,098.00
175045	SEVEN DAYS STATION, INC.	203, 461	09/09/2025	CL	P70237, P79051	\$3,513.00
134777	SONNENBLICK - DEL RIO EL MONTE ASSET LEASING CORP	222, 1415	09/10/2025	VB	P74886	\$4,836.00
206269	TACTICAL LOGISTIC SOLUTIONS	2305	09/19/2025	LT	O15391	\$28,600.00
5472	TAFT CLEANERS	203	09/09/2025	CL	P80285	\$1,099.00
151401	TARGET STORE #2309	203	09/03/2025	VB	P79232	\$1,573.00
206917	THACKER'S TRUCKING, INC.	403, 13 CCR 2454	09/26/2025	CL	P75885	\$2,247.00
204804	UNITED BROTHERS GAS, INC.	203	09/19/2025	CL	P68841	\$846.00
192419	UNITED PACIFIC #0600	461, H&S 41960.2	09/03/2025	CM	P63733	\$1,494.00
199160	UNIVERSAL CONTAINER AND PACKAGING	2305	09/09/2025	LT	O15297	\$15,840.00
2482	US GOVT, NAVY DEPT, GOLF COURSE	461	09/19/2025	CL	P78735	\$1,423.00
Total MSPAP Settlements: \$265,781.75						

SOUTH COAST AQMD'S RULES AND REGULATIONS INDEX FOR SEPTEMBER 2025 PENALTY REPORT

REGULATION I - GENERAL PROVISIONS

Rule 109 Recordkeeping for Volatile Organic Compound Emissions

REGULATION II - PERMITS

Rule 201 Permit to Construct

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 402 Nuisance

Rule 403 Fugitive Dust

Rule 461 Gasoline Transfer and Dispensing

Rule 463 Organic Liquid Storage

REGULATION XI - SOURCE SPECIFIC STANDARDS

Rule 1142 Marine Tank Vessel Operations

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 1147 NOx Reductions from Miscellaneous Sources

Rule 1148.1 Oil and Gas Production Wells

Rule 1151 Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations

Rule 1173 Fugitive Emissions of Volatile Organic Compounds

REGULATION XIV - TOXICS

Rule 1403 Asbestos Emissions from Demolition/Renovation Activities

Rule 1415 Reduction of Refrigerant Emissions from Stationary Air Conditioning Systems

Rule 1415.1 Reduction of Refrigerant Emissions from Stationary Refrigeration Systems

Rule 1469 Hexavalent Chromium Emissions from Chrome Plating and Chromic Acid Anodizing Operations

SOUTH COAST AQMD'S RULES AND REGULATIONS INDEX FOR SEPTEMBER 2025 PENALTY REPORT

REGULATION XX - REGIONAL CLEAN AIR INCENTIVES MARKET (RECLAIM)

Rule 2004 Requirements

REGULATION XXIII - FACILITY BASED MOBILE SOURCE MEASURES

Rule 2305 Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (Waire) Program

REGULATION XXX - TITLE V PERMITS

Rule 3002 Requirements

CODE OF FEDERAL REGULATIONS

40 CFR 61.145 Standards for Demolition and Renovation

CALIFORNIA HEALTH AND SAFETY CODE

H&S § 41700 Prohibited Discharges

H&S § 41960.2 Gasoline Vapor Recovery

CALIFORNIA CODE OF REGULATIONS

13 CCR 2454 Portable Equipment Registration Process

BOARD MEETING DATE: November 7, 2025

AGENDA NO. 26

REPORT: Technology Committee

SYNOPSIS: The Technology Committee held a hybrid meeting on Friday, October 17, 2025. The following is a summary of the meeting.

RECOMMENDED ACTION:
Receive and file.

Veronica Padilla-Campos,
Acting Committee Chair
Technology Committee

AK:psc

Call to Order

Acting Committee Chair Veronica Padilla-Campos called the meeting to order at 12:00 p.m.

Roll Call

Committee Members

Present: Supervisor Curt Hagman
Mayor Patricia Lock Dawson
Supervisor Janet Nguyen
Board Member Veronica Padilla-Campos

Absent: Mayor Pro Tem Carlos Rodriguez, Committee Chair
Mayor Pro Tem Larry McCallon

For additional details of the Technology Committee Meeting, please refer to the [Webcast](#).

ACTION ITEMS:

1. Approve School Bus Awards and Execute Contracts for Lower-Emission School Bus, CARE4Kids, and Carl Moyer Programs

Yuh Jiun Tan, Program Supervisor, Technology Advancement Office, presented on the U.S. EPA 2024 Clean Heavy-Duty Vehicles Grant to fund projects under the CARE4Kids program to replace combustion school buses with zero-emission buses. In February 2025, Program Announcement #PA2025-02 was released to solicit applications for the replacement of combustion school buses with zero-emission buses under the Lower-Emission School Bus and CARE4Kids programs. The solicitation closed in April 2025, and 33 school districts from all four counties of the South Coast Air Basin applied. Subsequently, in March 2025, a Program Announcement #PA2025-03 was released to solicit applications for “Year 27” of the Carl Moyer Program and closed in July 2025. Two school districts submitted applications under the Carl Moyer Program, requesting to replace a total of 54 combustion school buses with zero-emission buses. Both solicitations were oversubscribed, and funds from other programs were reallocated to help support the projects. These actions are to authorize the Executive Officer to: 1) execute and amend contracts to replace school buses and install infrastructure under the Lower Emission School Bus, CARE4Kids, and the Carl Moyer Programs for a total amount not to exceed \$78,187,054 comprised of \$34,570,116 from the Carl Moyer Program AB 923 Special Revenue Fund (80), \$22,180,000 from the CARE4Kids Program Advanced Technology, Outreach and Education Fund (17), \$3,510,006 from CARB SEP Special Revenue Fund (87), and \$17,926,932 from the Community Air Protection AB 134 Fund (77); 2) redistribute the source of funds as needed from SB 1107, SB 129, State Reserve, and associated interest funds in Fund (32), Carl Moyer AB 923 Fund (80), CARE4Kids Program Advanced Technology, Outreach and Education Fund (17), CARB SEP Special Revenue Fund (87), and the Community Air Protection AB 134 Fund (77) to ensure program liquidation targets are met; and 3) reassign projects between funding years, as needed, in order to expeditiously meet program funding liquidation requirements. For additional details, please refer to the [Webcast](#) beginning at 4:42.

Supervisor Hagman inquired about the availability of the zero-emission school bus technology. Aaron Katzenstein, Deputy Executive Officer, Technology Advancement Office explained that the technology is already commercialized and is readily available. For additional details, please refer to the [Webcast](#) beginning at 8:15.

Board Member Padilla-Campos asked whether chargers are included in the award and how many would be provided. Ms. Tan clarified that each award includes up to \$20,000 in funding for supporting infrastructure. For additional details, please refer to the [Webcast](#) beginning at 9:00.

Moved by Hagman; seconded by Lock Dawson; unanimously approved.

Ayes: Hagman, Lock Dawson, Nguyen, Padilla-Campos

Noes: None

Abstain: None

Absent: McCallon, Rodriguez

2. Execute Contract to Develop and Demonstrate Zero-Emission Fuel Cell Electric Heavy-Duty Refuse Truck

Sam Cao, Program Supervisor, Technology Advancement Office, presented on CARB's Advanced Clean Fleet regulation that requires State and Local Government Agency Fleets to transition to zero-emission technologies for medium- and heavy-duty trucks, including refuse trucks. Although there are some options for battery-electric refuse trucks, development and demonstration are needed for fuel cell electric refuse trucks to accommodate longer range of operation and faster refueling. This action is to authorize the Executive Officer to execute a contract with Symbio North America Corporation in an amount not to exceed \$800,000 to develop and demonstrate a Class 8 heavy-duty fuel cell electric refuse truck. For additional details, please refer to the [Webcast](#) beginning at 10:50.

Mayor Lock Dawson commented that she does not have a financial interest but is required to identify for the record that she is the Mayor of the City of Riverside, which is involved in this item.

Mayor Lock Dawson commented on the on-going issues with hydrogen fuel supply, as well as the financial issues with the ARCHES program, and asked how we will ensure fueling for the hydrogen projects. Dr. Katzenstein responded that there are ongoing issues with hydrogen supply and the need to reduce the price of hydrogen. South Coast AQMD is trying to fund multiple projects in both supply and production to ensure there is a more stable supply of hydrogen. For additional details, please refer to the [Webcast](#) beginning at 14:26.

Supervisor Hagman asked whether there is a local or state rule mandating 100% green hydrogen production and commented on the price and benefits of hydrogen. For additional details, please refer to the [Webcast](#) beginning at 17:16.

Moved by Hagman; seconded by Lock Dawson; unanimously approved.

Ayes: Hagman, Lock Dawson, Nguyen, Padilla-Campos

Noes: None

Abstain: None

Absent: McCallon, Rodriguez

INFORMATIONAL ITEM:

3. Clean Fuels Program Draft 2026 Plan Update

Vasileios Papapostolou, Planning & Rules Manager, Technology Advancement Office, presented on the Clean Fuels Plan Update. Staff provides the Clean Fuels Program Draft Plan Update to the Technology Committee to solicit input on the proposed priority technology areas and potential projects for the upcoming year before requesting final Board approval for the Plan Update in early spring. Staff proposes continued support for a wide portfolio of technologies emphasizing zero-emission technologies for vehicles, off-road equipment, emission and fuel characterization studies, and supporting infrastructure. For additional details, please refer to the [Webcast](#) beginning at 15:26.

Mayor Patricia Lock Dawson asked if there were any linear generators in South Coast AQMD's jurisdiction. Dr. Katzenstein stated that Prologis has a site within South Coast AQMD's jurisdiction being used to charge battery electric class 8 trucks. Dr. Katzenstein also stated that there were several backup generation units along with prime generation units to support stationary refrigeration units, such as at grocery stores. For additional details, please refer to the [Webcast](#) beginning at 26:17.

4. Presentation on CHARGE-OPT: Data-Driven Planning Platform for Truck Charging Networks and Truck Battery Electric Fleets

Jonathan Shi, AmpTrans Inc, presented on the design and development of a planning tool to assist fleet owners, charging infrastructure developers, and other key stakeholders in deploying medium- and heavy-duty battery electric trucks and charging infrastructure. For additional details, please refer to the [Webcast](#) beginning at 30:44.

Mayor Patricia Lock Dawson commented that the CHARGE-OPT project is a good example for the problem-solution approach and that she recalled a study on the gap for charging infrastructure. Dr. Katzenstein commented that Mr. Shi works with Professor Nanpeng Yu, University of California, Riverside on the CHARGE-OPT project, which is funded by the South Coast AQMD Clean Fuels Program Fund. Dr. Katzenstein suggested a future live demonstration of CHARGE-OPT, if there is interest from the Technology Committee members. For additional details, please refer to the [Webcast](#) beginning at 38:10.

Board Member Veronica Padilla-Campos asked whether CHARGE-OPT is live yet and how often the data is updated. Mr. Shi responded that the truck and infrastructure modules are live and free for users in the South Coast AQMD jurisdiction. Mr. Shi further explained that the data used is within the last year and that the project team is adding a new layer on the charging station module that shows utility service areas. For additional details, please refer to the [Webcast](#) beginning at 40:04.

OTHER MATTERS:

5. Other Business

There was no other business to report.

6. Public Comment Period

No public comment.

7. Next Meeting Date

The next regular Technology Committee meeting is scheduled for Friday, November 21, 2025, at noon.

Adjournment

The meeting adjourned at 12:40 p.m.

Attachment

Attendance Record

ATTACHMENT

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT TECHNOLOGY COMMITTEE MEETING Attendance Record – October 17, 2025

Supervisor Curt Hagman	South Coast AQMD Board Member
Mayor Patricia Lock Dawson	South Coast AQMD Board Member
Supervisor Janet Nguyen	South Coast AQMD Board Member
Board Member Padilla-Campos	South Coast AQMD Board Member
Debra Mendelsohn	Board Consultant/Assistant (McCallon/Rodriguez)
Andrew Silva	Board Consultant/Assistant (Lock Dawson)
Kiera Dixon	Public Member
Amanda Maki	Public Member
Jonathan Shi	AmpTrans Inc
Nanpeng Yu	UC Riverside
Debra Ashby	South Coast AQMD Staff
Barbara Baird	South Coast AQMD Staff
Cathy Bartels	South Coast AQMD Staff
Cindy Bustillos	South Coast AQMD Staff
Sam Cao	South Coast AQMD Staff
Penny Shaw Cedillo	South Coast AQMD Staff
Scott Gallegos	South Coast AQMD Staff
Juan Garcia	South Coast AQMD Staff
Bayron Gilchrist	South Coast AQMD Staff
Carlos Gonzalez	South Coast AQMD Staff
Dé Groeneveld	South Coast AQMD Staff
Alex Han	South Coast AQMD Staff
Aaron Katzenstein	South Coast AQMD Staff
Brandee Keith	South Coast AQMD Staff
Angela Kim	South Coast AQMD Staff
Howard Lee	South Coast AQMD Staff
Tom Lee	South Coast AQMD Staff
Hay Lo	South Coast AQMD Staff
Paul Macias	South Coast AQMD Staff
Ghislain Muberwa	South Coast AQMD Staff
Susan Nakamura	South Coast AQMD Staff
Wayne Nastri	South Coast AQMD Staff
Vasileios Papapostolou	South Coast AQMD Staff
Robert Paud	South Coast AQMD Staff
Cynthia Ravenstein	South Coast AQMD Staff
Sarah Rees	South Coast AQMD Staff
Yuh Jiun Tan	South Coast AQMD Staff

Lisa TankaSouth Coast AQMD Staff
Alejandra Vega South Coast AQMD Staff
Kristina Voorhees South Coast AQMD Staff
Fan VuSouth Coast AQMD Staff
Mei WangSouth Coast AQMD Staff

 [Back to Agenda](#)

BOARD MEETING DATE: November 7, 2025

AGENDA NO. 27

REPORT: Mobile Source Air Pollution Reduction Review Committee

SYNOPSIS: The Mobile Source Air Pollution Reduction Review Committee held a hybrid meeting on Thursday, October 16, 2025. The following is a summary of the meeting.

RECOMMENDED ACTION:
Receive and file.

Curt Hagman
South Coast AQMD Representative
to MSRC

AK:CR:me

Contract Modification Requests

The MSRC considered one contract modification request and took the following action:

1. San Bernardino Transportation Authority, Contract #MS18181 to construct a hydrogen fueling station, approval of 11-month term extension.

Penske Truck Leasing Partnership Update

In January 2024, the MSRC awarded conditional funding to Penske Truck Leasing to partner in seeking funding under the Carl Moyer Program for the installation of charging infrastructure at multiple locations. The MSRC received a status update and de-obligated \$4,389,411 for nine project locations. The MSRC deferred action on one other project location, currently on the Carl Moyer Program backup list.

Transportation Demand Management (TDM) County Transportation Commission (CTC) Partnership Program

The MSRC set aside up to \$16,000,000 to partner with CTCs within the South Coast AQMD region to implement high priority TDM and mobility enhancement programs that are effective in reducing motor vehicle emissions. In April 2025, the MSRC issued a TDM CTC Partnership Program Invitation to Negotiate to the four CTCs in the

region: Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, Riverside County Transportation Commission, and San Bernardino County Transportation Commission. Projects that support the use of lower-emitting technologies, especially those coupled with traditional TDM strategies, were sought. Additionally, CTCs were encouraged to consider partnering with MSRC on projects that either prepare for, or directly implement, TDM and air pollution reduction strategies supportive of upcoming major events such as the 2028 Olympic and Paralympic Games. Each CTC submitted proposals in response to the Invitation to Negotiate. The MSRC approved multiple awards totaling \$16,000,000 as part of approval of the FYs 2024-27 Work Program, as follows:

- a. An award in an amount not to exceed \$4,000,000 to Los Angeles County Metropolitan Transportation Authority to support expanded Metrolink service on the Antelope Valley, San Bernardino, and Ventura lines during the 2028 Olympic and Paralympic Games;
- b. An award in an amount not to exceed \$4,000,000 to Orange County Transportation Authority to support expanded transit service and mobility features within Orange County during the 2028 Olympic and Paralympic Games;
- c. An award in an amount not to exceed \$3,500,000 to Riverside County Transportation Commission for a strategic transportation demand management study and transit and mobility enhancement initiatives within the South Coast AQMD portion of Riverside County;
- d. An award in an amount not to exceed \$500,000 to Riverside County Transportation Commission for expanded Freeway Service Patrol coverage within the South Coast AQMD portion of Riverside County during the summer 2028;
- e. An award in an amount not to exceed \$1,000,000 to San Bernardino County Transportation Authority for a free fare rail and bus transit initiative within the South Coast AQMD portion of San Bernardino County during the 2028 Olympic and Paralympic Games; and
- f. An award in an amount not to exceed \$3,000,000 to San Bernardino County Transportation Authority to support the Highland-Redlands Regional Connector Gap bikeway project.

Contracts Administrator's Report

The MSRC AB 2766 Contracts Administrator's report provides a written status report on all open contracts from FY 2011-12 to the present. The Contracts Administrator's Report for August 28, 2025 through September 24, 2025 is attached (*Attachment 1*).

Attachment

1. August 28 through September 24, 2025 Contracts Administrator's Report

MSRC Agenda Item No. 3

DATE: October 16, 2025

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 August 28 to September 24, 2025.

RECOMMENDATION: Receive and file report

WORK PROGRAM IMPACT: None

Contract Execution Status

2021-24 Work Program

On September 2, 2022, the SCAQMD Governing Board approved an award under the Major Event Center Transportation Program. This contract is executed.

On February 3, 2023, the SCAQMD Governing Board approved an award under the Transformative Transportation Strategies & Mobility Solutions Program. This contract is executed.

On June 2, 2023, the SCAQMD Governing Board approved six awards under the Microtransit Service RFP, for zero-emission shared mobility service. These contracts are executed.

On September 1, 2023, the SCAQMD Governing Board approved two awards under the Publicly Accessible Goods Movement Zero Emission Infrastructure Request for Information. One of these contracts will be administered by SCAQMD on behalf of the MSRC, and the other award is conditional upon successful selection of a site developer and operator and securing co-funding commitments. Last month, the MSRC approved entering into an agreement with LA Metro for co-funding. These contracts are under development.

On February 2, 2024, the SCAQMD Governing Board approved allocations for partnership in applications seeking funding under the Carl Moyer Program solicitation. Some of the applications were subsequently awarded funding Carl Moyer funding; these contracts are under development. To the extent feasible these contracts will be administered by SCAQMD on behalf of the MSRC. A report focused on the Penske awards is included as a separate item on this month's MSRC-TAC agenda.

2024-27 Work Program

On October 4, 2024, the SCAQMD Governing Board approved an award for programmatic outreach services for the MSRC. This contract is executed.

On December 6, 2024, the SCAQMD Governing Board approved an award for partnership on the West Coast Truck Charging and Fueling Corridor Project. This contract is under development. The SCAQMD Governing Board also approved three allocations for partnership with SCAQMD on technology advancement projects. To the extent feasible these contracts will be administered by SCAQMD on behalf of MSRC. One contract is executed, and two contracts are under development.

On April 4, 2025, the SCAQMD Governing Board approved an award for hosting and maintenance of the MSRC website. This contract is executed.

On June 6, 2025, the SCAQMD Governing Board approved an allocation for partnership with SCAQMD on the Strategic Pathways for Extended Electric Drayage project, with the MSRC's funding to be applied to the Class 8 battery electric truck element. To the extent feasible this contract will be administered by SCAQMD on behalf of MSRC. This contract is under development.

On September 5, 2025, the SCAQMD Governing Board approved two awards for partnership on recharging infrastructure projects receiving funding under the California Transportation Commission's Trade Corridor Enhancement Program. These contracts are under development.

Work Program Status

Contract Status Reports for Work Program years with open and/or pending contracts are attached.

FY 2011-12 Work Program Contracts

1 contract is in "Open/Complete" status, having completed all obligations except operations.

FY 2011-12 Invoices Paid

No invoices were paid during this period.

FYs 2012-14 Work Program Contracts

1 contract from this Work Program year is open, and 1 is in "Open/Complete" status.

FYs 2012-14 Invoices Paid

No invoices were paid during this period.

FYs 2014-16 Work Program Contracts

2 contracts from this Work Program year are open, and 7 are in "Open/Complete" status. 1 contract closed during this period: City of Santa Monica, Contract #MS16115 – Repower 30 Transit Buses.

FYs 2014-16 Invoices Paid

No invoices were paid during this period.

FYs 2016-18 Work Program Contracts

9 contracts from this Work Program year are open, and 49 are in “Open/Complete” status. 1 contract passed into “Open/Complete” status during this period: City of Carson, Contract #ML18057 – Purchase 5 Zero Emission Vehicles and Install Charging Infrastructure. 1 contract closed during this period: U.S. Venture, Contract #MS18125 – Install New Limited-Access CNG Station.

FYs 2016-18 Invoices Paid

No invoices were paid during this period.

FYs 2018-21 Work Program Contracts

1 contract from this Work Program year is open, and 12 are in “Open/Complete” status. 2 contracts passed into “Open/Complete” status during this period: MHX, LLC, Agreement #MS21010 – Deploy One Zero-Emission Overhead Crane; and BNSF Railway Company, Agreement #MS21023 – Install EV Charging Infrastructure.

FYs 2018-21 Invoices Paid

7 invoices totaling \$571,258.51 were paid during this period.

FYs 2021-24 Work Program Contracts

8 contracts from this Work Program year are open, and 2 are in “Open/Complete” status.

FYs 2021-24 Invoices Paid

1 invoice in the amount of \$902,564.72 was paid during this period.

FYs 2024-27 Work Program Contracts

3 contracts from this Work Program year are open.

FYs 2024-27 Invoices Paid

2 invoices totaling \$248,041.00 were paid during this period.

Administrative Scope Changes

No administrative scope changes were initiated during the period from August 28 to September 24, 2025.

Attachments

- FY 2011-12 through FYs 2021-27 Contract Status Report



AB2766 Contract Status Report 8/28/2025 - 9/24/2025

Contract #	Contractor	Start Date	Original End Date	Amended Contract End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
FY 2011-2012 Contracts									
<i>Declined/Cancelled Contracts</i>									
ML12016	City of Cathedral City	1/4/2013	10/3/2019		\$ 60,000.00	\$ -	CNG Vehicle & Electric Vehicle Infrastructure	\$ 60,000.00	No
ML12038	City of Long Beach Public Works				\$ 26,000.00	\$ -	Electric Vehicle Charging Infrastructure	\$ 26,000.00	No
ML12040	City of Duarte				\$ 30,000.00	\$ -	One Heavy-Duty Nat. Gas Vehicle	\$ 30,000.00	No
ML12044	County of San Bernardino Public Works				\$ 250,000.00	\$ -	Install New CNG Station	\$ 250,000.00	No
ML12048	City of La Palma	1/4/2013	11/3/2018		\$ 20,000.00	\$ -	Two Medium-Duty LPG Vehicles	\$ 20,000.00	No
ML12052	City of Whittier	3/14/2013	7/13/2019		\$ 165,000.00	\$ -	Expansion of Existing CNG Station	\$ 165,000.00	No
ML12053	City of Mission Viejo				\$ 60,000.00	\$ -	EV Charging Infrastructure	\$ 60,000.00	No
ML12090	City of Palm Springs	10/9/2015	10/8/2021	9/8/2025	\$ 21,163.00	\$ -	EV Charging Infrastructure	\$ 21,163.00	No
MS12007	WestAir Gases & Equipment				\$ 100,000.00	\$ -	Construct New Limited-Access CNG Station	\$ 100,000.00	No
MS12027	C.V. Ice Company, Inc.	5/17/2013	11/16/2019		\$ 75,000.00	\$ -	Purchase 3 Medium-Heavy Duty Vehicles	\$ 75,000.00	No
MS12030	Complete Landscape Care, Inc.				\$ 150,000.00	\$ -	Purchase 6 Medium-Heavy Duty Vehicles	\$ 150,000.00	No
MS12067	Leatherwood Construction, Inc.	11/8/2013	3/7/2017		\$ 122,719.00	\$ -	Retrofit Six Vehicles w/DECS - Showcase III Prog	\$ 122,719.00	No
MS12070	Valley Music Travel/CID Entertainment				\$ 99,000.00	\$ -	Implement Shuttle Service to Coachella Music Fe	\$ 99,000.00	No
Total = 13									
<i>Closed Contracts</i>									
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
ML12014	City of Santa Ana - Public Works Agency - F	11/8/2013	8/7/2020	2/7/2022	\$ 338,000.00	\$ 255,977.50	9 H.D. Nat. Gas & LPG Trucks, EV Charging Stat	\$ 82,022.50	Yes
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	\$ -	Yes
ML12017	City of Los Angeles, Bureau of Sanitation	6/26/2013	5/25/2020	11/25/2021	\$ 950,000.00	\$ 950,000.00	32 H.D. Nat. Gas Vehicles	\$ -	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	\$ -	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 Service	9/27/2012	3/26/2019	3/26/2020	\$ 450,000.00	\$ 450,000.00	15 H.D. Nat. Gas Vehicles	\$ -	Yes
ML12021	City of Rancho Cucamonga	9/14/2012	1/13/2020		\$ 40,000.00	\$ 40,000.00	Four Medium-Duty Nat. Gas Vehicles	\$ -	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 Veh	\$ -	Yes
ML12023	County of Los Angeles Internal Services Dep	8/1/2013	2/28/2015		\$ 250,000.00	\$ 192,333.00	EV Charging Infrastructure	\$ 57,667.00	Yes
ML12037	Coachella Valley Association of Government	3/14/2013	3/13/2014		\$ 250,000.00	\$ 250,000.00	Street Sweeping Operations	\$ -	Yes
ML12039	City of Redlands	2/8/2013	10/7/2019		\$ 90,000.00	\$ 90,000.00	Three Heavy-Duty Nat. Gas Vehicles	\$ -	Yes
ML12041	City of Anaheim Public Utilities Department	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	\$ -	Yes
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	\$ -	Yes
ML12046	City of Irvine	8/11/2013	3/10/2021		\$ 30,000.00	\$ 30,000.00	One Heavy-Duty Nat. Gas Vehicle	\$ -	Yes
ML12047	City of Orange	2/1/2013	1/31/2019		\$ 30,000.00	\$ 30,000.00	One Heavy-Duty Nat. Gas Vehicle	\$ -	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
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	\$ -	Yes
ML12055	City of Manhattan Beach	3/1/2013	12/31/2018		\$ 10,000.00	\$ 10,000.00	One Medium-Duty Nat. Gas Vehicle	\$ -	Yes
ML12056	City of Cathedral City	3/26/2013	5/25/2014		\$ 25,000.00	\$ 25,000.00	Regional Street Sweeping Program	\$ -	Yes
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 Swe	\$ -	Yes
ML12066	City of Manhattan Beach	1/7/2014	4/6/2015		\$ 5,900.00	\$ 5,900.00	Electric Vehicle Charging Infrastructure	\$ -	Yes
ML12091	City of Bellflower	10/5/2018	10/4/2019	6/30/2022	\$ 100,000.00	\$ 49,230.44	EV Charging Infrastructure	\$ 50,769.56	Yes



AB2766 Contract Status Report 8/28/2025 - 9/24/2025

Contract #	Contractor	Start Date	Original End Date	Amended Contract End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
MS12001	Los Angeles County MTA	7/1/2012	4/30/2013		\$ 300,000.00	\$ 211,170.00	Clean Fuel Transit Service to Dodger Stadium	\$ 88,830.00	Yes
MS12002	Orange County Transportation Authority	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 Authority	7/20/2012	2/28/2013		\$ 234,669.00	\$ 167,665.12	Implement Metrolink Service to Angel Stadium	\$ 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 in C	\$ -	Yes
MS12005	USA Waste of California, Inc.	10/19/2012	8/18/2013		\$ 75,000.00	\$ 75,000.00	Vehicle Maintenance Facility Modifications	\$ -	Yes
MS12006	Waste Management Collection & Recycling,	10/19/2012	8/18/2013		\$ 75,000.00	\$ 75,000.00	Vehicle Maintenance Facility Modifications	\$ -	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	\$ -	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	\$ -	Yes
MS12010	Murrieta Valley Unified School District	4/5/2013	9/4/2019		\$ 242,786.00	\$ 242,786.00	Construct New Limited-Access CNG Station and	\$ -	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 - Pic	\$ -	Yes
MS12012	Rim of the World Unified School District	12/20/2012	5/19/2014		\$ 75,000.00	\$ 75,000.00	Vehicle Maintenance Facility Modifications	\$ -	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 - Mur	\$ -	Yes
MS12025	Silverado Stages, Inc.	11/2/2012	7/1/2018		\$ 150,000.00	\$ 150,000.00	Purchase Six Medium-Heavy Duty Vehicles	\$ -	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-Heavy t	\$ 5,000.00	Yes
MS12029	Community Action Partnership of Orange Co	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	\$ -	Yes
MS12033	Mike Diamond/Phace Management Services	12/22/2012	12/21/2018	6/21/2021	\$ 148,900.00	\$ 148,900.00	Purchase 20 Medium-Heavy Duty Vehicles	\$ -	Yes
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	\$ -	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/VSP Parkin	1/4/2013	11/3/2018		\$ 50,000.00	\$ 50,000.00	Purchase 2 Medium-Heavy Duty Vehicles	\$ -	Yes
MS12058	Krisda Inc	4/24/2013	1/23/2019		\$ 25,000.00	\$ 25,000.00	Repower One Heavy-Duty Off-Road Vehicle	\$ -	Yes
MS12059	Orange County Transportation Authority	2/28/2013	12/27/2014		\$ 75,000.00	\$ 75,000.00	Maintenance Facilities Modifications	\$ -	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	Yes
MS12061	Orange County Transportation Authority	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" Pub	\$ 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	\$ -	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 Authority	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 Authority (	3/1/2013	9/30/2013		\$ 57,363.00	\$ 47,587.10	Implement Metrolink Service to Autoclub Speedw	\$ 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 Decat	\$ 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	\$ -	Yes
MS12072	99 Cents Only Stores	4/5/2013	9/4/2019		\$ 100,000.00	\$ 100,000.00	Construct New CNG Station	\$ -	Yes
MS12073	FirstCNG, LLC	7/27/2013	12/26/2019		\$ 150,000.00	\$ 150,000.00	Construct New CNG Station	\$ -	Yes
MS12074	Arcadia Unified School District	7/5/2013	9/4/2019		\$ 175,000.00	\$ 175,000.00	Expansion of Existing CNG Infrastructure	\$ -	Yes
MS12075	CR&R Incorporated	7/27/2013	1/26/2021	1/26/2022	\$ 100,000.00	\$ 100,000.00	Expansion of Existing CNG Infrastructure	\$ -	Yes
MS12076	City of Ontario, Housing & Municipal Service	3/8/2013	4/7/2015		\$ 75,000.00	\$ 75,000.00	Maintenance Facilities Modification	\$ -	Yes
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
MS12080	City of Pasadena	11/8/2013	8/7/2020	2/7/2022	\$ 225,000.00	\$ 225,000.00	Expansion of Existing CNG Infrastructure	\$ -	Yes
MS12081	Penske Truck Leasing Co., L.P.	1/7/2014	1/6/2016		\$ 75,000.00	\$ 75,000.00	Maintenance Facility Modifications - Santa Ana	\$ -	Yes
MS12082	City of Los Angeles, Bureau of Sanitation	11/20/2013	2/19/2021	2/19/2023	\$ 175,000.00	\$ 175,000.00	Install New CNG Infrastructure	\$ -	Yes
MS12083	Brea Olinda Unified School District	7/30/2015	2/29/2024		\$ 59,454.00	\$ 59,454.00	Install New CNG Infrastructure	\$ -	Yes



AB2766 Contract Status Report 8/28/2025 - 9/24/2025

Contract #	Contractor	Start Date	Original End Date	Amended Contract End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
MS12085	Bear Valley Unified School District	4/25/2013	6/24/2014		\$ 75,000.00	\$ 75,000.00	Maintenance Facility Modifications	\$ -	Yes
MS12086	SuperShuttle International, Inc.	3/26/2013	3/25/2019		\$ 225,000.00	\$ 225,000.00	Purchase 23 Medium-Heavy Duty Vehicles	\$ -	Yes
MS12087	Los Angeles County MTA	8/29/2013	11/28/2015		\$ 125,000.00	\$ 125,000.00	Implement Rideshare Incentives Program	\$ -	Yes
MS12088	Orange County Transportation Authority	12/6/2013	3/5/2016		\$ 125,000.00	\$ 18,496.50	Implement Rideshare Incentives Program	\$ 106,503.50	Yes
MS12089	Riverside County Transportation Commission	10/18/2013	9/17/2015		\$ 249,136.00	\$ 105,747.48	Implement Rideshare Incentives Program	\$ 143,388.52	Yes
MS12HomeFuel	Mansfield Gas Equipment Systems				\$ 296,000.00	\$ -	Home Refueling Apparatus Incentive Program	\$ 296,000.00	Yes

Total = 74

Closed/Incomplete Contracts

ML12051	City of Bellflower	2/7/2014	2/6/2016	5/6/2018	\$ 100,000.00	\$ -	EV Charging Infrastructure	\$ 100,000.00	No
MS12077	City of Coachella	6/14/2013	6/13/2020		\$ 225,000.00	\$ -	Construct New CNG Station	\$ 225,000.00	No
MS12079	Penske Truck Leasing Co., L.P.	1/7/2014	1/6/2016		\$ 75,000.00	\$ -	Maintenance Facility Modifications - Boyle Heights	\$ 75,000.00	No
MS12084	Airport Mobil Inc.	12/6/2013	5/5/2020		\$ 150,000.00	\$ -	Install New CNG Infrastructure	\$ 150,000.00	No

Total = 4

Open/Complete Contracts

ML12045	City of Baldwin Park DPW	2/14/2014	12/13/2020	12/13/2026	\$ 400,000.00	\$ 400,000.00	Install New CNG Station	\$ -	Yes
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Total = 1

FY 2012-2014 Contracts

Open Contracts

MS14057	Los Angeles County MTA	11/7/2014	10/6/2019	10/31/2026	\$ 1,250,000.00	\$ -	Implement Various Signal Synchronization Project	\$ 1,250,000.00	No
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Total = 1

Declined/Cancelled Contracts

ML14063	City of Hawthorne				\$ 32,000.00	\$ -	Expansion of Existing CNG Infrastructure	\$ 32,000.00	No
ML14068	City of South Pasadena	9/12/2014	10/11/2015	1/11/2020	\$ 10,183.00	\$ -	Electric Vehicle Charging Infrastructure	\$ 10,183.00	No
ML14069	City of Beaumont	3/3/2017	3/2/2025		\$ 200,000.00	\$ -	Construct New CNG Infrastructure	\$ 200,000.00	No
MS14035	Penske Truck Leasing Co., L.P.				\$ 75,000.00	\$ -	Vehicle Maint. Fac. Modifications - Sun Valley	\$ 75,000.00	No
MS14036	Penske Truck Leasing Co., L.P.				\$ 75,000.00	\$ -	Vehicle Maint. Fac. Modifications - La Mirada	\$ 75,000.00	No
MS14038	Penske Truck Leasing Co., L.P.				\$ 75,000.00	\$ -	Vehicle Maint. Fac. Modifications - Fontana	\$ 75,000.00	No
MS14043	City of Anaheim				\$ 175,000.00	\$ -	Expansion of Existing CNG Station	\$ 175,000.00	No
MS14078	American Honda Motor Co., Inc.	9/4/2015	8/3/2022		\$ 150,000.00	\$ -	New Public Access CNG Station	\$ 150,000.00	No
MS14085	Prologis, L.P.				\$ 100,000.00	\$ -	New Limited Access CNG Station	\$ 100,000.00	No
MS14086	San Gabriel Valley Towing I				\$ 150,000.00	\$ -	New Public Access CNG Station	\$ 150,000.00	No
MS14091	Serv-Wel Disposal				\$ 100,000.00	\$ -	New Limited-Access CNG Infrastructure	\$ 100,000.00	No

Total = 11

Closed Contracts

ML14010	City of Cathedral City	8/13/2014	10/12/2015		\$ 25,000.00	\$ 25,000.00	Street Sweeping Operations	\$ -	Yes
ML14011	City of Palm Springs	6/13/2014	1/12/2016		\$ 79,000.00	\$ 78,627.00	Bicycle Racks, Bicycle Outreach & Education	\$ 373.00	Yes
ML14012	City of Santa Ana - Public Works Agency - F	2/13/2015	10/12/2021	10/12/2022	\$ 41,220.00	\$ 41,220.00	EV Charging and 1 H.D. CNG Vehicle	\$ -	Yes
ML14013	City of Los Angeles, Bureau of Sanitation	10/7/2016	2/6/2025		\$ 400,000.00	\$ 400,000.00	Purchase 14 H.D. Nat. Gas Vehicles	\$ -	Yes
ML14014	City of Torrance	9/5/2014	12/4/2019		\$ 56,000.00	\$ 56,000.00	EV Charging Infrastructure	\$ -	Yes
ML14015	Coachella Valley Association of Governments	6/6/2014	9/5/2015		\$ 250,000.00	\$ 250,000.00	Street Sweeping Operations	\$ -	Yes
ML14016	City of Anaheim	4/3/2015	9/2/2021		\$ 380,000.00	\$ 380,000.00	Purchase 2 H.D. Vehicles, Expansion of Existing	\$ -	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 Lockers	\$ 0.82	Yes



AB2766 Contract Status Report 8/28/2025 - 9/24/2025

Contract #	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
ML14022	County of Los Angeles Department of Public Works	10/2/2015	5/1/2022		\$ 270,000.00	\$ 270,000.00	Purchase 9 H.D. Nat. Gas Vehicles	\$ -	Yes
ML14023	County of Los Angeles Department of Public Works	10/2/2015	9/1/2017	3/1/2021	\$ 230,000.00	\$ 230,000.00	Maintenance Fac. Modifications-Westchester	\$ -	Yes
ML14024	County of Los Angeles Department of Public Works	10/2/2015	9/1/2017	9/1/2021	\$ 230,000.00	\$ 230,000.00	Maintenance Fac. Modifications-Baldwin Park	\$ -	Yes
ML14025	County of Los Angeles Dept of Public Works	10/2/2015	7/1/2018	7/1/2024	\$ 300,000.00	\$ 300,000.00	Construct New CNG Station in Malibu	\$ -	Yes
ML14026	County of Los Angeles Dept of Public Works	10/2/2015	5/1/2023	5/1/2024	\$ 300,000.00	\$ 300,000.00	Construct New CNG Station in Castaic	\$ -	Yes
ML14028	City of Fullerton	9/5/2014	1/4/2022		\$ 126,950.00	\$ 126,950.00	Expansion of Existing CNG Infrastructure	\$ -	Yes
ML14029	City of Irvine	7/11/2014	6/10/2017		\$ 90,500.00	\$ 71,056.78	Bicycle Trail Improvements	\$ 19,443.22	Yes
ML14030	County of Los Angeles Internal Services Department	1/9/2015	3/8/2018	7/30/2021	\$ 425,000.00	\$ 216,898.02	Bicycle Racks, Outreach & Education	\$ 208,101.98	Yes
ML14031	Riverside County Waste Management	6/13/2014	12/12/2020		\$ 90,000.00	\$ 90,000.00	Purchase 3 H.D. CNG Vehicles	\$ -	Yes
ML14032	City of Rancho Cucamonga	1/9/2015	1/8/2022		\$ 113,990.00	\$ 104,350.63	Expansion of Existing CNG Infrast., Bicycle Lockers	\$ 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	\$ -	Yes
ML14034	City of Lake Elsinore	9/5/2014	5/4/2021		\$ 56,700.00	\$ 56,700.00	EV Charging Stations	\$ -	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, Bicycle Trail	\$ 3,023.91	Yes
ML14051	City of Brea	9/5/2014	1/4/2017	7/4/2018	\$ 450,000.00	\$ 450,000.00	Installation of Bicycle Trail	\$ -	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	\$ -	Yes
ML14061	City of La Habra	3/11/2016	3/10/2022		\$ 41,600.00	\$ 41,270.49	Purchase Two Heavy-Duty Nat. Gas Vehicles	\$ 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	\$ -	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 Vehicles	\$ -	Yes
ML14065	City of Orange	9/5/2014	8/4/2015		\$ 10,000.00	\$ 10,000.00	Electric Vehicle Charging Infrastructure	\$ -	Yes
ML14067	City of Duarte	12/4/2015	1/3/2023	6/3/2024	\$ 60,000.00	\$ 60,000.00	Purchase Two Electric Buses	\$ -	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	\$ -	Yes
ML14072	City of Cathedral City	8/13/2014	1/12/2021	7/12/2022	\$ 41,000.00	\$ 41,000.00	Install Bicycle Racks & Implement Bicycle Education	\$ -	Yes
ML14094	City of Yucaipa	6/9/2017	6/8/2018		\$ 84,795.00	\$ 84,795.00	Installation of Bicycle Lanes	\$ -	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 Public Works	5/3/2019	12/2/2019	3/2/2020	\$ 74,186.00	\$ 74,186.00	San Gabriel BikeTrail Underpass Improvements	\$ -	Yes
ML14097	County of Los Angeles Internal Services Department	9/6/2019	9/5/2020	9/5/2021	\$ 104,400.00	\$ 104,400.00	Electric Vehicle Charging Infrastructure	\$ -	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 Stadium	\$ 17,124.32	Yes
MS14002	Orange County Transportation Authority	9/6/2013	4/30/2014		\$ 576,833.00	\$ 576,833.00	Clean Fuel Transit Service to Orange County Fairgrounds	\$ -	Yes
MS14003	Orange County Transportation Authority	8/1/2013	4/30/2014	10/30/2014	\$ 194,235.00	\$ 184,523.00	Implement Metrolink Service to Angel Stadium	\$ 9,712.00	Yes
MS14004	Orange County Transportation Authority	9/24/2013	4/30/2014		\$ 36,800.00	\$ 35,485.23	Implement Express Bus Service to Solar Decathlon	\$ 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 Hollywood Blvd	\$ 3,680.00	Yes
MS14007	Orange County Transportation Authority	6/6/2014	4/30/2015		\$ 208,520.00	\$ 189,622.94	Implement Special Metrolink Service to Angel Stadium	\$ 18,897.06	Yes
MS14008	Orange County Transportation Authority	8/13/2014	5/31/2015		\$ 601,187.00	\$ 601,187.00	Implement Clean Fuel Bus Service to Orange County Fairgrounds	\$ -	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 Program	\$ -	Yes
MS14037	Penske Truck Leasing Co., L.P.	4/7/2017	6/6/2020		\$ 75,000.00	\$ 75,000.00	Vehicle Maint. Fac. Modifications - Carson	\$ -	Yes
MS14039	Waste Management Collection and Recycling	7/10/2015	4/9/2016		\$ 75,000.00	\$ 75,000.00	Vehicle Maint. Fac. Modifications - Irvine	\$ -	Yes
MS14040	Waste Management Collection and Recycling	7/10/2015	4/9/2016		\$ 75,000.00	\$ 75,000.00	Vehicle Maint. Fac. Modifications - Santa Ana	\$ -	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. Facility	\$ -	Yes
MS14042	Grand Central Recycling & Transfer Station	6/6/2014	9/5/2021		\$ 150,000.00	\$ 150,000.00	Expansion of Existing CNG Station	\$ -	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 Ana	\$ -	Yes



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Contract #	Contractor	Start Date	Original End Date	Amended Contract End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
MS14045	TIMCO CNG Fund I, LLC	6/6/2014	12/5/2020		\$ 150,000.00	\$ 150,000.00	New Public-Access CNG Station in Inglewood	\$ -	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	\$ -	Yes
MS14047	Southern California Regional Rail Authority (C	3/7/2014	9/30/2014		\$ 49,203.00	\$ 32,067.04	Special Metrolink Service to Autoclub Speedway	\$ 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 Program	\$ 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 Station	\$ -	Yes
MS14053	Upland Unified School District	1/9/2015	7/8/2021		\$ 175,000.00	\$ 175,000.00	Expansion of Existing CNG Infrastructure	\$ -	Yes
MS14058	Orange County Transportation Authority	11/7/2014	4/6/2016	4/6/2017	\$ 1,250,000.00	\$ 1,250,000.00	Implement Various Signal Synchronization Project	\$ -	Yes
MS14059	Riverside County Transportation Commission	9/5/2014	3/4/2018	7/4/2023	\$ 1,250,000.00	\$ 1,209,969.08	Implement Various Signal Synchronization Project	\$ 40,030.92	No
MS14072	San Bernardino County Transportation Authority	3/27/2015	3/26/2018	3/26/2024	\$ 1,237,500.00	\$ 1,148,376.17	Implement Various Signal Synchronization Project	\$ 89,123.83	Yes
MS14073	Anaheim Transportation Network	1/9/2015	4/30/2017		\$ 221,312.00	\$ 221,312.00	Anaheim Resort Circulator Service	\$ -	Yes
MS14074	Midway City Sanitary District	1/9/2015	3/8/2021		\$ 250,000.00	\$ 250,000.00	Limited-Access CNG Station & Facility Modification	\$ -	Yes
MS14075	Fullerton Joint Union High School District	7/22/2016	11/21/2023		\$ 293,442.00	\$ 293,442.00	Expansion of Existing CNG Infrastructure/Maintenance	\$ -	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	\$ -	Yes
MS14077	County Sanitation Districts of L.A. County	3/6/2015	5/5/2021		\$ 175,000.00	\$ 175,000.00	New Limited Access CNG Station	\$ -	Yes
MS14079	Waste Resources, Inc.	9/14/2016	8/13/2022	10/13/2024	\$ 100,000.00	\$ 100,000.00	New Limited Access CNG Station	\$ -	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/Maintenance	\$ -	Yes
MS14081	CR&R Incorporated	6/1/2015	5/30/2021		\$ 175,000.00	\$ 100,000.00	Expansion of Existing CNG Infrastructure/Maintenance	\$ 75,000.00	Yes
MS14082	Grand Central Recycling & Transfer Station	12/4/2015	3/3/2023	3/3/2024	\$ 150,000.00	\$ 150,000.00	Construct New Public Access CNG Station	\$ -	Yes
MS14083	Hacienda La Puente Unified School District	7/10/2015	3/9/2022	6/9/2023	\$ 175,000.00	\$ 175,000.00	New Limited Access CNG Station	\$ -	Yes
MS14084	US Air Conditioning Distributors	5/7/2015	9/6/2021		\$ 100,000.00	\$ 100,000.00	Expansion of Existing CNG Infrastructure	\$ -	Yes
MS14087	Orange County Transportation Authority	8/14/2015	4/30/2016		\$ 239,645.00	\$ 195,377.88	Implement Special Metrolink Service to Angel Station	\$ 44,267.12	Yes
MS14088	Southern California Regional Rail Authority (C	5/7/2015	9/30/2015		\$ 79,660.00	\$ 66,351.44	Special Metrolink Service to Autoclub Speedway	\$ 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	\$ -	Yes
MS14090	City of Monterey Park	5/7/2015	5/6/2021		\$ 225,000.00	\$ 225,000.00	Expansion of Existing CNG Infrastructure	\$ -	Yes

Total = 75

Closed/Incomplete Contracts

ML14020	County of Los Angeles Dept of Pub Wrks	8/13/2014	1/12/2018		\$ 150,000.00	\$ -	San Gabriel BikeTrail Underpass Improvements	\$ 150,000.00	No
ML14021	Riverside County Regional Park and Open S	7/24/2014	12/23/2016	9/30/2024	\$ 250,000.00	\$ -	Bicycle Trail Improvements	\$ 250,000.00	No
ML14027	County of Los Angeles Dept of Public Works	10/2/2015	5/1/2023	8/1/2028	\$ 492,000.00	\$ -	Construct New CNG Station in Canyon Country a	\$ 492,000.00	No
ML14050	City of Yucaipa	7/11/2014	9/10/2015	7/1/2016	\$ 84,795.00	\$ -	Installation of Bicycle Lanes	\$ 84,795.00	No
ML14060	County of Los Angeles Internal Services Dep	10/6/2017	1/5/2019		\$ 104,400.00	\$ -	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	\$ -	Bicycle Trail Improvements	\$ 142,096.00	No
ML14093	County of Los Angeles Dept of Pub Wrks	8/14/2015	1/13/2019		\$ 150,000.00	\$ -	San Gabriel BikeTrail Underpass Improvements	\$ 150,000.00	No
MS14092	West Covina Unified School District	9/3/2016	12/2/2022		\$ 124,000.00	\$ -	Expansion of Existing CNG Infrastructure	\$ 124,000.00	No

Total = 8

Open/Complete Contracts

ML14018	City of Los Angeles Dept of General Service	3/6/2015	9/5/2021	2/5/2026	\$ 810,000.00	\$ 810,000.00	Purchase 27 H.D. Nat. Gas Vehicles	\$ -	Yes
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Total = 1

FY 2014-2016 Contracts

Open Contracts

ML16047	City of Fontana	1/6/2017	8/5/2019	2/5/2026	\$ 500,000.00	\$ -	Enhance an Existing Class 1 Bikeway	\$ 500,000.00	No
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Total = 1



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Contract #	Contractor	Start Date	Original End Date	Amended Contract End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
Declined/Cancelled Contracts									
ML16014	City of Dana Point				\$ 153,818.00	\$ -	Extend an Existing Class 1 Bikeway	\$ 153,818.00	No
ML16065	City of Temple City				\$ 500,000.00	\$ -	Implement a "Complete Streets" Pedestrian Access	\$ 500,000.00	No
ML16067	City of South El Monte				\$ 73,329.00	\$ -	Implement an "Open Streets" Event	\$ 73,329.00	No
ML16074	City of La Verne	7/22/2016	1/21/2023		\$ 365,000.00	\$ -	Install CNG Fueling Station	\$ 365,000.00	No
MS16043	LBA Realty Company LLC				\$ 100,000.00	\$ -	Install Limited-Access CNG Station	\$ 100,000.00	No
MS16080	Riverside County Transportation Commission				\$ 1,200,000.00	\$ -	Passenger Rail Service for Coachella and Stagecoach	\$ 1,200,000.00	No
MS16098	Long Beach Transit				\$ 198,957.00	\$ -	Provide Special Bus Service to Stub Hub Center	\$ 198,957.00	No
MS16104	City of Perris				\$ 175,000.00	\$ -	Expansion of Existing CNG Infrastructure	\$ 175,000.00	No
MS16106	City of Lawndale	3/1/2019	11/30/2025		\$ 175,000.00	\$ -	Expansion of Existing CNG Infrastructure	\$ 175,000.00	No
MS16107	Athens Services				\$ 100,000.00	\$ -	Construct a Limited-Access CNG Station	\$ 100,000.00	No
MS16108	VNG 5703 Gage Avenue, LLC				\$ 150,000.00	\$ -	Construct Public-Access CNG Station in Bell Gardens	\$ 150,000.00	No
MS16109	Sanitation Districts of Los Angeles County				\$ 275,000.00	\$ -	Expansion of an Existing L/CNG Station	\$ 275,000.00	No
MS16111	VNG 925 Lakeview Avenue, LLC				\$ 150,000.00	\$ -	Construct Public Access CNG Station in Placentia	\$ 150,000.00	No
Total = 13									
Closed Contracts									
ML16006	City of Cathedral City	4/27/2016	4/26/2022	4/26/2023	\$ 25,000.00	\$ 25,000.00	Bicycle Outreach	\$ -	Yes
ML16007	City of Culver City Transportation Department	10/6/2015	4/5/2023		\$ 246,000.00	\$ 246,000.00	Purchase 7 H.D. Nat. Gas Vehicles, EV Charging Infrastructure	\$ -	Yes
ML16008	City of Pomona	9/20/2016	11/19/2022	5/19/2025	\$ 60,000.00	\$ 60,000.00	Purchase 3 Medium-Duty and 1 Heavy-Duty Nat. Gas Vehicle	\$ -	Yes
ML16009	City of Fountain Valley	10/6/2015	2/5/2018	5/5/2019	\$ 46,100.00	\$ 46,100.00	Install EV Charging Infrastructure	\$ -	Yes
ML16011	City of Claremont	10/6/2015	6/5/2022		\$ 90,000.00	\$ 90,000.00	Purchase 3 Heavy-Duty Nat. Gas Vehicles	\$ -	Yes
ML16012	City of Carson	1/15/2016	10/14/2022		\$ 60,000.00	\$ 60,000.00	Purchase 2 Heavy-Duty Nat. Gas Vehicles	\$ -	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	\$ -	Yes
ML16015	City of Yorba Linda	3/4/2016	11/3/2017		\$ 85,000.00	\$ 85,000.00	Install Bicycle Lanes	\$ -	Yes
ML16016	City of Los Angeles Dept of General Services	2/5/2016	12/4/2022		\$ 630,000.00	\$ 630,000.00	Purchase 21 Heavy-Duty Nat. Gas Vehicles	\$ -	Yes
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 Outreach	\$ 5,751.56	Yes
ML16019	City of Los Angeles, Dept of General Services	1/25/2017	3/24/2023		\$ 102,955.00	\$ 102,955.00	Install EV Charging Infrastructure	\$ -	Yes
ML16020	City of Pomona	4/1/2016	2/1/2018	8/1/2018	\$ 440,000.00	\$ 440,000.00	Install Road Surface Bicycle Detection Systems	\$ -	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
ML16023	City of Banning	12/11/2015	12/10/2021		\$ 30,000.00	\$ 30,000.00	Purchase 1 H.D. Nat. Gas Vehicle	\$ -	Yes
ML16024	City of Azusa	4/27/2016	2/26/2022		\$ 30,000.00	\$ 30,000.00	Purchase 1 H.D. Nat. Gas Vehicle	\$ -	Yes
ML16025	City of South Pasadena	6/22/2016	4/21/2023	2/21/2025	\$ 130,000.00	\$ 130,000.00	Expand Existing CNG Infrastructure	\$ -	Yes
ML16026	City of Downey	5/6/2016	9/5/2017		\$ 40,000.00	\$ 40,000.00	Install EV Charging Infrastructure	\$ -	Yes
ML16027	City of Whittier	1/8/2016	11/7/2022		\$ 30,000.00	\$ 30,000.00	Purchase 1 H.D. Nat. Gas Vehicle	\$ -	Yes
ML16028	City of Azusa	9/9/2016	4/8/2018		\$ 25,000.00	\$ 25,000.00	Enhance Existing Class 1 Bikeway	\$ -	Yes
ML16031	City of Cathedral City	12/19/2015	2/18/2017		\$ 25,000.00	\$ 25,000.00	Street Sweeping in Coachella Valley	\$ -	Yes
ML16032	City of Azusa	9/9/2016	4/8/2019	4/8/2021	\$ 474,925.00	\$ 474,925.00	Implement a "Complete Streets" Pedestrian Access	\$ -	Yes
ML16033	Coachella Valley Association of Governments	4/27/2016	4/26/2018		\$ 250,000.00	\$ 250,000.00	Street Sweeping Operations in Coachella Valley	\$ -	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 Access	\$ -	Yes
ML16036	City of Brea	3/4/2016	12/3/2018		\$ 500,000.00	\$ 500,000.00	Install a Class 1 Bikeway	\$ -	Yes
ML16037	City of Rancho Cucamonga	2/5/2016	11/4/2022		\$ 30,000.00	\$ 30,000.00	Purchase One Heavy-Duty Natural Gas Vehicle	\$ -	Yes
ML16038	City of Palm Springs	4/1/2016	7/31/2022	9/30/2022	\$ 170,000.00	\$ 60,000.00	Install Bicycle Lanes & Purchase 2 Heavy-Duty Vehicles	\$ 110,000.00	Yes
ML16041	City of Moreno Valley	9/3/2016	1/2/2021	4/2/2024	\$ 20,000.00	\$ 20,000.00	Install EV Charging Infrastructure	\$ -	Yes



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Contract #	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
ML16042	City of San Dimas	4/1/2016	12/31/2019	12/31/2021	\$ 55,000.00	\$ 55,000.00	Install EV Charging Infrastructure	\$ -	No
ML16045	City of Anaheim	6/22/2016	8/21/2019		\$ 275,000.00	\$ 255,595.08	Maintenance Facility Modifications	\$ 19,404.92	Yes
ML16046	City of El Monte	4/1/2016	5/31/2021	5/31/2023	\$ 20,160.00	\$ 14,637.50	Install EV Charging Infrastructure	\$ 5,522.50	Yes
ML16049	City of Buena Park	4/1/2016	11/30/2018		\$ 429,262.00	\$ 429,262.00	Installation of a Class 1 Bikeway	\$ -	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	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 Various Citi	\$ 61,308.75	Yes
ML16052	City of Rancho Cucamonga	9/3/2016	11/2/2019	3/31/2021	\$ 315,576.00	\$ 305,576.00	Install Two Class 1 Bikeways	\$ 10,000.00	Yes
ML16053	City of Claremont	3/11/2016	7/10/2018	12/10/2020	\$ 498,750.00	\$ 498,750.00	Implement a "Complete Streets" Pedestrian Acce	\$ -	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 Acce	\$ -	Yes
ML16055	City of Ontario	5/6/2016	5/5/2022		\$ 270,000.00	\$ 270,000.00	Purchase Nine Heavy-Duty Natural-Gas Vehicles	\$ -	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	\$ -	Yes
ML16058	Los Angeles County Department of Public W	10/7/2016	4/6/2024		\$ 371,898.00	\$ 371,898.00	Purchase 11 H.D. Nat. Gas Vehicles and Install B	\$ -	Yes
ML16059	City of Burbank	4/1/2016	2/28/2022		\$ 180,000.00	\$ 180,000.00	Purchase 6 H.D. Nat. Gas Vehicles	\$ -	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
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	\$ -	Yes
ML16063	City of Glendora	3/4/2016	4/3/2022		\$ 30,000.00	\$ 30,000.00	Purchase One H.D. Nat. Gas Vehicle	\$ -	Yes
ML16064	County of Orange, OC Parks	2/21/2017	10/20/2018		\$ 204,073.00	\$ 157,632.73	Implement "Open Streets" Events with Various C	\$ 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 Health	12/2/2016	8/1/2018		\$ 171,648.00	\$ 171,648.00	Implement "Open Streets" Events with Various C	\$ -	Yes
ML16069	City of West Covina	3/10/2017	6/9/2021		\$ 54,199.00	\$ 54,199.00	Installation of EV Charging Infrastructure	\$ -	Yes
ML16070	City of Beverly Hills	2/21/2017	6/20/2023		\$ 90,000.00	\$ 90,000.00	Purchase 3 H.D. Nat. Gas Vehicles	\$ -	Yes
ML16071	City of Highland	5/5/2017	1/4/2020	1/4/2023	\$ 264,500.00	\$ 264,500.00	Implement a "Complete Streets" Pedestrian Acce	\$ -	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	\$ -	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	\$ -	Yes
ML16075	City of San Fernando	10/27/2016	2/26/2019	12/26/2024	\$ 354,000.00	\$ 284,150.12	Install a Class 1 Bikeway	\$ 69,849.88	Yes
ML16076	City of San Fernando	2/21/2017	8/20/2021		\$ 43,993.88	\$ 43,993.88	Install EV Charging Infrastructure	\$ -	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 Bicycle	\$ 1,195.28	Yes
ML16079	City of Yucaipa	4/1/2016	3/31/2020		\$ 5,000.00	\$ 5,000.00	Purchase Electric Lawnmower	\$ -	Yes
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	Yes
ML16122	City of Wildomar	6/8/2018	6/7/2019		\$ 500,000.00	\$ 500,000.00	Install Bicycle Lanes	\$ -	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 Outr	\$ 2,720.18	Yes
ML16127	City of Yucaipa	11/7/2024	5/6/2025		\$ 174,420.00	\$ 174,420.00	Implement a "Complete Streets" Pedestrian Acce	\$ -	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 Stadium	\$ 17,960.16	Yes
MS16002	Orange County Transportation Authority	10/6/2015	5/31/2016		\$ 722,266.00	\$ 703,860.99	Clean Fuel Transit Service to Orange County Fai	\$ 18,405.01	Yes
MS16003	Special Olympics World Games Los Angeles	10/9/2015	12/30/2015		\$ 380,304.00	\$ 380,304.00	Low-Emission Transportation Service for Special	\$ -	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 Web	\$ 18,390.00	Yes
MS16029	Orange County Transportation Authority	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	Programmatic Outreach Services to the MSRC	\$ 26,263.57	Yes
MS16081	EDCO Disposal Corporation	3/4/2016	10/3/2022		\$ 150,000.00	\$ 150,000.00	Expansion of Existing Public Access CNG Station	\$ -	Yes
MS16084	Transit Systems Unlimited, Inc.	5/6/2016	2/28/2018		\$ 565,600.00	\$ 396,930.00	Implement Special Shuttle Service from Union St	\$ 168,670.00	Yes
MS16085	Southern California Regional Rail Authority (	3/11/2016	9/30/2016		\$ 78,033.00	\$ 64,285.44	Special MetroLink Service to Autoclub Speedway	\$ 13,747.56	Yes
MS16086	San Bernardino County Transportation Authd	9/3/2016	10/2/2021		\$ 800,625.00	\$ 769,021.95	Freeway Service Patrols	\$ 31,603.05	Yes



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Contract #	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
MS16087	Burrtec Waste & Recycling Services, LLC	7/8/2016	3/7/2023		\$ 100,000.00	\$ 100,000.00	Construct New Limited-Access CNG Station	\$ -	Yes
MS16088	Transit Systems Unlimited, Inc.	5/12/2017	1/11/2023		\$ 17,000.00	\$ 17,000.00	Expansion of Existing CNG Station	\$ -	Yes
MS16089	Orange County Transportation Authority	7/8/2016	4/30/2017		\$ 128,500.00	\$ 128,500.00	Implement Special Bus Service to Angel Stadium	\$ -	Yes
MS16092	San Bernardino County Transportation Authority	2/3/2017	1/2/2019		\$ 242,937.00	\$ 242,016.53	Implement a Series of "Open Streets" Events	\$ 920.47	Yes
MS16093	Orange County Transportation Authority	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
MS16094	Riverside County Transportation Commission	1/25/2017	1/24/2022	2/24/2024	\$ 1,909,241.00	\$ 1,635,864.00	MetroLink First Mile/Last Mile Mobility Strategies	\$ 273,377.00	Yes
MS16095	Orange County Transportation Authority	7/22/2016	5/31/2017		\$ 694,645.00	\$ 672,864.35	Implement Special Bus Service to Orange County	\$ 21,780.65	Yes
MS16096	San Bernardino County Transportation Authority	10/27/2016	12/26/2019	6/30/2021	\$ 450,000.00	\$ 450,000.00	EV Charging Infrastructure	\$ -	Yes
MS16097	Walnut Valley Unified School District	10/7/2016	11/6/2022		\$ 250,000.00	\$ 250,000.00	Expand CNG Station & Modify Maintenance Facility	\$ -	Yes
MS16099	Foothill Transit	3/3/2017	3/31/2017		\$ 50,000.00	\$ 50,000.00	Provide Special Bus Service to the Los Angeles Area	\$ -	Yes
MS16100	Southern California Regional Rail Authority (Metrolink)	5/5/2017	9/30/2017		\$ 80,455.00	\$ 66,169.43	Provide Metrolink Service to Autoclub Speedway	\$ 14,285.57	Yes
MS16102	Nasa Services, Inc.	2/21/2017	4/20/2023		\$ 100,000.00	\$ 100,000.00	Construct a Limited-Access CNG Station	\$ -	Yes
MS16103	Arrow Services, Inc.	2/3/2017	4/2/2023		\$ 100,000.00	\$ 100,000.00	Construct a Limited-Access CNG Station	\$ -	Yes
MS16105	Huntington Beach Union High School District	3/3/2017	7/2/2024		\$ 175,000.00	\$ 175,000.00	Expansion of Existing CNG Infrastructure	\$ -	Yes
MS16112	Orange County Transportation Authority	4/14/2017	3/13/2024		\$ 1,470,000.00	\$ 1,470,000.00	Repower Up to 98 Transit Buses	\$ -	Yes
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	\$ -	Yes
MS16114	City of Norwalk	3/3/2017	6/2/2024		\$ 32,170.00	\$ 32,170.00	Purchase 3 Transit Buses	\$ -	Yes
MS16115	City of Santa Monica	4/14/2017	7/13/2025		\$ 450,000.00	\$ 450,000.00	Repower 30 Transit Buses	\$ -	Yes
MS16116	Riverside Transit Agency	3/3/2017	1/2/2023		\$ 10,000.00	\$ 9,793.00	Purchase One Transit Bus	\$ 207.00	Yes
MS16117	Omnitrans	4/21/2017	6/20/2023		\$ 175,000.00	\$ 175,000.00	Expansion of Existing CNG Infrastructure	\$ -	Yes
MS16118	Omnitrans	4/21/2017	6/20/2023		\$ 175,000.00	\$ 175,000.00	Expansion of Existing CNG Infrastructure	\$ -	Yes
MS16119	Omnitrans	4/21/2017	8/20/2022		\$ 150,000.00	\$ -	New Public Access CNG Station	\$ 150,000.00	No
MS16120	Omnitrans	4/7/2017	5/6/2025		\$ 945,000.00	\$ 870,000.00	Repower 63 Existing Buses	\$ 75,000.00	Yes
MS16124	Riverside County Transportation Commission	12/14/2018	12/14/2019	5/14/2020	\$ 253,239.00	\$ 246,856.41	Extended Freeway Service Patrols	\$ 6,382.59	Yes
MS16125	San Bernardino County Transportation Authority	9/20/2019	11/19/2020		\$ 1,000,000.00	\$ 1,000,000.00	Traffic Signal Synchronization Projects	\$ -	Yes
MS16127	Los Angeles County MTA	6/29/2021		6/28/2022	\$ 2,500,000.00	\$ 2,500,000.00	Expansion of the Willowbrook/Rosa Parks Transit Station	\$ -	Yes

Total = 96

Closed/Incomplete Contracts

ML16005	City of Palm Springs	3/4/2016	10/3/2017		\$ 40,000.00	\$ -	Install Bicycle Racks, and Implement Bicycle Outfitting	\$ 40,000.00	No
ML16035	City of Wildomar	4/1/2016	11/1/2017		\$ 500,000.00	\$ -	Install Bicycle Lanes	\$ 500,000.00	No
ML16057	City of Yucaipa	4/27/2016	1/26/2019	1/26/2024	\$ 380,000.00	\$ -	Implement a "Complete Streets" Pedestrian Access Program	\$ 380,000.00	No
MS16082	Riverside County Transportation Commission	9/3/2016	8/2/2018		\$ 590,759.00	\$ 337,519.71	Extended Freeway Service Patrols	\$ 253,239.29	No
MS16090	Los Angeles County MTA	10/27/2016	4/26/2020	10/26/2020	\$ 2,500,000.00	\$ -	Expansion of the Willowbrook/Rosa Parks Transit Station	\$ 2,500,000.00	No
MS16091	San Bernardino County Transportation Authority	10/7/2016	11/6/2018		\$ 1,000,000.00	\$ -	Traffic Signal Synchronization Projects	\$ 1,000,000.00	No
MS16123	Orange County Transportation Authority	12/7/2018	11/6/2023		\$ 91,760.00	\$ -	Install La Habra Union Pacific Bikeway	\$ 91,760.00	No

Total = 7

Open/Complete Contracts

ML16017	City of Long Beach	2/5/2016	8/4/2023	5/4/2029	\$ 1,415,400.00	\$ 1,415,400.00	Purchase 50 Medium-Duty, 17 H.D. Nat. Gas Vehicles	\$ -	Yes
ML16022	Los Angeles Department of Water and Power	5/5/2017	3/4/2024	6/4/2028	\$ 240,000.00	\$ 240,000.00	Purchase 8 H.D. Nat. Gas Vehicles	\$ -	Yes
ML16039	City of Torrance Transit Department	1/6/2017	9/5/2022	3/27/2026	\$ 27,392.00	\$ 27,391.57	Install Eight Level II EV Chargers	\$ 0.43	Yes
ML16040	City of Eastvale	1/6/2017	7/5/2022	11/5/2026	\$ 66,409.00	\$ 66,040.41	Install EV Charging Infrastructure	\$ 368.59	Yes
ML16077	City of Rialto	5/3/2018	10/2/2021	2/2/2026	\$ 463,216.00	\$ 463,216.00	Pedestrian Access Improvements, Bicycle Lanes	\$ -	Yes
MS16110	City of Riverside	10/6/2017	2/5/2025	10/5/2026	\$ 270,000.00	\$ 270,000.00	Expansion of Existing CNG Station and Maintenance Facility	\$ -	Yes



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Contract #	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
MS16121	Long Beach Transit	11/3/2017	4/2/2024	11/30/2028	\$ 600,000.00	\$ 600,000.00	Repower 39 and Purchase 1 New Transit Buses	\$ -	Yes

Total = 7

Terminated Contracts

ML16010	City of Fullerton	10/7/2016	4/6/2023	4/6/2024	\$ 78,222.00	\$ 27,896.71	Install EV Charging Stations	\$ 50,325.29	Yes
ML16048	City of Placentia	3/26/2016	5/25/2021	12/25/2026	\$ 80,000.00	\$ 18,655.00	Install EV Charging Infrastructure	\$ 61,345.00	Yes

Total = 2

FY 2016-2018 Contracts

Open Contracts

ML18055	City of Long Beach	11/29/2018	11/28/2026	11/28/2029	\$ 529,728.00	\$ 339,734.73	Install EV Charging Stations	\$ 189,993.27	No
ML18060	County of Los Angeles Internal Services Dep	10/5/2018	8/4/2026	2/4/2030	\$ 1,273,938.00	\$ 724,868.96	Purchase 29 Light-Duty Zero Emission Vehicles,	\$ 549,069.04	No
ML18068	City of Mission Viejo	7/31/2019	6/30/2027	6/29/2029	\$ 86,940.00	\$ 20,000.00	Purchase 2 Light-Duty ZEVs & Install EVSE	\$ 66,940.00	No
ML18069	City of Torrance	3/1/2019	7/31/2027	12/31/2028	\$ 187,400.00	\$ 100,000.00	Purchase 4 Heavy-Duty Near-Zero Emission Veh	\$ 87,400.00	No
ML18078	County of Riverside	10/5/2018	10/4/2028	10/4/2030	\$ 375,000.00	\$ 325,000.00	Purchase 15 Heavy-Duty Vehicles	\$ 50,000.00	No
ML18082	City of Los Angeles Bureau of Sanitation	8/30/2019	8/29/2028	8/29/2030	\$ 900,000.00	\$ -	Purchase 8 Medium-Duty Vehicles and 8 Limited	\$ 900,000.00	No
ML18145	City of Los Angeles Dept of Transportation	1/10/2020	4/9/2027	12/31/2028	\$ 1,400,000.00	\$ 1,100,000.00	Provide One Hundred Rebates to Purchasers of	\$ 300,000.00	No
ML18151	County of San Bernardino Department of Pu	8/25/2020	10/24/2029		\$ 200,000.00	\$ 150,000.00	Purchase Eight Heavy-Duty Near Zero Emission	\$ 50,000.00	No
MS18181	San Bernardino County Transportation Auth	4/10/2023	9/9/2030	9/9/2031	\$ 1,662,000.00	\$ -	Construct Hydrogen Fueling Station	\$ 1,662,000.00	No

Total = 9

Declined/Cancelled Contracts

ML18044	City of Malibu	8/8/2018	10/7/2022	10/7/2023	\$ 50,000.00	\$ -	Install EV Charging Infrastructure	\$ 50,000.00	No
ML18053	City of Paramount	9/7/2018	3/6/2023		\$ 64,675.00	\$ -	Install EV Charging Infrastructure	\$ 64,675.00	No
ML18075	City of Orange				\$ 25,000.00	\$ -	One Heavy-Duty Vehicle	\$ 25,000.00	No
ML18140	City of Bell Gardens	12/14/2018	12/13/2028		\$ 50,000.00	\$ -	Purchase Two Heavy-Duty Near-ZEVs	\$ 50,000.00	No
ML18149	City of Sierra Madre				\$ 50,000.00	\$ -	Implement Bike Share Program	\$ 50,000.00	No
ML18150	City of South El Monte				\$ 20,000.00	\$ -	Implement Bike Share Program	\$ 20,000.00	No
ML18153	City of Cathedral City	5/3/2019	4/2/2025		\$ 52,215.00	\$ -	Install EV Charging Infrastructure	\$ 52,215.00	No
ML18158	City of Inglewood				\$ 146,000.00	\$ -	Purchase 4 Light-Duty Zero Emission, 4 Heavy-D	\$ 146,000.00	No
ML18164	City of Pomona				\$ 200,140.00	\$ -	Purchase Three Heavy-Duty ZEVs	\$ 200,140.00	No
ML18165	City of Baldwin Park	2/1/2019	1/30/2024		\$ 49,030.00	\$ -	Expand CNG Station	\$ 49,030.00	No
ML18172	City of Huntington Park	3/1/2019	2/28/2025		\$ 65,450.00	\$ -	Purchase One Heavy-Duty ZEV	\$ 65,450.00	No
ML18174	City of Bell	11/22/2019	7/21/2026		\$ 25,000.00	\$ -	Purchase One Heavy-Duty Near-Zero Emission V	\$ 25,000.00	No
ML18177	City of San Bernardino	6/7/2019	12/6/2026	12/6/2028	\$ 279,088.00	\$ -	Purchase Medium- and Heavy-Duty Evs and Inst	\$ 279,088.00	No
MS18009	Penske Truck Leasing Co., L.P.	8/8/2018	12/7/2020		\$ 82,500.00	\$ -	Modify Maintenance Facility & Train Technicians	\$ 82,500.00	No
MS18013	California Energy Commission				\$ 3,000,000.00	\$ -	Advise MSRC and Administer Hydrogen Infrastru	\$ 3,000,000.00	No
MS18017	City of Banning				\$ 225,000.00	\$ -	Expansion of Existing CNG Infrastructure	\$ 225,000.00	No
MS18018	City of Norwalk	6/8/2018	9/7/2019		\$ 75,000.00	\$ -	Vehicle Maintenance Facility Modifications	\$ 75,000.00	No
MS18107	Huntington Beach Union High School District				\$ 225,000.00	\$ -	Expansion of Existing Infrastructure	\$ 225,000.00	No
MS18109	City of South Gate				\$ 175,000.00	\$ -	Install New Limited-Access CNG Infrastructure	\$ 175,000.00	No
MS18111	Newport-Mesa Unified School District				\$ 175,000.00	\$ -	Expansion of Existing CNG Infrastructure	\$ 175,000.00	No
MS18112	Banning Unified School District	11/29/2018	11/28/2024	11/28/2025	\$ 275,000.00	\$ -	Install New CNG Infrastructure	\$ 275,000.00	No
MS18113	City of Torrance				\$ 100,000.00	\$ -	Expansion of Existing CNG Infrastructure	\$ 100,000.00	No
MS18114	Los Angeles County Department of Public W	11/15/2019	11/14/2026		\$ 175,000.00	\$ -	Install New Limited-Access CNG Infrastructure in	\$ 175,000.00	No



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Contract #	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
MS18116	Los Angeles County Department of Public W	11/15/2019	11/14/2026		\$ 175,000.00	\$ -	Install New Limited-Access CNG Infrastructure in	\$ 175,000.00	No
MS18119	LBA Realty Company XI LP				\$ 100,000.00	\$ -	Install New Limited-Access CNG Infrastructure	\$ 100,000.00	No
MS18121	City of Montebello				\$ 70,408.00	\$ -	Expansion of Existing CNG Infrastructure	\$ 70,408.00	No
MS18175	Regents of the University of California	6/7/2019	8/6/2025	8/6/2026	\$ 1,000,000.00	\$ -	Expansion of Existing Hydrogen Station	\$ 1,000,000.00	No
MS18183	Nikola-TA HRS 1, LLC	9/28/2022	1/27/2030		\$ 1,660,000.00	\$ -	Install Publicly Accessible Hydrogen Fueling Stati	\$ 1,660,000.00	No
MS18184	Clean Energy				\$ 1,000,000.00	\$ -	Install Publicly Accessible Hydrogen Fueling Stati	\$ 1,000,000.00	No

Total = 29

Closed 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	\$ -	Yes
ML18021	City of Signal Hill	4/6/2018	1/5/2022		\$ 49,661.00	\$ 46,079.31	Install EV Charging Stations	\$ 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	\$ -	Yes
ML18028	City of Artesia	6/28/2018	3/27/2025		\$ 50,000.00	\$ 50,000.00	Install EVSE	\$ -	Yes
ML18030	City of Grand Terrace	6/28/2018	3/27/2022	3/27/2025	\$ 45,000.00	\$ 45,000.00	Install EVSE	\$ -	Yes
ML18032	City of Arcadia	2/1/2019	4/30/2025		\$ 24,650.00	\$ 24,650.00	Purchase 1 Heavy-Duty Near-ZEV	\$ -	Yes
ML18033	City of Duarte	8/8/2018	2/7/2025		\$ 50,000.00	\$ 50,000.00	Purchase 1-HD ZEV	\$ -	Yes
ML18034	City of Calabasas	6/8/2018	3/7/2022	3/7/2023	\$ 50,000.00	\$ 50,000.00	Install EVSE	\$ -	Yes
ML18035	City of Westlake Village	8/8/2018	11/7/2022		\$ 50,000.00	\$ 50,000.00	Install EVSE	\$ -	Yes
ML18039	City of Redlands	6/28/2018	7/27/2024	1/27/2025	\$ 63,191.00	\$ 63,190.33	Purchase 1 Medium/Heavy-Duty ZEV and Install	\$ 0.67	Yes
ML18040	City of Agoura Hills	7/13/2018	6/12/2022		\$ 17,914.00	\$ 17,914.00	Install EV Charging Infrastructure	\$ -	Yes
ML18041	City of West Hollywood	8/8/2018	12/7/2023	6/7/2024	\$ 50,000.00	\$ 50,000.00	Install EV Charging Infrastructure	\$ -	Yes
ML18042	City of San Fernando	6/28/2018	2/27/2024		\$ 10,000.00	\$ 10,000.00	Purchase 1 Light-Duty ZEV	\$ -	Yes
ML18043	City of Yorba Linda	9/7/2018	12/6/2023	12/6/2024	\$ 87,990.00	\$ 87,990.00	Install EV Charging Infrastructure	\$ -	Yes
ML18045	City of Culver City Transportation Departmen	6/28/2018	6/27/2025		\$ 51,000.00	\$ 51,000.00	Purchase Eight Near-Zero Vehicles	\$ -	Yes
ML18048	City of Lynwood	6/28/2018	10/27/2024		\$ 93,500.00	\$ 44,505.53	Purchase Up to 3 Medium-Duty Zero-Emission V	\$ 48,994.47	Yes
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	Yes
ML18054	City of La Habra Heights	8/8/2018	4/7/2022		\$ 9,200.00	\$ 9,200.00	Purchase 1 L.D. ZEV	\$ -	Yes
ML18056	City of Chino	3/29/2019	9/28/2023		\$ 103,868.00	\$ 103,868.00	Install EV Charging Infrastructure	\$ -	Yes
ML18061	City of Moreno Valley	5/9/2019	3/8/2025		\$ 25,000.00	\$ 25,000.00	Purchase 1 Heavy-Duty Near-ZEV	\$ -	Yes
ML18062	City of Beaumont	8/8/2018	9/7/2024		\$ 25,000.00	\$ 25,000.00	Purchase 1 Heavy-Duty Near-ZEV	\$ -	Yes
ML18070	City of Lomita	11/29/2018	6/28/2022		\$ 6,250.00	\$ 6,250.00	Purchase 1 Light-Duty ZEV	\$ -	Yes
ML18071	City of Chino Hills	9/7/2018	10/6/2022		\$ 20,000.00	\$ 20,000.00	Purchase 2 Light-Duty ZEVs	\$ -	Yes
ML18076	City of Culver City Transportation Departmen	10/5/2018	10/4/2023		\$ 1,130.00	\$ 1,130.00	Purchase Light-Duty ZEV	\$ -	Yes
ML18077	City of Orange	11/2/2018	10/1/2022		\$ 59,776.00	\$ 59,776.00	Four Light-Duty ZEV and EV Charging Infrastruct	\$ -	Yes
ML18079	City of Pasadena	12/7/2018	11/6/2023		\$ 183,670.00	\$ 183,670.00	EV Charging Infrastructure	\$ -	Yes
ML18086	City of Los Angeles Bureau of Street Lighting	2/8/2019	4/7/2023		\$ 300,000.00	\$ 300,000.00	Install Sixty EV Charging Stations	\$ -	Yes
ML18087	City of Murrieta	3/29/2019	3/28/2025		\$ 143,520.00	\$ 143,520.00	Install Four EV Charging Stations	\$ -	Yes
ML18088	City of Big Bear Lake	11/29/2018	8/28/2020	8/28/2021	\$ 50,000.00	\$ 50,000.00	Install Bicycle Trail	\$ -	Yes
ML18090	City of Santa Clarita	5/9/2019	2/8/2023	2/8/2024	\$ 122,000.00	\$ 118,978.52	Install Nine EV Charging Stations	\$ 3,021.48	Yes
ML18095	City of Gardena	11/9/2018	12/8/2024		\$ 25,000.00	\$ 25,000.00	Purchase Heavy-Duty Near-ZEV	\$ -	Yes
ML18096	City of Highland	12/13/2019	8/12/2024		\$ 10,000.00	\$ 9,918.84	Purchase Light-Duty Zero Emission Vehicle	\$ 81.16	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	Yes
ML18098	City of Redondo Beach	2/1/2019	3/31/2023	3/31/2025	\$ 89,400.00	\$ 89,400.00	Install Six EV Charging Stations	\$ -	Yes



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Contract #	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
ML18099	City of Laguna Hills	3/1/2019	5/31/2023	9/30/2024	\$ 32,250.00	\$ 32,250.00	Install EV Charging Stations	\$ -	Yes
ML18101	City of Burbank	2/1/2019	4/30/2024	10/30/2024	\$ 137,310.00	\$ 137,310.00	Install Twenty EV Charging Stations	\$ -	Yes
ML18126	City of Lomita	12/7/2018	1/6/2020		\$ 26,500.00	\$ 13,279.56	Install bicycle racks and lanes	\$ 13,220.44	Yes
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
ML18128	City of Aliso Viejo	8/30/2019	11/29/2023		\$ 65,460.00	\$ 65,389.56	Purchase Two Light-Duty ZEVs and Install Sever	\$ 70.44	Yes
ML18130	City of Lake Forest	3/1/2019	9/30/2022		\$ 106,480.00	\$ 106,480.00	Install Twenty-One EVSEs	\$ -	Yes
ML18131	City of Los Angeles, Police Department	5/3/2019	12/2/2022		\$ 19,294.00	\$ 19,294.00	Purchase Three Light-Duty ZEVs	\$ -	Yes
ML18136	City of Orange	4/12/2019	8/11/2024		\$ 40,000.00	\$ 40,000.00	Purchase Four Light-Duty Zero Emission Vehicle	\$ -	Yes
ML18138	City of La Canada Flintridge	2/8/2019	5/7/2023		\$ 32,589.00	\$ 32,588.07	Install Four EVSEs and Install Bicycle Racks	\$ 0.93	Yes
ML18139	City of Calimesa	8/30/2019	7/29/2020	11/29/2021	\$ 50,000.00	\$ 50,000.00	Install Bicycle Lane	\$ -	Yes
ML18142	City of La Quinta	4/24/2019	2/23/2023	8/23/2023	\$ 51,780.00	\$ 51,780.00	Install Two EV Charging Stations	\$ -	Yes
ML18148	City of San Dimas	1/21/2022	5/20/2023	11/20/2024	\$ 50,000.00	\$ 50,000.00	Implement Bicycle Detection Measures	\$ -	Yes
ML18154	City of Hemet	11/22/2019	9/21/2023	3/21/2024	\$ 30,000.00	\$ 30,000.00	Purchase Two Light-Duty ZEVs and EV Charging	\$ -	Yes
ML18155	City of Claremont	7/31/2019	9/30/2023		\$ 35,609.00	\$ 35,608.86	Install EV Charging Infrastructure	\$ 0.14	Yes
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 Charging	\$ 1,087.00	Yes
ML18160	City of Irwindale	3/29/2019	12/28/2022		\$ 14,263.00	\$ 14,263.00	Purchase Two Light-Duty ZEVs	\$ -	Yes
ML18169	City of Alhambra	6/14/2019	8/13/2024		\$ 111,980.00	\$ 111,980.00	Install EV Charging Infrastructure	\$ -	Yes
ML18171	City of El Monte	3/1/2019	4/30/2025		\$ 68,079.00	\$ 68,077.81	Purchase One Heavy-Duty ZEVs and EV Charging	\$ 1.19	Yes
ML18173	City of Manhattan Beach	3/29/2019	2/28/2023		\$ 49,000.00	\$ 49,000.00	Purchase Two Light-Duty ZEVs and EV Charging	\$ -	Yes
ML18176	City of Coachella	3/1/2019	11/30/2024		\$ 58,020.00	\$ 58,020.00	Install EV Charging Stations	\$ -	Yes
ML18179	City of Rancho Mirage	8/20/2021	2/19/2022		\$ 50,000.00	\$ 50,000.00	Traffic Signal Synchronization	\$ -	Yes
ML18186	City of Paramount	8/1/2024	1/31/2025		\$ 42,686.00	\$ 42,686.00	Install EV Charging Infrastructure	\$ -	Yes
MS18001	Los Angeles County MTA	6/29/2017	4/30/2018		\$ 807,945.00	\$ 652,737.07	Provide Clean Fuel Transit Service to Dodger Sta	\$ 155,207.93	Yes
MS18002	Southern California Association of Governme	6/9/2017	11/30/2018	12/30/2021	\$ 2,500,000.00	\$ 2,276,272.46	Regional Active Transportation Partnership Progr	\$ 223,727.54	Yes
MS18003	Geographics	2/21/2017	2/20/2021	6/20/2021	\$ 72,453.00	\$ 65,521.32	Design, Host and Maintain MSRC Website	\$ 6,931.68	Yes
MS18004	Orange County Transportation Authority	8/3/2017	4/30/2019		\$ 503,272.00	\$ 456,145.29	Provide Special Rail Service to Angel Stadium	\$ 47,126.71	Yes
MS18005	Orange County Transportation Authority	1/5/2018	4/30/2019		\$ 834,222.00	\$ 834,222.00	Clean Fuel Bus Service to OC Fair	\$ -	Yes
MS18006	Anaheim Transportation Network	10/6/2017	2/28/2020		\$ 219,564.00	\$ 9,488.22	Implement Anaheim Circulator Service	\$ 210,075.78	Yes
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 Authority (	12/28/2017	7/31/2019		\$ 351,186.00	\$ 275,490.61	Implement Special Metrolink Service to Union Sta	\$ 75,695.39	Yes
MS18011	Southern California Regional Rail Authority (	2/9/2018	6/30/2018		\$ 239,565.00	\$ 221,725.12	Special Train Service to Festival of Lights	\$ 17,839.88	Yes
MS18012	City of Hermosa Beach	2/2/2018	2/1/2024		\$ 36,000.00	\$ 36,000.00	Construct New Limited-Access CNG Station	\$ -	Yes
MS18014	Regents of the University of California	10/5/2018	12/4/2019	3/4/2020	\$ 254,795.00	\$ 251,455.59	Planning for EV Charging Infrastructure Investme	\$ 3,339.41	Yes
MS18015	Southern California Association of Governme	7/13/2018	2/28/2021	11/30/2023	\$ 2,000,000.00	\$ 1,585,466.77	Southern California Future Communities Partners	\$ 414,533.23	Yes
MS18016	Southern California Regional Rail Authority (	1/10/2019	3/31/2019		\$ 87,764.00	\$ 73,140.89	Special Train Service to Auto Club Speedway	\$ 14,623.11	Yes
MS18023	Riverside County Transportation Commission	6/28/2018	6/27/2021	3/31/2023	\$ 500,000.00	\$ 500,000.00	Weekend Freeway Service Patrols	\$ -	Yes
MS18024	Riverside County Transportation Commission	6/28/2018	8/27/2021	8/31/2024	\$ 1,500,000.00	\$ 1,147,960.00	Vanpool Incentive Program	\$ 352,040.00	Yes
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 Stadium	\$ 363,313.14	Yes
MS18065	San Bernardino County Transportation Autho	3/29/2019	8/28/2023	3/28/2024	\$ 2,000,000.00	\$ 2,000,000.00	Implement Metrolink Line Fare Discount Program	\$ -	Yes
MS18102	Orange County Transportation Authority	10/4/2019	5/31/2020		\$ 1,146,000.00	\$ 1,146,000.00	Implement OC Flex Micro-Transit Pilot Project	\$ -	Yes
MS18103	Orange County Transportation Authority	2/8/2019	9/7/2020		\$ 642,000.00	\$ 613,303.83	Install Hydrogen Detection System	\$ 28,696.17	Yes
MS18104	Orange County Transportation Authority	2/21/2020	3/31/2021	3/31/2022	\$ 212,000.00	\$ 165,235.92	Implement College Pass Transit Fare Subsidy Pr	\$ 46,764.08	Yes
MS18105	Southern California Regional Rail Authority	1/10/2019	6/30/2019		\$ 252,696.00	\$ 186,830.04	Special Train Service to the Festival of Lights	\$ 65,865.96	Yes



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Contract #	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
MS18110	Mountain View Unified School District	2/1/2019	3/31/2025		\$ 61,748.00	\$ 61,747.29	Install New Limited-Access CNG Infrastructure	\$ 0.71	Yes
MS18123	City Rent A Bin DBA Serv-Wel Disposal	12/14/2018	2/13/2025		\$ 200,000.00	\$ 200,000.00	Install New Limited-Access CNG Infrastructure	\$ -	Yes
MS18125	U.S. Venture	5/9/2019	8/8/2025		\$ 200,000.00	\$ 200,000.00	Install New Limited-Access CNG Infrastructure	\$ -	Yes
MS18180	Omnitrans	8/4/2022	8/3/2023		\$ 83,000.00	\$ 75,000.00	Modify Vehicle Maintenance Facility and Train Te	\$ 8,000.00	Yes
Total = 82									
Closed/Incomplete Contracts									
ML18083	City of San Fernando	11/2/2018	11/1/2022		\$ 20,000.00	\$ -	Implement Traffic Signal Synchronization	\$ 20,000.00	No
ML18093	City of Monterey Park	2/1/2019	2/28/2026	10/31/2028	\$ 25,000.00	\$ -	Purchase Heavy-Duty Near-ZEV	\$ 25,000.00	No
ML18129	City of Yucaipa	12/14/2018	3/13/2023	9/13/2027	\$ 63,097.00	\$ -	Install Six EV Charging Stations	\$ 63,097.00	No
ML18133	City of Rancho Mirage	12/7/2018	11/6/2020		\$ 50,000.00	\$ -	Traffic Signal Synchronization	\$ 50,000.00	No
ML18137	City of Wildomar	3/1/2019	5/31/2021	12/1/2022	\$ 50,000.00	\$ -	Install Bicycle Trail	\$ 50,000.00	No
ML18167	City of Beverly Hills	3/29/2019	6/28/2025		\$ 50,000.00	\$ -	Purchase Two Heavy-Duty Near-Zero Emission V	\$ 50,000.00	No
ML18168	City of Maywood	3/29/2019	11/28/2022		\$ 7,059.00	\$ -	Purchase EV Charging Infrastructure	\$ 7,059.00	No
ML18185	City of Wildomar	10/19/2023	10/18/2024		\$ 25,000.00	\$ -	Install Bicycle Trail	\$ 25,000.00	No
MS18026	Omnitrans	10/5/2018	1/4/2020		\$ 83,000.00	\$ -	Modify Vehicle Maintenance Facility and Train Te	\$ 83,000.00	No
MS18118	City of Beverly Hills	3/29/2019	7/28/2025		\$ 85,272.00	\$ -	Expansion of Existing CNG Infrastructure	\$ 85,272.00	No
Total = 10									
Open/Complete Contracts									
ML18020	City of Colton	5/3/2018	4/2/2024	4/2/2027	\$ 67,881.00	\$ 67,881.00	Purchase One Medium-Duty and One Heavy-Dut	\$ -	Yes
ML18031	City of Diamond Bar	9/7/2018	11/6/2025	11/6/2027	\$ 58,930.00	\$ 58,930.00	Install EVSE, Purchase up to 2-LD Vehicles	\$ -	Yes
ML18036	City of Indian Wells	8/8/2018	5/7/2023	5/7/2026	\$ 50,000.00	\$ 50,000.00	Install EV Charging Stations	\$ -	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-MD/H	\$ -	Yes
ML18038	City of Anaheim	10/5/2018	5/4/2025	5/4/2026	\$ 151,630.00	\$ 147,883.27	Purchase 5 Light-Duty ZEVs and Install EVSE	\$ 3,746.73	Yes
ML18046	City of Santa Ana - Public Works Agency - F	11/9/2018	7/8/2026		\$ 359,591.00	\$ 359,590.75	Purchase 6 Light-Duty ZEVs, 9 Heavy-Duty Near	\$ 0.25	Yes
ML18047	City of Whittier	8/8/2018	4/7/2026	1/7/2029	\$ 113,910.00	\$ 113,910.00	Purchase 5 Heavy-Duty Near-Zero Emission Veh	\$ -	Yes
ML18050	City of Irvine	9/7/2018	8/6/2028		\$ 302,035.00	\$ 302,035.00	Install EVSE	\$ -	Yes
ML18051	City of Rancho Cucamonga	3/1/2019	10/31/2025	4/30/2030	\$ 91,500.00	\$ 91,500.00	Purchase 6 Light-Duty ZEVs, Install 3 Limited Acc	\$ -	Yes
ML18057	City of Carson	10/5/2018	7/4/2023	9/15/2027	\$ 87,687.50	\$ 87,687.50	Purchase 5 Zero-Emission Vehicles and Infrastru	\$ -	Yes
ML18059	City of Glendale Water & Power	2/1/2019	7/31/2026	1/31/2028	\$ 260,500.00	\$ 232,315.70	Install Electric Vehicle Charging Infrastructure	\$ 28,184.30	Yes
ML18063	City of Riverside	6/7/2019	1/6/2027	9/30/2029	\$ 50,000.00	\$ 50,000.00	Expand Existing CNG Station	\$ -	Yes
ML18064	City of Eastvale	11/29/2018	4/28/2026	4/28/2029	\$ 61,463.00	\$ 61,462.40	Purchase 2 Light-Duty, One Medium-Duty, Zero E	\$ 0.60	Yes
ML18067	City of Pico Rivera	9/7/2018	11/6/2022	1/6/2028	\$ 83,500.00	\$ 83,500.00	Install EVSE	\$ -	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-Duty Z	\$ -	Yes
ML18074	City of Buena Park	12/14/2018	6/13/2026		\$ 107,960.00	\$ 107,960.00	EV Charging Infrastructure	\$ -	Yes
ML18080	City of Santa Monica	1/10/2019	12/9/2023	9/9/2025	\$ 44,289.00	\$ 44,288.92	Install EV Charging Stations	\$ 0.08	Yes
ML18081	City of Beaumont	10/5/2018	10/4/2022	10/4/2025	\$ 31,870.00	\$ 31,870.00	EV Charging Infrastructure	\$ -	Yes
ML18085	City of Orange	4/12/2019	10/11/2026		\$ 50,000.00	\$ 50,000.00	Purchase Two Heavy-Duty Near-Zero Emission V	\$ -	Yes
ML18089	City of Glendora	7/19/2019	4/18/2025	10/18/2028	\$ 50,760.00	\$ 50,760.00	Purchase a Heavy-Duty ZEV	\$ -	Yes
ML18091	City of Temecula	1/19/2019	7/18/2023	3/18/2026	\$ 111,575.00	\$ 111,574.46	Install EV Charging Stations	\$ 0.54	No
ML18092	City of South Pasadena	2/1/2019	1/31/2025	4/30/2027	\$ 50,000.00	\$ 47,536.00	Procure Two Light-Duty ZEVs and Install EV Cha	\$ 2,464.00	Yes
ML18094	City of Laguna Woods	7/12/2019	12/11/2024	10/11/2026	\$ 50,000.00	\$ 50,000.00	Install Two EV Charging Ports	\$ -	Yes
ML18100	City of Brea	10/29/2020	12/28/2024	12/31/2025	\$ 56,500.00	\$ 56,500.00	Install Twenty-Four Level II EV Charging Stations	\$ -	Yes
ML18132	City of Montclair	4/5/2019	9/4/2023	9/4/2026	\$ 40,000.00	\$ 40,000.00	Install Eight EV Chargers	\$ -	Yes



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Contract #	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
ML18134	City of Los Angeles Dept of General Services	5/3/2019	5/2/2028	5/2/2029	\$ 116,000.00	\$ 116,000.00	Purchase Two Medium-Duty ZEVs	\$ -	Yes
ML18135	City of Azusa	12/6/2019	12/5/2029		\$ 30,000.00	\$ 30,000.00	Purchase Three Light-Duty ZEVs	\$ -	Yes
ML18141	City of Rolling Hills Estates	2/14/2020	1/13/2024	4/13/2026	\$ 40,000.00	\$ 40,000.00	Purchase One Light-Duty ZEV and Install Seven	\$ -	Yes
ML18143	City of La Habra	10/18/2019	9/17/2025	9/17/2027	\$ 80,700.00	\$ 80,700.00	Install Two EV Charging Stations	\$ -	Yes
ML18144	City of Fontana Public Works	10/4/2019	12/3/2023	12/31/2025	\$ 269,090.00	\$ 269,090.00	Install Twelve EVSEs	\$ -	No
ML18146	City of South Gate	3/1/2019	11/30/2023	11/30/2026	\$ 127,400.00	\$ 127,400.00	Purchase Five Light-Duty ZEVs and Install Six EV	\$ -	Yes
ML18152	County of San Bernardino Flood Control Dist	8/11/2020	10/10/2029		\$ 108,990.00	\$ 83,990.00	Purchase Five Heavy-Duty Near Zero Emission V	\$ 25,000.00	Yes
ML18157	City of Los Angeles Bureau of Street Service	6/21/2019	5/20/2027		\$ 85,000.00	\$ 85,000.00	Purchase One Medium-Duty ZEV	\$ -	Yes
ML18159	City of Rialto	12/13/2019	5/12/2024	9/19/2025	\$ 135,980.00	\$ 106,597.86	Purchase Nine Light-Duty ZEVs and EV Charging	\$ 29,382.14	No
ML18161	City of Indio	5/3/2019	10/2/2025		\$ 25,000.00	\$ 25,000.00	Purchase 1 Light-Duty Zero Emission and EV Ch	\$ -	Yes
ML18162	City of Costa Mesa	1/10/2020	7/9/2026		\$ 148,210.00	\$ 148,210.00	Purchase Three Light-Duty ZEVs and EV Charging	\$ -	Yes
ML18163	City of San Clemente	3/8/2019	12/7/2024	12/7/2025	\$ 75,000.00	\$ 70,533.75	Purchase Three Light-Duty ZEVs and EV Charging	\$ 4,466.25	Yes
ML18166	City of Placentia	2/18/2021	5/17/2027		\$ 25,000.00	\$ 25,000.00	Purchase One Heavy-Duty Near-Zero Emission V	\$ -	Yes
ML18170	City of Laguna Niguel	1/10/2020	8/9/2028		\$ 75,100.00	\$ 75,100.00	Purchase One Light-Duty ZEV and EV Charging	\$ -	No
MS18027	City of Gardena	11/2/2018	9/1/2026	10/1/2029	\$ 350,000.00	\$ 350,000.00	Install New Limited Access CNG, Modify Mainten	\$ -	Yes
MS18066	El Dorado National	12/6/2019	2/5/2026		\$ 100,000.00	\$ 100,000.00	Install New Limited-Access CNG Station	\$ -	Yes
MS18073	Los Angeles County MTA	1/10/2019	2/9/2026		\$ 2,000,000.00	\$ 2,000,000.00	Purchase 40 Zero-Emission Transit Buses	\$ -	Yes
MS18106	R.F. Dickson Co., Inc.	7/19/2019	1/18/2026		\$ 265,000.00	\$ 250,470.90	Expansion of Existing Infrastructure/Mechanic Tr	\$ 14,529.10	Yes
MS18108	Capistrano Unified School District	2/1/2019	5/30/2025	9/30/2026	\$ 111,750.00	\$ 111,750.00	Expansion of Existing Infrastructure	\$ -	Yes
MS18115	City of Commerce	6/7/2019	12/6/2025	7/6/2026	\$ 275,000.00	\$ 275,000.00	Expansion of Existing L/CNG Infrastructure	\$ -	No
MS18117	City of San Bernardino	6/7/2019	11/6/2025		\$ 240,000.00	\$ 240,000.00	Expansion of Existing CNG Infrastructure/Mechan	\$ -	Yes
MS18120	City of Redondo Beach	2/1/2019	9/30/2025		\$ 275,000.00	\$ 275,000.00	Install New Limited-Access CNG Infrastructure	\$ -	Yes
MS18122	Universal Waste Systems, Inc.	2/1/2019	3/31/2025	7/31/2027	\$ 195,000.00	\$ 195,000.00	Install New Limited Access CNG Infrastructure	\$ -	Yes
MS18124	County Sanitation Districts of Los Angeles C	7/31/2019	2/28/2027		\$ 275,000.00	\$ 275,000.00	Install New Limited-Access CNG Infrastructure	\$ -	Yes

Total = 49

Terminated Contracts

ML18058	City of Perris	10/12/2018	11/11/2024	11/11/2028	\$ 94,624.00	\$ -	Purchase 1 Medium-Duty ZEV and EV Charging	\$ 94,624.00	No
ML18084	City of South El Monte	10/18/2019	9/17/2023	3/30/2028	\$ 30,000.00	\$ -	EV Charging Infrastructure	\$ 30,000.00	No
ML18147	City of Palm Springs	1/10/2019	1/9/2024	7/9/2026	\$ 60,000.00	\$ -	Install Eighteen EV Charging Stations	\$ 60,000.00	No
ML18178	City of La Puente	11/1/2019	11/30/2025	11/30/2028	\$ 25,000.00	\$ -	Purchase One Heavy-Duty Near-Zero Emission V	\$ 25,000.00	No
MS18029	Irvine Ranch Water District	8/8/2018	10/7/2024	1/7/2029	\$ 185,000.00	\$ -	Install New Limited Access CNG Station & Techn	\$ 185,000.00	No
MS18182	Air Products and Chemicals Inc.	3/8/2023	2/7/2031	8/7/2032	\$ 1,000,000.00	\$ -	Install Publicly Accessible Hydrogen Fueling Stati	\$ 1,000,000.00	No

Total = 6

FY 2018-2021 Contracts

Open Contracts

MS21005	Southern California Association of Governme	5/5/2021	1/31/2024	1/31/2027	\$ 16,751,000.00	\$ 5,052,250.72	Implement Last Mile Goods Movement Program	\$ 11,698,749.28	No
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Total = 1

Declined/Cancelled Contracts

MS21008	CMA CGM (America) LLC				\$ 3,000,000.00	\$ -	Deploy 2 Zero-Emission Rubber Tire Gantry Cran	\$ 3,000,000.00	No
MS21011	RDS Logistics Group	1/21/2022	7/20/2028		\$ 808,500.00	\$ -	Deploy 3 Zero-Emission Yard Tractors and Charg	\$ 808,500.00	No
MS21012	Amazon Logistics, Inc.				\$ 4,157,710.00	\$ -	Deploy up to 10 Zero-Emission and 100 Near Ze	\$ 4,157,710.00	No
MS21020	Sea-Logix, LLC				\$ 2,300,000.00	\$ -	Deploy up to 23 Near-Zero Emissions Trucks	\$ 2,300,000.00	No



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Contract #	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
MS21021	CMA CGM (America) LLC				\$ 1,946,463.00	\$ -	Deploy up to 13 Near Zero Emission Trucks	\$ 1,946,463.00	No
MS21022	Orange County Transportation Authority				\$ 289,054.00	\$ -	Implement Special Transit Service to the Orange	\$ 289,054.00	No

Total = 6

Closed Contracts

MS21001	Los Angeles County MTA	8/30/2019	7/29/2020		\$ 613,752.87	\$ 613,752.87	Implement Special Transit Service to Dodger Sta	\$ -	Yes
MS21002	Better World Group Advisors	11/1/2019	12/31/2022	12/31/2024	\$ 448,154.00	\$ 246,331.16	Programmatic Outreach Services	\$ 201,822.84	Yes
MS21003	Orange County Transportation Authority	7/8/2020	5/31/2021		\$ 468,298.00	\$ 241,150.48	Provide Express Bus Service to the Orange Cour	\$ 227,147.52	Yes
MS21004	Los Angeles County MTA	1/7/2021	5/31/2023		\$ 814,822.00	\$ 326,899.00	Clean Fuel Bus Service to Dodger Stadium	\$ 487,923.00	Yes

Total = 4

Open/Complete Contracts

MS21006	Geographics	4/1/2021	6/20/2023	9/20/2025	\$ 23,221.00	\$ 23,077.51	Hosting & Maintenance of the MSRC Website	\$ 143.49	Yes
MS21007	Penske Truck Leasing Co., L.P.	4/1/2022	3/31/2028		\$ 957,813.00	\$ 957,812.40	Deploy 5 Zero-Emission Yard Tractors	\$ 0.60	Yes
MS21009	ITS Technologies & Logistics, LLC	7/15/2022	7/14/2028	4/14/2030	\$ 1,686,900.00	\$ 337,380.00	Deploy 12 Zero-Emission Yard Tractors	\$ 1,349,520.00	No
MS21010	MHX, LLC	9/29/2021	1/28/2028	6/28/2030	\$ 569,275.00	\$ 569,275.00	Deploy One Zero-Emission Overhead Crane	\$ -	Yes
MS21013	4 Gen Logistics	3/27/2022	5/26/2028		\$ 7,000,000.00	\$ 7,000,000.00	Deploy 40 Zero Emission Trucks	\$ -	Yes
MS21014	Green Fleet Systems, LLC	8/31/2021	8/30/2027	8/30/2028	\$ 300,000.00	\$ 300,000.00	Deploy up to 3 Near Zero Emission Trucks	\$ -	Yes
MS21015	Premium Transportation Services, Inc. dba T	9/22/2021	5/21/2027	1/2/2028	\$ 1,500,000.00	\$ 1,483,065.00	Deploy up to 15 Near-Zero Emissions Trucks	\$ 16,935.00	No
MS21017	MHX, LLC	9/29/2021	9/28/2030		\$ 1,900,000.00	\$ 1,900,000.00	Deploy up to 10 Zero-Emission Trucks & Infrastru	\$ -	Yes
MS21018	Pac Anchor Transportation, Inc.	8/17/2021	8/16/2027	8/16/2028	\$ 2,100,000.00	\$ 2,100,000.00	Deploy up to 21 Near Zero Emission Trucks	\$ -	Yes
MS21019	Volvo Financial Services	3/31/2022	3/30/2030	12/30/2030	\$ 3,930,270.00	\$ 3,930,103.15	Lease up to 14 Zero-Emission Trucks and Provid	\$ 166.85	Yes
MS21023	BNSF Railway Company	4/22/2022	4/21/2028	4/21/2030	\$ 1,313,100.00	\$ 1,313,100.00	Install EV Charging Infrastructure	\$ -	Yes
MS21025	Costco Wholesale Corporation	12/9/2022	12/8/2028		\$ 160,000.00	\$ 160,000.00	Install Five EV Charging Units	\$ -	Yes

Total = 12

Terminated Contracts

MS21016	Ryder Integrated Logistics, Inc.	12/7/2022	4/6/2029		\$ 3,169,746.00	\$ -	Procure Two Integrated Power Centers and Four	\$ 3,169,746.00	No
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Total = 1

FY 2021-2024 Contracts

Open Contracts

MS24002	South Pasadena Police Department	1/16/2024	5/15/2030		\$ 499,789.00	\$ -	Procure Zero-Emission Vehicles and Infrastructur	\$ 499,789.00	No
MS24003	Omnitrans	4/15/2024	10/30/2025	8/30/2026	\$ 315,278.00	\$ -	Bloomington Microtransit Service Expansion	\$ 315,278.00	No
MS24004	City of Seal Beach	12/21/2023	9/30/2025		\$ 162,891.00	\$ -	Circuit Transit Shared Mobility	\$ 162,891.00	No
MS24005	City of Huntington Beach	7/1/2024	9/1/2026		\$ 279,186.00	\$ 167,453.81	Circuit Transit Rideshare Program	\$ 111,732.19	No
MS24006	Anaheim Transportation Network	10/12/2023	5/31/2025	11/30/2026	\$ 322,000.00	\$ -	Old Towne Orange Microtransit Service	\$ 322,000.00	No
MS24007	City of Gardena	6/12/2024	8/31/2026		\$ 424,134.00	\$ 140,329.66	Gtrans Microtransit Service	\$ 283,804.34	No
MS24008	City of Long Beach	3/19/2024	1/31/2026	12/31/2026	\$ 410,734.00	\$ -	Circuit Transit Mobility Transit Expansion Program	\$ 410,734.00	No

Total = 7

Open/Complete Contracts

MS24001	Los Angeles County MTA	1/26/2023	5/31/2028		\$ 1,200,248.00	\$ 902,564.72	Provide Clean Fuel Bus Service to Dodger Stadit	\$ 297,683.28	No
C22247	NFI Interactive Logistics, LLC	12/15/2022	4/30/2025	12/31/2026	\$ 3,000,000.00	\$ 3,000,000.00	JETSI Program Pass-Through Funding	\$ -	Yes

Total = 2

Pending Execution Contracts

C26037	Penske Truck Leasing Co., L.P.				\$ 2,015,916.00	\$ -	Partner on Application to Install EV Charging Infra	\$ 2,015,916.00	No
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Contract #	Contractor	Start Date	Original End Date	Amended Contract End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
MS24010	Penske Truck Leasing Co., L.P.				\$ 15,690,954.00		Partner on Application to Install EV Charging Infra	\$ 15,690,954.00	No
MS24013	Los Angeles Cleantech Incubator				\$ 3,000,000.00	\$ -	Implement Drayage Truck Recharging Facilities	\$ 3,000,000.00	No
MS24999	Prologis Mobility				\$ 10,007,331.00	\$ -	Implement EV Charging in various locations	\$ 10,007,331.00	No
C26034	Pilot Travel Center, LLC				\$ 3,000,000.00	\$ -	Partner on Application to Install Hydrogen Fueling	\$ 3,000,000.00	No

Total = 5

Declined/Cancelled Contracts

MS24011	Southern California Gas Company				\$ 6,000,000.00	\$ -	Partner on Application to Install Hydrogen Fueling	\$ 6,000,000.00	No
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Total = 1

FY 2024-2027 Contracts

Open Contracts

MS27001	Better World Group Advisors	1/1/2025	12/31/2027		\$ 300,000.00	\$ 67,068.67	Programmatic Outreach Services	\$ 232,931.33	No
MS27003	Exemplifi, LLC	6/11/2025	6/10/2027		\$ 20,200.00	-	Host and Maintain MSRC Website	\$ 20,200.00	No
C25146	Voltu Motor, Inc.	6/10/2025	12/31/2026		\$ 300,000.00	\$ 240,000.00	Develop & Demonstrate 10 ZE Work Trucks	\$ 60,000.00	No

Total = 3

Pending Execution Contracts

MS27002	California Energy Commission				\$ 6,000,000.00		West Coast Truck Chrg & Fuel Corridor Prjo	\$ 6,000,000.00	No
MS27004	Los Angeles Metropolitan Transportation Authority				\$ 1,000,000.00		HD Charging Project w/MN8	\$ 1,000,000.00	No
MS27005	Los Angeles Metropolitan Transportation Authority				\$ 2,000,000.00		HD Charging Project w/Forum Mobility	\$ 2,000,000.00	No
MS27996	Volvo Group North America				\$ 2,000,000.00		Strategic Path for Extd Elec Dryge	\$ 2,000,000.00	No
MS27998	Enevale Corp.				\$ 250,000.00		Develop, Dmns Fst Chrg Btty Pck for Md Dty	\$ 250,000.00	No
MS27997	Evolectric, Inc.				\$ 250,000.00		Intg & Dmns Btty Pck & Fst Chrg w/Ms Dty	\$ 250,000.00	No

Total = 6

Partner-Funded

Open Contracts

MS24995	Forum Mobility	9/12/2025	6/11/2031		\$ 6,000,000.00	\$ -	Implement EV Charging at Port	\$ 6,000,000.00	No
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Total = 1

Pending Execution Contracts

MS24996	Clean Energy				\$ 3,165,154.00		Charging Infrastructure Projects	\$ 3,165,154.00	No
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Total = 1



AB2766 Discretionary Fund Program Invoices

8/28/2025 to 9/24/2025

Contract Admin.	MSRC Chair	MSRC Liaison	Finance	Contract #	Contractor	Invoice #	Amount
2018-2021 Work Program							
9/3/2025	9/6/2025		9/10/2025	MS21006	Geographics	25-24293	\$423.00
9/3/2025	9/6/2025		9/10/2025	MS21006	Geographics	25-24303	\$54.00
9/2/2025	9/6/2025	9/10/2025	9/18/2025	MS21010	MHX, LLC	MSRC2025	\$569,275.00
8/28/2025	9/6/2025		9/10/2025	MS21006	Geographics	25-24265	\$99.00
8/28/2025	9/6/2025		9/10/2025	MS21006	Geographics	25-24243	\$423.00
8/28/2025	9/6/2025		9/10/2025	MS21006	Geographics	25-24219	\$598.25
8/28/2025	9/6/2025		9/10/2025	MS21006	Geographics	25-24197	\$386.26
Total: \$571,258.51							
2021-2024 Work Program							
9/5/2025	9/6/2025	9/10/2025	9/18/2025	MS24001	Los Angeles County MTA	800092296	\$902,564.72

Total: \$902,564.72

Total This Period: \$1,473,823.23



Contract Term Status Report October 2025

Concern Level	Status	Wk Pgm	Contract #	Contractor	Project Description	Contract Value	Current End Date	Last Deliverable Date	Final Report Rec'd	# of Mods	Comment
Moderate	Open	2012-2014	MS14057	Los Angeles County MTA	Implement Various Signal Synchronization Projects	\$ 1,250,000.00	10/31/2026	8/6/2026		3	Schedule for last project is very tight - watch
Moderate	Open	2016-2018	MS18181	San Bernardino County Transportation Authority	Construct Hydrogen Fueling Station	\$ 1,662,000.00	9/9/2031	9/9/2026		1	Extension request on current agenda
Moderate	Open	2021-2024	MS24006	Anaheim Transportation Network	Old Towne Orange Microtransit Service	\$ 322,000.00	11/30/2026	10/30/2026		2	Past due for progress report; will be sent notice with two-week deadline
Minimal/none	Open	2014-2016	ML16047	City of Fontana	Enhance an Existing Class 1 Bikeway	\$ 500,000.00	2/5/2026	12/5/2025		5	Site visit conducted; grand opening scheduled November
Minimal/none	Open	2016-2018	ML18055	City of Long Beach	Install EV Charging Stations	\$ 529,728.00	11/28/2029	11/28/2026		3	
Minimal/none	Open	2016-2018	ML18060	County of Los Angeles Internal Services Department	Vehicles, 1 Med/Heavy Duty ZEV, 6 Heavy-Duty Near-Zero Vehicles and Install EV Charging	\$ 1,273,938.00	2/4/2030	12/4/2026		3	
Minimal/none	Open	2016-2018	ML18068	City of Mission Viejo	Purchase 2 Light-Duty ZEVs & Install EVSE	\$ 86,940.00	6/29/2029	6/30/2026		2	Extension approved by MSRC
Minimal/none	Open	2016-2018	ML18069	City of Torrance	Purchase 4 Heavy-Duty Near-Zero Emission Vehicles and Install 19 EVSE	\$ 187,400.00	12/31/2028	12/31/2025		1	Met with City. Bldg. Plans under review. Completion projected 12/25.
Minimal/none	Open	2016-2018	ML18078	County of Riverside	Purchase 15 Heavy-Duty Vehicles	\$ 375,000.00	10/4/2030	10/4/2025		2	No ext. clause. Last veh in svc; working on final report
Minimal/none	Open	2016-2018	ML18082	City of Los Angeles Bureau of Sanitation	Purchase 8 Medium-Duty Vehicles and 8 Limited EV Charging Infrastructures	\$ 900,000.00	8/29/2030	8/29/2025		3	No ext. clause. Last veh. In svc; working on final report
Minimal/none	Open	2016-2018	ML18145	City of Los Angeles Dept of Transportation	Zero-Emission Taxis and Purchase Eleven HD ZEVs	\$ 1,400,000.00	12/31/2028	12/9/2025		2	HD veh complete & paid; few taxi incentives but City does not wish to extend
Minimal/none	Open	2016-2018	ML18151	County of San Bernardino Department of Public Works	Purchase Eight Heavy-Duty Near Zero Emission Vehicles	\$ 200,000.00	10/24/2029	10/24/2024		0	Working on final report
Minimal/none	Open	2018-2021	MS21005	Southern California Association of Governments	Implement Last Mile Goods Movement Program	\$ 16,751,000.00	1/31/2027	9/4/2026		5	
Minimal/none	Open	2021-2024	MS24002	South Pasadena Police Department	Procure Zero-Emission Vehicles and Infrastructure	\$ 499,789.00	5/15/2030	2/15/2026		0	Extension approved by MSRC
Minimal/none	Open	2021-2024	MS24003	Omnitrans	Bloomington Microtransit Service Expansion	\$ 315,278.00	8/30/2026	5/14/2026		1	
Minimal/none	Open	2021-2024	MS24004	City of Seal Beach	Circuit Transit Shared Mobility	\$ 162,891.00	9/30/2025	7/31/2025	8/26/2025	0	Waiting on Final invoice
Minimal/none	Open	2021-2024	MS24005	City of Huntington Beach	Circuit Transit Rideshare Program	\$ 279,186.00	9/1/2026	9/1/2026		0	On track; invoices received for first three quarters
Minimal/none	Open	2021-2024	MS24007	City of Gardena	Gtrans Microtransit Service	\$ 424,134.00	8/31/2026	6/30/2026		0	
Minimal/none	Open	2021-2024	MS24008	City of Long Beach	Circuit Transit Mobility Transit Expansion Program	\$ 410,734.00	12/31/2026	10/30/2026		1	
Minimal/none	Open	2024-2027	MS27001	Better World Group Advisors	Programmatic Outreach Services	\$ 300,000.00	12/31/2027	12/31/2027		1	



Contract Term Status Report October 2025

Concern Level	Status	Wk Pgm	Contract #	Contractor	Project Description	Contract Value	Current End Date	Last Deliverable Date	Final Report Rec'd	# of Mods	Comment
Minimal/none	Open/Complete	2010-2012	ML12045	City of Baldwin Park DPW	Install New CNG Station	\$ 400,000.00	12/13/2026	12/13/2021	10/25/2022	3	
Minimal/none	Open/Complete	2012-2014	ML14018	City of Los Angeles Dept of General Services	Purchase 27 H.D. Nat. Gas Vehicles	\$ 810,000.00	2/5/2026	2/5/2021	1/12/2021	3	
Minimal/none	Open/Complete	2014-2016	ML16017	City of Long Beach	Purchase 50 Medium-Duty, 17 H.D. Nat. Gas Vehicles, New CNG Station	\$ 1,415,400.00	5/4/2029	5/4/2024	5/28/2024	4	
Minimal/none	Open/Complete	2014-2016	ML16022	Los Angeles Department of Water and Power	Purchase 8 H.D. Nat. Gas Vehicles	\$ 240,000.00	6/4/2028	6/4/2023	9/19/2023	3	
Minimal/none	Open/Complete	2014-2016	ML16039	City of Torrance Transit Department	Install Eight Level II EV Chargers	\$ 32,000.00	3/27/2026	2/5/2023	8/15/2024	4	
Minimal/none	Open/Complete	2014-2016	ML16077	City of Rialto	Pedestrian Access Improvements, Bicycle Lanes, Bicycle Sharing, Outreach	\$ 463,216.00	2/2/2026	12/2/2025	12/18/2024	2	
Minimal/none	Open/Complete	2016-2018	ML18020	City of Colton	Purchase One Medium-Duty and One Heavy-Duty ZEVs	\$ 67,881.00	4/2/2027	4/2/2022	5/17/2022	2	
Minimal/none	Open/Complete	2016-2018	ML18031	City of Diamond Bar	Install EVSE, Purchase up to 2-LD Vehicles	\$ 58,930.00	11/6/2027	11/6/2024	9/6/2024	2	
Minimal/none	Open/Complete	2016-2018	ML18036	City of Indian Wells	Install EV Charging Stations	\$ 50,000.00	5/7/2026	5/7/2023	5/18/2023	2	
Minimal/none	Open/Complete	2016-2018	ML18038	City of Anaheim	Purchase 5 Light-Duty ZEVs and Install EVSE	\$ 151,630.00	5/4/2026	5/4/2021	4/27/2021	3	
Minimal/none	Open/Complete	2016-2018	ML18046	City of Santa Ana - Public Works Agency - Fleet & Facilities Mgmt	Purchase 6 Light-Duty ZEVs, 9 Heavy-Duty Near-Zero Emission Vehicles and Install EVSE	\$ 359,591.00	7/8/2026	7/8/2021	12/18/2023	1	
Minimal/none	Open/Complete	2016-2018	ML18047	City of Whittier	Purchase 5 Heavy-Duty Near-Zero Emission Vehicles	\$ 113,910.00	1/7/2029	1/7/2024	12/21/2023	1	
Minimal/none	Open/Complete	2016-2018	ML18050	City of Irvine	Install EVSE	\$ 302,035.00	8/6/2028	8/6/2023	1/28/2025	2	
Minimal/none	Open/Complete	2016-2018	ML18051	City of Rancho Cucamonga	Access and 3 Public Access EV Charging Stations	\$ 91,500.00	4/30/2030	4/28/2025	5/1/2025	3	
Minimal/none	Open/Complete	2016-2018	ML18057	City of Carson	Purchase 5 Zero-Emission Vehicles and Infrastructure	\$ 87,687.50	9/15/2027	9/4/2024	7/10/2025	3	
Minimal/none	Open/Complete	2016-2018	ML18059	City of Glendale	Install Electric Vehicle Charging Infrastructure	\$ 260,500.00	1/31/2028	1/31/2023	10/17/2024	4	
Minimal/none	Open/Complete	2016-2018	ML18063	City of Riverside	Expand Existing CNG Station	\$ 50,000.00	9/30/2029	9/30/2024	12/5/2024	3	
Minimal/none	Open/Complete	2016-2018	ML18067	City of Pico Rivera	Install EVSE	\$ 83,500.00	1/6/2028	1/6/2025	7/9/2025	4	
Minimal/none	Open/Complete	2016-2018	ML18072	City of Anaheim	Purchase 9 Light-Duty ZEVs & 2 Med/Hvy-Duty ZEVs	\$ 239,560.00	11/17/2026	11/17/2021	8/28/2020	0	
Minimal/none	Open/Complete	2016-2018	ML18085	City of Orange	Purchase Two Heavy-Duty Near-Zero Emission Vehicles	\$ 50,000.00	10/11/2026	10/11/2021	6/9/2020	0	
Minimal/none	Open/Complete	2016-2018	ML18092	City of South Pasadena	Procure Two Light-Duty ZEVs and Install EV Charging Station	\$ 50,000.00	4/30/2027	5/31/2022	6/10/2025	1	
Minimal/none	Open/Complete	2016-2018	ML18094	City of Laguna Woods	Install Two EV Charging Ports	\$ 50,000.00	10/11/2026	10/11/2023	7/7/2023	2	
Minimal/none	Open/Complete	2016-2018	ML18100	City of Brea	Install Twenty-Four Level II EV Charging Stations	\$ 56,500.00	12/31/2025	12/28/2022	11/15/2022	2	
Minimal/none	Open/Complete	2016-2018	ML18134	City of Los Angeles Dept of General Services	Purchase Two Medium-Duty ZEVs	\$ 116,000.00	5/2/2029	5/2/2024	1/30/2025	1	



Contract Term Status Report October 2025

Concern Level	Status	Wk Pgm	Contract #	Contractor	Project Description	Contract Value	Current End Date	Last Deliverable Date	Final Report Rec'd	# of Mods	Comment
Minimal/none	Open/Complete	2016-2018	ML18135	City of Azusa	Purchase Three Light-Duty ZEVs	\$ 30,000.00	12/5/2029	12/5/2024	4/17/2025	1	
Minimal/none	Open/Complete	2016-2018	ML18143	City of La Habra	Install Two EV Charging Stations	\$ 80,700.00	9/17/2027	9/17/2022	4/27/2021	1	
Minimal/none	Open/Complete	2016-2018	ML18144	City of Fontana Public Works	Install Twelve EVSEs	\$ 269,090.00	12/31/2025	12/31/2022	4/18/2023	2	
Minimal/none	Open/Complete	2016-2018	ML18146	City of South Gate	Purchase Five Light-Duty ZEVs and Install Six EVSEs	\$ 127,400.00	11/30/2026	11/30/2023	12/13/2023	2	
Minimal/none	Open/Complete	2016-2018	ML18152	County of San Bernardino Flood Control District	Purchase Five Heavy-Duty Near Zero Emission Vehicles	\$ 108,990.00	10/10/2029	10/10/2024	7/2/2025	0	
Minimal/none	Open/Complete	2016-2018	ML18157	City of Los Angeles Bureau of Street Services	Purchase One Medium-Duty ZEV	\$ 85,000.00	5/20/2027	5/20/2022	4/30/2021	0	
Minimal/none	Open/Complete	2016-2018	ML18162	City of Costa Mesa	Purchase Three Light-Duty ZEVs and EV Charging Stations	\$ 148,210.00	7/9/2026	7/9/2021	1/20/2021	0	
Minimal/none	Open/Complete	2016-2018	ML18163	City of San Clemente	Purchase Three Light-Duty ZEVs and EV Charging Infrastructure	\$ 75,000.00	12/7/2025	12/7/2020	10/1/2023	3	
Minimal/none	Open/Complete	2016-2018	ML18166	City of Placentia	Purchase One Heavy-Duty Near-Zero Emission Vehicle	\$ 25,000.00	5/17/2027	5/17/2022	8/22/2024	0	
Minimal/none	Open/Complete	2014-2016	MS16110	City of Riverside	Expansion of Existing CNG Station and Maintenance Facility Improvements	\$ 270,000.00	10/5/2026	1/5/2023	9/6/2023	2	
Minimal/none	Open/Complete	2014-2016	MS16121	Long Beach Transit	Repower 39 and Purchase 1 New Transit Buses with Near-Zero Engines	\$ 600,000.00	11/30/2028	11/2/2023	7/15/2024	2	
Minimal/none	Open/Complete	2016-2018	MS18027	City of Gardena	Install New Limited Access CNG, Modify Maintenance Facility and Train Technicians	\$ 350,000.00	10/1/2029	10/1/2024	9/1/2024	4	
Minimal/none	Open/Complete	2016-2018	MS18106	R.F. Dickson Co., Inc.	Expansion of Existing Infrastructure/Mechanic Training	\$ 265,000.00	1/18/2026	1/18/2021	9/26/2024	0	
Minimal/none	Open/Complete	2016-2018	MS18122	Universal Waste Systems, Inc.	Install New Limited Access CNG Infrastructure	\$ 195,000.00	7/31/2027	8/31/2022	12/20/2022	4	
Minimal/none	Open/Complete	2018-2021	MS21009	ITS Technologies & Logistics, LLC	Deploy 12 Zero-Emission Yard Tractors	\$ 1,686,900.00	4/14/2030	4/14/2025	4/23/2025	2	
Minimal/none	Open/Complete	2018-2021	MS21010	MHX, LLC	Deploy One Zero-Emission Overhead Crane	\$ 569,275.00	6/28/2030	6/28/2025	6/28/2025	2	
Minimal/none	Open/Complete	2018-2021	MS21013	4 Gen Logistics	Deploy 40 Zero Emission Trucks	\$ 7,000,000.00	5/26/2028	5/26/2024	5/1/2024	3	
Minimal/none	Open/Complete	2018-2021	MS21014	Green Fleet Systems, LLC	Deploy up to 3 Near Zero Emission Trucks	\$ 300,000.00	8/30/2028	8/30/2023	9/21/2023	2	
Minimal/none	Open/Complete	2018-2021	MS21015	Premium Transportation Services, Inc.	Deploy up to 15 Near-Zero Emissions Trucks	\$ 1,500,000.00	1/2/2028	1/2/2023	11/15/2024	1	
Minimal/none	Open/Complete	2018-2021	MS21018	Pac Anchor Transportation, Inc.	Deploy up to 21 Near Zero Emission Trucks	\$ 2,100,000.00	8/16/2028	8/16/2023	12/18/2024	2	
Minimal/none	Open/Complete	2018-2021	MS21019	Volvo Financial Services	Lease up to 14 Zero-Emission Trucks and Provide Charging Infrastructure	\$ 3,930,270.00	12/30/2030	12/30/2024	12/31/2024	2	
Minimal/none	Open/Complete	2018-2021	MS21023	BNSF Railway Company	Install EV Charging Infrastructure	\$ 1,313,100.00	4/21/2030	4/21/2025	5/22/2025	2	
Minimal/none	Open/Complete	2021-2024	MS24001	Los Angeles County MTA	Provide Clean Fuel Bus Service to Dodger Stadium	\$ 1,200,248.00	5/31/2028	3/31/2026	6/13/2025	0	

BOARD MEETING DATE: November 7, 2025

AGENDA NO. 30

PROPOSAL: Make CEQA Determinations for Proposed Cooperative Agreement Between South Coast AQMD and Ports of Long Beach and Los Angeles, Execute Cooperative Agreement Between South Coast AQMD and Ports of Long Beach and Los Angeles, and Approve Supporting Budget Actions

SYNOPSIS: South Coast AQMD, together with the Port of Long Beach and the Port of Los Angeles, have jointly developed a proposed agreement that would require the Ports to develop charging and fueling infrastructure plans and subsequently implement these plans. The proposed agreement also includes enforcement provisions, annual reporting requirements, flexibility options to address factors outside of the Ports' control, provisions for South Coast AQMD to recover reasonable costs for staff expenses, and establishes a Clean Air Mitigation Fund if a Port fails to complete actions within their control.

COMMITTEE: Mobile Source, August 15 and September 19, 2025, Reviewed

RECOMMENDED ACTIONS:

1. Adopt the attached Resolution:
 - a. Determining that the provisions pertaining to the development and implementation of the charging and fueling infrastructure plans in accordance with the Cooperative Agreement qualify as a later activity within the scope of the programs approved for the 2022 AQMP and the 2016 AQMP as set forth in CEQA, and the Final Program Environmental Impact Report (EIR) for the 2022 AQMP and the Final Program EIR for the 2016 AQMP adequately describe the activity for the purposes of CEQA such that no new environmental document is required;
 - b. Determining that the cost recovery provisions in the Cooperative Agreement are exempt from CEQA;
 - c. Determining that the creation of the Clean Air Mitigation Fund in the Cooperative Agreement is not a project within the meaning of CEQA;
 - d. Authorizing the Executive Officer to execute the Cooperative Agreement between South Coast AQMD and the Ports of Long Beach and Los Angeles;
2. Establish the Ports Clean Air Mitigation Special Revenue Fund (93);

3. Authorize the Executive Officer to recognize, upon receipt, funds paid by either the Port of Long Beach or the Port of Los Angeles in response to an enforcement determination specified in the Cooperative Agreement into the Ports Clean Air Mitigation Special Revenue Fund (93); and
4. Authorize the Executive Officer to recognize, upon receipt, funds paid by the Ports of Long Beach and Los Angeles to reimburse South Coast AQMD administrative costs necessary to oversee implementation of the Cooperative Agreement into the General Fund.

Wayne Natri
Executive Officer

SLR:IM:IES:CN:RL:JW

Background

The Ports of Long Beach and Los Angeles, collectively known as the San Pedro Bay Ports, are the busiest commercial marine ports in the Western Hemisphere, handling approximately one-third of all United States containerized waterborne cargo imports and exports and contributing significantly to the regional economy. At the same time, port-related mobile sources are collectively the largest source of smog and particulate forming emissions in the South Coast Air Basin and result in disproportionately high air toxic impacts for port-adjacent communities. The South Coast Air Basin is an “extreme” non-attainment area for the National Ambient Air Quality Standards (NAAQS) for ozone and is a “serious” non-attainment area for the NAAQS for PM_{2.5}.

The 2016 and 2022 Air Quality Management Plans (AQMPs), and the 2024 PM Plan included control measure MOB-01: Emission Reductions at Commercial Marine Ports to address emissions associated with port operations. The 2022 AQMP also introduced control measure MOB-15: Zero-Emission Infrastructure for Mobile Sources to facilitate development of zero-emission charging and fueling infrastructure. Additionally, the Assembly Bill (AB) 617 Community Emission Reduction Plan (CERP) for Wilmington, Carson, and West Long Beach included actions to address local impacts from port emissions.

To achieve emission reductions needed to meet federal air quality standards, port-related mobile sources must shift from diesel-fueled technologies to zero-emission technologies, where feasible. Initial rule development efforts for Proposed Rule 2304 – Commercial Marine Ports (PR 2304) were designed to address emissions associated with the ports and the rule concept included broad requirements. As the rulemaking progressed, stakeholders identified the need for charging and fueling infrastructure as a first step to support the transition to zero-emission technologies. For example, in early 2024 staff held a series of roundtable working group meetings near the ports that focused on specific needs for each type of mobile source operating at the ports. A

consistent theme from those meetings was that a lack of infrastructure was preventing deployment of zero-emission technologies. In response, by November 2024 the focus of PR 2304 shifted to focus only on infrastructure planning and implementation at the Ports.

Through the development of PR 2304, staff conducted 13 Working Group Meetings and released two drafts of PR 2304. On July 18, 2025, prior to South Coast AQMD releasing the Preliminary Draft Rule for PR 2304, the Cities and Ports of Long Beach and Los Angeles submitted an initial draft Cooperative Agreement to South Coast AQMD as an alternative proposal to PR 2304. That initial draft consisted of six Clean Air Action Plan Plus (CAAP Plus) measures, including infrastructure planning. Based on Board direction on August 1, 2025, South Coast AQMD began negotiations with the Ports of Long Beach and Los Angeles (Ports) to address concerns with the initial proposal and reach consensus on a potential updated agreement. After 45 days of negotiations, South Coast AQMD and the Ports developed a proposed Cooperative Agreement that focuses on each Port developing and implementing a series of zero-emission infrastructure plans. This proposed Cooperative Agreement was presented to the Mobile Source Committee on September 19, 2025, and the Board on October 3, 2025. Staff was directed to bring the final draft of the proposed Cooperative Agreement to the Board for its consideration in November and continue to negotiate with the Ports on additional measures for potential incorporation into the Cooperative Agreement by Spring 2026.

The Ports of Long Beach and Los Angeles plan to bring the proposed Cooperative Agreement for their respective Board of Harbor Commissioners' approval on November 10, 2025 and November 20, 2025, respectively. Upon approval by the Board of Harbor Commissioners and South Coast AQMD's Board, the executive officers of each agency will be directed to sign and fully execute the proposed Cooperative Agreement.

Proposed Cooperative Agreement

The proposed Cooperative Agreement between South Coast AQMD and the Ports of Long Beach and Los Angeles is an enforceable contractual agreement (Attachment A to this Board Letter). Key elements of the proposal are summarized in Attachment B to this Board Letter. It is consistent with the objective of AQMP control measure MOB-01 and closely mirrors the requirements proposed in PR 2304, including enforcement provisions that are modeled after South Coast AQMD's enforcement model for rules.

The proposed Cooperative Agreement consists of four components: 1) Recitals which contain relevant background information for South Coast AQMD and the Ports of Long Beach and Los Angeles; 2) Agreements; 3) Attachment A – CAAP Plus Measure: Port Zero-Emission Infrastructure Plans; and 4) Attachment B – Definition of Terms. The Agreements component includes the following requirements:

- Roles for the Ports and South Coast AQMD;

- Fixed term of five years for the length of the agreement;
- Specifies number of public meetings, length of public review of Draft Zero-Emission Infrastructure Plans and modifications of those Plans;
- 45-day written notice for party to terminate the agreement for any reason;
- Dispute resolution processes, if parties elect to use this option;
- Cost recovery provisions for South Coast AQMD to oversee agreement implementation;
- Specific enforcement triggers with financial consequences that range from \$50,000 to \$200,000 for each contract default, that are based on the severity; and
- Creation of a Clean Air Mitigation Fund for payments for contract defaults.

Clean Air Action Plan Plus Measure – Port Zero-Emission Infrastructure Plans:

The proposed Cooperative Agreement requires the Ports to implement the CAAP Plus measure titled, “Port Zero-Emission Infrastructure Plans,” which achieves similar outcomes as the PR 2304 proposal. Under the proposal, each Port must develop a Zero-Emission Infrastructure Plan for approval by their Board of Harbor Commissioners based on the following schedule:

- Phase 1: Cargo-handling equipment for container terminals and drayage trucks by December 31, 2027;
- Phase 2: Cargo-handling for non-container terminals, local switcher locomotives, and harbor craft by December 31, 2028; and
- Phase 3: Ocean-going vessels by December 31, 2029.

The proposed Cooperative Agreement also includes limited time extensions for reasons beyond the control of the Port or if additional time is needed to complete required environmental analyses and/or Port Master Plan updates. Key elements of the Zero-Emission Infrastructure Plans include the following information:

- Baseline description of existing charging and fueling infrastructure on Port-managed property;
- Planning targets for each port source category (i.e., the aggregate capacity and anticipated timeline for when the planned infrastructure will become operational), which are set based on each Port’s own policies;
- Project-level details including costs and potential funding sources, roles and responsibilities for ports and other project delivery entities, and implementation milestones; and
- Various analyses of the planned infrastructure including on-port energy supply, construction workforce needs, and disposition of conventional fueling infrastructure.

Following South Coast AQMD verification that a plan meets requirements in the Cooperative Agreement, each Port’s Board will approve the Zero-Emission

Infrastructure Plan. The Port must then implement the plan and meet milestones within their control as established in the plan. During plan implementation, the Ports are required to submit annual implementation reports to South Coast AQMD starting January 2029 and present to their Boards any plan modifications that change a planning target or address a part of the plan made invalid due to a new state or federal requirement. South Coast AQMD will release the annual reports publicly and annually provide status reports to the Board.

Rulemaking Pause

The draft Board Resolution for the proposed Cooperative Agreement (Attachment C to this Board Letter), will direct staff to pause any new rulemaking to meet the objectives of the AQMP control measure MOB-01 for port sources while the Cooperative Agreement is in effect. The Ports have indicated that their primary consideration with a pause in rulemaking is that they need significant cooperation from industry to prepare and implement the plans, and the timelines allowed by this language will facilitate that cooperation.

By keeping this provision in the Board Resolution and not in the Cooperative Agreement, the authority to direct staff's efforts – on rulemaking or otherwise – rests solely with the Board. The Board has discretion to terminate the Cooperative Agreement for any reason with a 45-day notice and retains the ability to direct staff to initiate rulemaking as part of that consideration or at any time. However, by entering into this agreement, the Board and the Ports have indicated a desire to work together to achieve the outcomes laid out in the agreement.

In addition, staff is directed to return to the Board with updates on implementation of the Cooperative Agreement starting in April 2028 (about 3 months after the first plans have been approved), and annually thereafter. In response to comments received in recent weeks, the Board Resolution also requires staff to conduct an analysis of potential emissions benefits that can be achieved if the infrastructure that is included in the plans is used, and to present those results during the annual updates following each approved plan or plan modification. Finally, staff is directed to report back to the Board on potential next steps before the end of the agreement term.

Public Process

During the negotiation and development of the proposed Cooperative Agreement, staff conducted a parallel public process to allow for the public to ask questions and provide comments on the Cooperative Agreement. This public process included holding two evening public meetings on August 28, 2025 and October 15, 2025, five virtual office hour sessions from October 8, 2025 to November 5, 2025, a presentation and discussion with the Wilmington, Carson, West Long Beach AB 617 Community Steering Committee, and individual meetings with any interested stakeholders.

Prior to initiating work on the proposed Cooperative Agreement, staff had conducted extensive public process in the development of PR 2304. Key concepts developed and found in PR 2304 informed the core components of the Port Zero-Emission Infrastructure Plans measure of the proposed Cooperative Agreement. During the rule development process, 13 Working Group Meetings were held that included port representatives, industry stakeholders and trade associations, environmental and community organizations, electrical utilities, fuel providers, labor groups, public agencies, and other interested parties. For more details on the public process and the number of meetings, please refer to Attachment D to this Board Letter.

Key Issues

Throughout the negotiations and development of the proposed Cooperative Agreement, staff worked with the Ports and stakeholders to resolve issues and update the proposed agreement to address them. The remaining key issues are listed as follows:

- *Pause on rulemaking during the term of the agreement*

Community and environmental groups raised concerns that the draft Resolution that directs staff to not pursue new rulemaking for five years will “contract away” South Coast AQMD’s rulemaking authority and negotiating leverage on additional CAAP Plus measures. The draft Resolution is not part of the proposed agreement, and if adopted, will be the Board’s direction to staff. If there are issues with implementation of the draft Cooperative Agreement or negotiations are not progressing on the additional CAAP Plus measures, the Board can exit the Cooperative Agreement and can direct staff to pursue rulemaking. The Board always retains its rulemaking authority. The pause on future rulemaking for five years will allow sufficient time for both Ports to develop and begin implementation of the Port Zero-Emission Infrastructure Plans. The draft Resolution also directs staff to provide annual updates on implementation of the draft Cooperative Agreement. If there are issues raised during these annual updates, the Board can decide to exit the draft Cooperative Agreement and to pursue rulemaking.

- *Lack of emission reduction measures*

Community and environmental groups raised concerns over the lack of emission reduction measures in the proposed Cooperative Agreement. The Port Zero-Emission Infrastructure Plans will focus on charging and fueling infrastructure development and are the first step to achieving significant emission reductions. The proposed Cooperative Agreement is similar in scope to PR 2304, which facilitates emission reductions through infrastructure planning for zero-emission technologies. Based upon Board direction at the October Board Meeting, staff will continue negotiating additional CAAP Plus measures that are more directly associated with and/or facilitate emission reductions. These negotiations are expected to focus on near-term actions (e.g., actions in the next five years), how the measure can achieve emission reductions on their own and through facilitating measures, and also lead to more significant longer term emission reductions.

- *Concern about using public funding for automation*

Port workers from the International Longshoreman and Warehouse Union (ILWU) have requested that any public funding be restricted to not support automation at the ports. South Coast AQMD's primary focus is zero-emission technologies and deferred to the Ports on the issue of automation. In the Ports' response to comments, they point out where existing federal and state laws specify use of human-operated equipment for some funding programs.

- *Concern that the public process was conducted in a manner that prevented incorporation of public feedback into the proposed Cooperative Agreement*

Community and environmental groups have expressed concern that the public process for the proposed Cooperative Agreement did not provide meaningful opportunity for input. The proposed Cooperative Agreement is nearly identical to what would have been included in PR 2304. This concept – to focus on charging and fueling infrastructure planning as a first step – was developed through extensive public process over several years (described above). Since July when the initial draft Cooperative Agreement was submitted by the Ports, staff conducted significant outreach to solicit feedback. Many of those suggestions have been incorporated into the current proposed Cooperative Agreement. For more details on key issues that were raised during the public process and how they were addressed and included in the Cooperative Agreement, please refer to Attachment E to this Board Letter. Response to comments to comment letters received is included in Attachment F.

California Environmental Quality Act (CEQA)

The proposed Cooperative Agreement: 1) requires the Ports to develop and implement charging and fueling infrastructure plans; 2) incorporates provisions for South Coast AQMD to recover reasonable costs for staff expenses; and 3) establishes a Clean Air Mitigation Fund, which the Ports agree to pay into in the event of failure to complete specified actions within their control. The complete CEQA analysis is included in Attachment G.

In summary, pursuant to CEQA, South Coast AQMD, as lead agency, reviewed the proposed Cooperative Agreement and determined that: 1) the development and implementation of the charging and fueling infrastructure plans implements two control measures that were previously adopted in the 2022 AQMP, and one control measure that was previously adopted in the 2016 AQMP; 2) the Final Program Environmental Impact Report (EIR) for the 2022 AQMP and the Final Program EIR for the 2016 AQMP evaluated the control measures which are being relied upon for the development and implementation of the charging and fueling infrastructure plans, and analyzed their potential environmental impacts; 3) no subsequent EIR would be required by CEQA Guidelines Section 15168(c)(2) because there are no new or modified physical changes that are expected to result from implementing the proposed Cooperative Agreement

which were not previously analyzed in the Final Program EIR for the 2022 AQMP and the Final Program EIR for the 2016 AQMP; and 4) the Final Program EIR for the 2022 AQMP and the Final Program EIR for the 2016 AQMP can be relied on for CEQA compliance. Thus, the development and implementation of the charging and fueling infrastructure plans in accordance with the proposed Cooperative Agreement qualifies as a later activity within the scope of the programs approved earlier in the 2022 AQMP and the 2016 AQMP per CEQA Guidelines Section 15168(c), and the Final Program EIR for the 2022 AQMP and the Final Program EIR for the 2016 AQMP adequately describe and analyze the activities associated with implementing the development and implementation of the charging and fueling infrastructure plans in accordance with the proposed Cooperative Agreement for the purposes of CEQA such that no new environmental document is required.

Relative to the portion of the proposed Cooperative Agreement which involves cost recovery provisions, these charges qualify for a statutory exemption from CEQA pursuant to CEQA Guidelines Section 15273 because they are necessary in order for South Coast AQMD to meet operating expenses. Therefore, pursuant to CEQA Guidelines Section 15062, a Notice of Exemption has been prepared for the cost recovery portion of the proposed Cooperative Agreement which is included as Attachment H to this Board Letter. If the Cooperative Agreement is approved, the Notice of Exemption will be filed for posting with the county clerks of Los Angeles, Orange, Riverside, and San Bernardino counties, and with the State Clearinghouse of the Governor's Office of Land Use and Climate Innovation.

Lastly, the portion of the proposed Cooperative Agreement which establishes the Clean Air Mitigation Fund does not involve a commitment to any specific future project that could result in a potentially significant physical impact on the environment. Therefore, the Clean Air Mitigation Fund is not considered a project within the meaning of CEQA pursuant to CEQA Guidelines Section 15378(b)(4).

Additional CAAP Plus Measure

For the upcoming public process on additional measures for potential inclusion into the Cooperative Agreement by Spring 2026, staff was directed to provide updates to the Mobile Source Committee and hold community meetings to solicit public input. Staff also anticipates hosting Working Group Meetings, office hours, and will meet with individual stakeholders as necessary. The schedule for this upcoming outreach will be provided in the future and made available via email for those who have signed up for notices,¹ and on the South Coast AQMD website here: www.aqmd.gov/portsagreement.

¹ Email listserv signup available under 'Ports Facility-Based Measures' at: www.aqmd.gov/sign-up

Resource Impact

The proposed Cooperative Agreement implementation, monitoring, and verification activities will include reviewing and verifying draft plans, plan modifications, time extension requests, and annual reports, potentially supporting grant funding efforts, enforcement activities, and information sharing with the public. Staff resources will be required to administer the proposed Cooperative Agreement program once it is executed. The cost of these staffing resources will be offset through payments collected under the cost recovery provisions in the proposed Cooperative Agreement.

Attachments

- A. Cooperative Agreement among the South Coast Air Quality Management District, the City of Long Beach Harbor Department and the City of Los Angeles Harbor Department
- B. Key Elements of Proposal
- C. Resolution
- D. Public Process for PR 2304 and the Proposed Cooperative Agreement
- E. Key Issues Addressed
- F. Responses to Comments
- G. CEQA Analysis of the Proposed Cooperative Agreement
- H. Notice of Exemption from CEQA for the Cost Recovery Provisions in the Proposed Cooperative Agreement
- I. Board Meeting Presentation

ATTACHMENT A

DRAFT PROPOSAL FOR BOARD CONSIDERATION (VERSION OCTOBER 30, 2025)

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

This Cooperative Agreement (“Agreement”) is dated for reference purposes as of _____, 20__, between and among SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT (“South Coast AQMD”), the CITY OF LONG BEACH, acting by and through the Long Beach Board of Harbor Commissioners (“Long Beach”), and the CITY OF LOS ANGELES, acting by and through the Los Angeles Board of Harbor Commissioners (“Los Angeles”) (South Coast AQMD, Los Angeles, and Long Beach are each called a “Party” and collectively called “the Parties”).

I. RECITALS

A. RECITALS BY SOUTH COAST AQMD.

1. South Coast AQMD. The South Coast AQMD is the regional air pollution control agency primarily responsible for reducing air pollution and attaining federal and state air quality standards for the South Coast Air Basin (Basin) and the Coachella Valley. The South Coast AQMD develops Air Quality Management Plans (AQMPs) that provide the blueprint for how the region will attain state and federal air quality standards and implements control measures included in AQMPs adopted by its Governing Board.
2. Jurisdiction. South Coast AQMD’s jurisdiction consists of the County of Orange, and the non-desert portions of the Counties of Los Angeles, Riverside, and San Bernardino. The San Pedro Bay Ports, the nation’s two largest commercial marine ports, are located within the Los Angeles County portion of the Basin. South Coast AQMD has primary authority over stationary sources and indirect sources, the latter of which include facilities that attract mobile sources of air pollution. The United States Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) have authority in setting emissions standards and fleet standards for mobile sources. Commercial marine ports are natural harbors where maritime commerce is conducted, which involves operation of various mobile sources, including drayage trucks, cargo-handling

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equipment, locomotives, harbor craft, and ocean-going vessels (collectively referred to hereinafter as “Port Sources”), by their operators.

3. Attainment of Federal and State Air Quality Standards. Air pollution remains a significant public health concern in many parts of California, and specifically in the South Coast Air Basin. The Basin is classified as an “extreme” non-attainment area for the 2008 and 2015 8-hour ozone National Ambient Air Quality Standards (NAAQS) with statutory deadlines to reach attainment by year 2031 and year 2037, respectively. Despite significant air quality improvements achieved over the last several decades, emissions of oxides of nitrogen (NO_x) have to be reduced regionally by 55% in 2031 from the 2031 baseline of 214 tons per day as outlined in the 2016 AQMP, and by 67% in 2037 from the 2037 baseline of 184 tons per day, as outlined in the 2022 AQMP. By 2037, NO_x must be reduced by about 83% below 2018 levels. The Basin is also classified as a “serious” nonattainment area for the 2012 NAAQS for fine particulate matter (PM_{2.5}). NO_x reductions for ozone attainment are necessary to assist with PM_{2.5} attainment because NO_x is a primary precursor pollutant for both ozone and PM_{2.5}. Implementation of control measures and pursuing all feasible measures for the attainment of NAAQS will be key to attaining California Ambient Air Quality Standards (CAAQS). Health & Safety Code Sections 40913, 40914, 40920.5.
 - a. The 2016 and 2022 AQMPs and the 2024 South Coast Air Basin Attainment Plan for the 2012 Annual PM_{2.5} Standard (2024 PM_{2.5} Plan) include Control Measure MOB-01 (Emission Reductions at Commercial Marine Ports) with the goal of achieving emission reductions from marine ports through implementation of a Port Indirect Source Rule (Port ISR) and/or incentive funding or other voluntary measures that can achieve and/or facilitate emission reductions.
 - b. The 2022 AQMP further includes Control Measure MOB-15 (Zero Emission Infrastructure for Mobile Sources) with the goal of a work plan to support and accelerate the deployment of zero emission infrastructure needed for the widespread use of zero emission on-road and off-road vehicles and equipment.
4. Public Health. The mission of the South Coast AQMD is to clean the air and protect the health of all residents in the South Coast Air District through practical and innovative strategies. Exposure to elevated levels of ozone and PM_{2.5} can harm respiratory and cardiovascular health, and cause or contribute to increased incidents of heart attacks, asthma, and other adverse health

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outcomes. Elevated ozone and PM_{2.5} pollution from port-related mobile sources carry significant impacts to nearby port communities and travel across the Basin impacting communities located far beyond the marine ports. If the 2022 AQMP Control Measures are implemented, the following estimated health outcomes in the Basin can be avoided each year:

- a. 1,500 premature deaths
 - b. 1,500 emergency department visits
 - c. 8,700 hospital admissions
 - d. 96,000 days that children miss school
 - e. 66,000 days that adults miss work
 - f. \$19.4 billion in total monetized public health costs
5. SIP Emissions Inventory. The South Coast AQMD is obligated to use the emissions inventory developed by CARB for State Implementation Plan (SIP) purposes, in demonstrating attainment of the NAAQS and CAAQS with the AQMPs. Differences exist between the SIP Emissions Inventory and the Ports Emissions Inventory, most significantly for OGVs, due to various technical factors. Despite the differences, the South Coast AQMD acknowledges the importance and value of the annual publication of the Ports Emissions Inventory reports.

B. RECITALS BY THE PORTS.

1. Ports. Long Beach and Los Angeles independently and respectively manage the Port of Long Beach (“POLB”) and the Port of Los Angeles (“POLA”) (collectively “the Ports”) as separate and distinct legal and commercial entities under Tidelands Trust grants from the California state legislature. The Cities, through their Harbor Departments, manage the Ports for the benefit of the State under legal mandates of the Tidelands Trust and their respective City Charters, which require Port assets and funds be used primarily for promoting maritime commerce, navigation, fishery, and water-dependent recreation.
2. Authority. Each of Long Beach and Los Angeles, acting by and through their respective Board of Harbor Commissioners, has the authority to enter into this Agreement pursuant to their respective City Charters and consistent with City Charters and Tidelands Trust doctrine. This Agreement does not bind any other respective City department, including but not limited to the Los Angeles Department of Water and Power.

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3. San Pedro Bay Ports Clean Air Action Plan.

- a. In 2006, the Ports approved the San Pedro Bay Ports Clean Air Action Plan (CAAP), a voluntary comprehensive strategy for dramatically reducing air pollution emissions from cargo movement by drayage trucks, cargo handling equipment, ocean-going vessels, harbor craft, and rail locomotives operating in and around the Ports. The Ports updated the CAAP in 2010 and 2017 with new strategies and emission-reduction targets including health risk reduction and greenhouse gas reduction.
- b. The Ports Emissions Inventory has documented that the combined emissions associated with these sources at the Ports achieved a 91% reduction in diesel particulate matter (DPM), 72% reduction in nitrogen oxides (NOx) and 98% reduction in sulfur oxides (SOx) between 2005 and 2023.¹
- c. The hallmark of the CAAP is its collaboration with stakeholders including air agencies, industry, environmental groups and community members alike, as well as use of expert studies (on technical and commercial readiness, feasibility, and cost) to ground-truth all clean air strategies to facilitate operational success.

4. Port Tenants and Operators. The Ports are landlord ports that lease Port-managed property to tenants (“Tenants”) that operate terminal facilities and provide cargo handling services, which may include intermodal transfers between Port Sources, such as ocean-going vessels, drayage trucks, and trains. Terminal Tenants operate and supply all equipment and labor necessary to conduct terminal operations and are responsible to run their businesses in order to meet the economic obligations of their lease documents. Terminal infrastructure projects are typically negotiated into the leases between Ports and terminals (“Terminal Leases”), which may include project cost allocations between the parties and which confer to the terminals the right to undertake terminal operational uses. The Ports do not themselves undertake terminal operation or cargo handling activities.

¹ POLA: <https://kentico.portoflosangeles.org/getmedia/3fad9979-f2cb-4b3d-bf82-687434cbd628/2023-Air-Emissions-Inventory>
POLB: <https://polb.com/environment/air#emissions-inventory>

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5. Ports' Emissions Inventory. The Ports have, since inception of the CAAP, published annual activity-based emissions inventories, which serve as the primary tool to track the Ports' efforts to reduce air emissions from Port Sources through implementation of CAAP measures and regulations promulgated at the state and federal levels. Development of the annual air emissions inventory is coordinated with a technical working group (TWG) comprised of representatives from the Ports, and air regulatory agencies USEPA Region 9, CARB, and South Coast AQMD. Emissions estimation methodology used in these reports are generally consistent with CARB and USEPA published methodologies. The Ports are committed to continuing to publish these reports annually through the term of this Agreement.
6. Project Labor Agreement. The Ports are parties to separate Project Labor Agreements (PLA) with LA and Orange County Building and Construction Trades Council. The Port of Los Angeles entered its current 10-year PLA in 2017 and the Port of Long Beach entered into its current 10-year PLA in 2023. The PLAs cover construction projects undertaken directly by the Ports. The PLAs ensure that infrastructure projects at the Ports will be built with a skilled construction workforce without any stoppages.

C. JOINT RECITALS.

1. It is the intent of the Parties that this Agreement generally meets the objective of the rulemaking elements under AQMP Control Measure MOB-01, including Proposed Rule 2304, for sources at the Ports of Long Beach and Los Angeles. Absent further agreement of the Parties or further direction by the Governing Board of South Coast AQMD, this Agreement is intended to serve as an alternative to any new South Coast AQMD-developed indirect source rule within each respective Port's Harbor District.
2. The purpose of this Agreement is to set forth how the Ports intend to implement new CAAP Measures set forth in Section II.D. and Attachment A (hereinafter, the "CAAP Plus Measures") that are intended to directly reduce emissions and/or facilitate future quantifiable emission reductions from port-related operations.
3. This Agreement is not intended to limit the Ports' cargo volume, or to adversely impact Port operations or the Ports' Tenants' operations pursuant to their leases.
4. The Parties acknowledge the adverse health effects of emissions from Port Sources and enter into this Agreement with a common goal to achieve cleaner

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air for community and public health protection. However, the Parties specifically disavow any desire or intention to create any third-party beneficiary under this Agreement, and specifically declare that no person or entity shall have any remedy or right of enforcement other than the Parties to this Agreement.

5. The Ports and South Coast AQMD have a long history of successfully working together on air quality emission reduction projects, such as technology demonstration projects; and the Parties desire to continue this successful collaboration through this Agreement.
6. This Agreement is not intended to and shall not waive, modify or alter any terms or conditions of each Port's leases and/or operating agreements, which can only be amended in accordance with the applicable law, including the Cities' respective Charters. However, the Ports may seek to negotiate amendments to such leases and/or operating agreements if such amendment(s) are deemed necessary by each Port as to its own Tenants.
7. State and Federal Actions on Port Sources. Over the past two decades, CARB has adopted regulations mandating the use of trucks, cargo-handling equipment, and harbor craft that meet progressively more stringent federal emissions standards, and the use of low-sulfur distillate fuel and shore power by ocean-going vessels. Absent further federal actions including federal waivers and authorizations for applicable CARB regulations, state and local actions are limited in achieving substantial yet necessary emission reductions from port-related mobile sources. In the 2022 AQMP, South Coast AQMD stated: "Given the bulk of the Basin's NO_x emissions in 2037 will be coming from federally regulated sources, the South Coast AQMD and the California Air Resources Board (CARB) cannot sufficiently reduce emissions to meet the standard without federal action. It is therefore imperative that the federal government act decisively to reduce emissions from federally regulated sources of air pollution, including interstate heavy-duty trucks, ships, locomotives, aircraft, and certain categories of off-road equipment. Emissions from federal and international sources are estimated to be 85 tons per day in 2037 (see Figure ES-4). Even if all sources regulated by CARB and South Coast AQMD were zero emissions, federal sources alone would emit substantially more than the 60 tons per day NO_x limit, thwarting any other actions to meet the standard."²

² 2022 AQMP, Executive Summary, p. ES-6.

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8. Agreement Applicability. The Agreement addresses only the CAAP Plus Measures identified in Section II.D. and Attachment A.

II. AGREEMENTS

NOW THEREFORE, in consideration of the mutual interests and benefits of all Parties to be derived from the implementation of the CAAP Plus Measure and in connection with the Recitals above, which are incorporated herein and made enforceable thereby, the Parties agree as follows:

A. LIMITATIONS

1. The Parties agree the Agreement does not:
 - a. establish an emissions cap or any other Port facility-wide limit for NO_x, or any other pollutant; or
 - b. impose any new regulatory requirements on port operations; or
 - c. obligate any Party to take further action not described hereunder; or
 - d. limit the Ports' ability to seek incentive or grant funding through federal, State and local programs, except as provided in program statutes or guidelines that are beyond the control of the South Coast AQMD; or
 - e. preclude South Coast AQMD from being able to seek SIP credit for any quantified emission reductions under USEPA's guidance for such credits for voluntary mobile source measures. South Coast AQMD would undertake any such initiative, if at all, through a separate SIP submittal.

B. THE PORTS' RESPONSIBILITIES.

The Ports agree to take the following actions:

1. Implementation of CAAP Plus Measure. The Ports shall implement the CAAP Plus Measure as listed in Section II.D. and specified in Attachment A.
2. Funding. The Ports shall evaluate and may seek out grant funding to help support implementation of this Agreement and, in the Ports' discretion, to implement additional emission reduction or zero emission technology development, demonstration, and deployment projects, as authorized by the grant agreement(s).

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3. CAAP and Agreement Public Process. The Ports shall implement the CAAP Plus Measure using the following public processes, unless otherwise specified in the CAAP Plus Measures in Attachment A.
 - a. CAAP Stakeholder Public Process. The Ports shall conduct a transparent public process for all CAAP stakeholders to review and comment on the CAAP Plus Measure through CAAP Stakeholder Meetings.
 - b. Port Board of Harbor Commissioners and City Council Public Process. City Charters and the Brown Act require the Boards of Harbor Commissioners and the City Councils to conduct noticed public meetings and opportunity for public comment, which shall apply to the CAAP Plus Measures as they are presented to the Port Boards. As was the case with CAAP Measures, Port Drayage Trucking Agreements, and the Clean Truck Fund Rate, the Ports may hold multiple Board Meetings, jointly or separately, for discussion of items proposed for adoption.
 - c. Monitoring and Reporting. The Ports shall monitor the implementation of the CAAP Plus Measure and provide data reports to South Coast AQMD as specified in each of the CAAP Plus Measures in Attachment A and the annual emissions inventory described in Section I.B.5.

C. SOUTH COAST AQMD'S RESPONSIBILITIES.

South Coast AQMD agrees to take the following actions:

1. Funding. South Coast AQMD shall evaluate and may support grant funding efforts with potential funding sources that may provide funding for the CAAP Plus Measure.
2. Monitoring and Verification. South Coast AQMD shall monitor, assess, and verify the implementation of the CAAP Plus Measures based on information provided by the Ports as outlined in each of the CAAP Plus Measures in Attachment A.
3. Information Sharing. South Coast AQMD shall provide the means for ensuring that any pertinent data and information related to the implementation of the CAAP Plus Measures, as provided by the Ports or derived from data, reports, or other materials provided by the Ports, are accessible to the public, except for confidential information marked as such and consistent with South Coast AQMD's Guidelines for Implementing the California Public Records Act.

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D. CAAP PLUS MEASURES

1. CAAP Plus Measure – Port Zero-Emission Infrastructure Plans. The CAAP Plus Measure for Port Zero-Emission Infrastructure Plans is included in Attachment A, and a list of definitions specific to this Agreement are included in Attachment B. Attachments A and B are incorporated herein as part of this Agreement.
2. Additional CAAP Plus Measures. The Parties agree that strategies related to the following source categories are subject to future negotiation and may subsequently be added by mutually agreed upon amendments and/or other agreements:
 - a. Ocean Going Vessels
 - b. Drayage Trucks
 - c. Cargo Handling Equipment
 - d. Harbor Craft
 - e. On-Port Locomotives
 - f. Workforce Development

E. **TERM OF AGREEMENT.** The term of this Agreement shall be effective as of the date of the last Party's signature ("Effective Date") through December 31, 2030, unless terminated earlier pursuant to Section II.F., below. Prior to expiration of this Agreement, all Parties agree to meet to evaluate extending the termination date. If all Parties agree that continuing participation is desirable, they shall negotiate, for their respective Boards' approval, a written extension of the term of this Agreement, and any applicable additional CAAP Plus Measures.

F. **WITHDRAWAL AND EARLY TERMINATION.** Any Party may terminate this Agreement for any reason by providing at least forty-five (45) days' written notice to the other Parties. The Parties commit to working together to resolve any issues in advance of the noticed date of termination of the Agreement. If the Parties are unable to reach agreement, the Agreement shall terminate on the date specified in the notification, unless the Party initiating the termination withdraws the written notice.

G. **IMPLEMENTATION.** The Parties agree to implement the provisions under their respective commitments specified in the Agreement. The Ports and the South Coast AQMD agree that the Ports' implementation of the CAAP Plus Measures is not to be construed as a regulation, rule, or regulatory requirement of the South

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Coast AQMD. In the event that any Party fails to meet its commitment(s) or anticipates an inability to meet its commitment(s), the Party shall provide notice to the other Parties within sixty (60) days of such determination and seek to negotiate a mutually agreeable solution within ninety (90) days of the date of the Notice. The Parties shall continue to comply with all other commitments under this Agreement during the negotiations. Nothing contained in this paragraph is intended to limit any rights or remedies that the Parties may have under law. The Parties shall attempt to resolve any controversy that may arise out of or relating to this Agreement. If a controversy or claim should arise that cannot be resolved informally by the respective staffs, executive level representatives of the Parties shall meet at least once in person and, in addition, at least once in person or by telephone to attempt to resolve the matter. The Representatives shall make every effort to meet as soon as reasonably possible at a mutually agreed time and place.

- H. DISPUTE RESOLUTION. The Parties shall attempt in good faith to resolve any dispute arising out of or relating to this Agreement promptly by negotiation among the Ports' Executive Director and Chief Executive and South Coast AQMD's Executive Officer. Any dispute not resolved in the normal course of business may be submitted for mediation by the Parties providing to JAMS (previously known as "Judicial Arbitration and Mediation Services, Inc.") a written request for mediation, setting forth (a) the subject of the dispute with reasonable particularity, (b) a statement of each Party's position and a summary of arguments supporting that position, and (c) the name and title of the executive who will represent that Party and of any other person who will accompany the executive.
- I. REMEDIES. In the event of a breach or threatened breach by any Party to this Agreement, if a dispute remains unresolved following the dispute resolution process of Section II.H. above, the Parties agree that the aggrieved Party(ies) shall be entitled to seek relief against such breach or threatened breach from a state or federal court of competent jurisdiction.
- J. FORCE MAJEURE. Whenever a date is established in this Agreement on which, or a period of time, including a reasonable period of time, is designated within which, either Party is required to do or complete any act, matter or thing, the time for the doing or completion thereof shall be extended by a period of time equal to the number of days on or during which such Party is prevented from, or is unreasonably interfered with, the doing or completion of such act, matter or thing because of acts of God, the public enemy or public riots; failures due to nonperformance or delay of performance by suppliers or contractors; any order, directive or other interference by municipal, state, federal or other governmental official or agency (other than a Party's failure or refusal to issue permits for the construction, use or occupancy of Party's project); any catastrophe resulting from

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the elements, flood, fire, explosion; or any other cause reasonably beyond the control of a Party, but excluding strikes or other labor disputes, lockouts or work stoppages ("Force Majeure"). In the event of the happening of any of such contingency events, the Party delayed by Force Majeure shall immediately give the other Party written notice of such contingency, specifying the cause for delay or failure, and such notice from the Party delayed shall be prima facie evidence that the delay resulting from the causes specified in the notice is excusable. The Party delayed by Force Majeure shall use reasonable diligence to remove the cause of delay, and if and when the event which delayed or prevented the performance of a Party shall cease or be removed, the Party delayed shall notify the other Party immediately, and the delayed Party shall recommence its performance of the terms, covenants and conditions of this Agreement.

K. **FINANCIAL INFEASIBILITY DUE TO WITHDRAWN GRANT FUNDING.** For any CAAP Plus Measure project or component that becomes financially infeasible for the Port to complete by reason of grant funding being withdrawn or terminated by the grant funding source, or as a result of any new and/or unforeseen grant terms or conditions added after the grant award commitment has been made that the Port finds unacceptable because it conflicts with applicable laws and/or Port policies, then such Port shall be relieved from the obligation to complete such project or component. If termination of the project or component affects the ability of the Port to complete a CAAP Plus Measure included in Attachment A, the Port shall adhere to the process identified in the relevant CAAP Plus Measure.

L. **ENFORCEMENT PROVISIONS.**

1. The Ports agree to pay into a mitigation fund in the amount(s) specified in Section II.L.3.b. below that is managed by the South Coast AQMD ("Clean Air Mitigation Fund"), if a Port fails to complete an action within their control that is subject to enforcement, as defined in the CAAP Plus Measures ("Default").
2. Notification
 - a. If a Port has failed to complete an action within its control that is subject to enforcement as defined within the applicable CAAP Plus Measure, South Coast AQMD will provide written notice to the Port that identifies the enforcement determination with regard to that CAAP Plus Measure.
 - b. The Port may request a meeting within 14 days from receipt of the written notification to provide additional information to the South Coast AQMD that is relevant to the determination. After review of the additional information,

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South Coast AQMD can either modify or maintain its enforcement determination.

3. Payment

- a. If a Port has received an enforcement determination notice from South Coast AQMD with regard to a CAAP Plus Measure, the Port shall provide payment to the South Coast AQMD in the amount specified in the notice pursuant to Section II.L.3.b. The Parties agree that payments will be paid within 60 days of receiving a written notice that such payment is due. Where the Party receiving the notice does not timely respond with payment, the Parties agree that South Coast AQMD may, without prejudice to additional relief that may be obtained, file suit in a court of competent jurisdiction for the amount owed, plus simple interest. The Ports agree that any payment(s) will not detract from any existing community benefit funding or funding levels. The Parties agree this paragraph provides all applicable claim procedures for the ports as public entities under Gov. Code Section 930.4. Unsatisfied obligations for payment will survive the termination of this Agreement.
- b. The amounts payable to the Clean Air Mitigation Fund shall be determined by the following table and the corresponding tier of severity for each Type of Default as specified in each CAAP Plus Measure.

Tier	Dollar Amount
Tier I	\$50,000 per Default
Tier II	\$100,000 per Default
Tier III	\$200,000 per Default

4. Clean Air Mitigation Fund

- a. Payments by the Ports must be expended in compliance with the Tidelands Trust doctrine. Those conditions are that a study has verified that (1) Port operations are responsible for the impacts being mitigated, (2) there is a nexus between the impacts and the proposed mitigation, and (3) the proposed mitigation is proportional to the impacts ("Tidelands Trust Nexus").
- b. Pre-Approved Tidelands-Compliant Projects. To facilitate selection of Tidelands-compliant projects for spending of collected amount in the Clean Air Mitigation Fund, each Port's Board of Harbor Commissioners shall approve a list of Tidelands-compliant project types, after this Agreement is effective but prior to the first enforceable action.

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- c. Prior to spending any of these mitigation funds, the South Coast AQMD will conduct a public meeting and allow for written public comments to get input on how monies should be spent. Public notice for such solicitation of spending recommendations must include the requirement that all proposals shall state a nexus to Port-related operations or other Tidelands Trust Nexus, and offer each respective Port's Board-approved Tidelands-compliant project types as potential options.
- d. South Coast AQMD staff shall develop recommendations for disbursement of Clean Air Mitigation Fund from the public process for its Governing Board's consideration.
- e. If the recommended proposals are not on the pre-approved list of Tidelands-compliant project types, then South Coast AQMD shall present recommendations to the Ports for comment and concurrence on the Tidelands Trust Nexus.
- f. No later than 120 days after the public meeting, South Coast AQMD staff will present to the South Coast AQMD's Governing Board recommendations on how monies in the Clean Air Mitigation Fund should be spent taking into consideration:
 - i. Public input; and
 - ii. The proposals that are on the pre-approved list of Tidelands-compliant project types; and
 - iii. For proposals not on the pre-approved list of Tidelands-compliant project types, the Ports' comments and concurrence, or lack thereof, on the project's Tidelands Nexus; and
 - iv. If Ports do not concur on a recommendation based on a Tidelands Trust Nexus comment, then South Coast AQMD staff shall send written Response to Ports' Tidelands Trust Nexus comment, to be included in the Staff report (on which Ports may consult with California State Lands Commission staff for guidance prior to South Coast AQMD's Governing Board decision); and
 - v. Benefits to communities most impacted by goods movement activities from Port-related operations; and
 - vi. Legal concerns.

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- M. NOTICES. All notices that are required under this Agreement shall be provided in the manner set forth herein, unless specified otherwise. Notice to a Party shall be delivered to the attention of the person listed below, or to such other person or persons as may hereafter be designated by that Party in writing. Notice shall be in writing sent by U.S. Certified Mail, Return Receipt Requested, or a nationally recognized overnight courier service. Notice shall be deemed to be received when delivered (written receipt of delivery).

To South Coast AQMD:

South Coast Air Quality Management District

21865 Copley Drive

Diamond Bar, CA 91765-4178

Attn: Deputy Executive Officer, Planning, Rule Development and Implementation Division

All notices shall be also Electronically submitted to: Ports@aqmd.gov.

To City of Long Beach Harbor Department:

Port of Long Beach

415 W. Ocean Blvd.

Long Beach, CA 90802

Attn: Director of Environmental Planning

To City of Los Angeles Harbor Department:

Port of Los Angeles

425 S. Palos Verdes St.

San Pedro, CA 90731

Attn: Director of Environmental Management

N. COSTS.

1. Each Port shall pay to South Coast AQMD for the latter Party to recover its reasonable costs of staff expenses according to schedules included in each CAAP Plus Measure. Each Port shall pay an invoice within 60 days of receipt from South Coast AQMD.
2. Unless as specified in Section II.N.1. and the CAAP Plus Measure, each Party shall be responsible for its respective costs associated with this Agreement. No Party will submit a claim for compensation to any other Party, or otherwise seek reimbursement of costs from any other Party, for activities carried out pursuant to this Agreement unless as specified in Section II.N.1.

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- O. **FUTURE AGREEMENTS.** This Agreement does not restrict or require any future agreements between the Parties with respect to the subject matter stated herein or any other subject matter.
- P. **JOINT WORK PRODUCT.** This Agreement shall not be construed against the Party preparing the same, shall be construed without regard to the identity of the person who drafted such and shall be construed as if all Parties had jointly prepared this Agreement and it shall be deemed their joint work product.
- Q. **ENTIRE UNDERSTANDING.** This Agreement, including all attachments, constitutes the entire understanding between the Parties and supersedes all other agreements, oral or written, with respect to the subject matter herein.
- R. **VENUE.** Venue for resolution of any disputes under this Agreement shall be Los Angeles County, California, USA.
- S. **ATTORNEYS' FEES.** In the event any action is filed in connection with the enforcement or interpretation of this Agreement, each Party shall bear its own attorneys' fees and costs.
- T. **AUTHORITY.** Nothing in this Agreement shall be construed as a waiver of any Party's discretionary authority or deemed to restrict authority granted to any Party under law in any way with respect to future legislative, administrative, or other actions.
- U. **COUNTERPARTS.** This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original.
- V. **MODIFICATIONS.** This Agreement may be modified at any time only in writing and signed by authorized representatives of both Parties.
- W. **NO WAIVER.** No waiver of any provision of this Agreement shall be valid unless in writing and signed by the person against whom such waiver is sought to be enforced, nor shall failure to enforce any right hereunder constitute a continuing waiver of the same or a waiver of any other right hereunder. Furthermore, discussions concerning and leading up to any execution of this Agreement shall not be construed to waive and, in fact, shall not waive any rights the Cities possess at law, equity and otherwise to challenge Proposed Rule 2304 or any revision of that preliminary rule and/or subsequent or other initiative of South Coast AQMD whether arising from or related to the subject matter of this agreement or not.
- X. **AUTHORIZED SIGNATURES.** Each signatory of this Agreement represents that s/he is authorized to execute on behalf of the Party for which s/he signs. Each Party

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represents that it has legal authority to enter into this Agreement and to perform all obligations under this Agreement.

Y. NO ENFORCEMENT AGAINST THIRD PARTIES. The South Coast AQMD shall not seek to enforce the CAAP Plus Measures or any of the measures or initiatives in the CAAP Plus Measure or any of its terms against the Ports' Tenants, concessionaries, third party licensees, vendors, or other relevant operators doing business at the Ports facilities.

Z. COMPLIANCE WITH LAWS. The Parties shall comply with all laws applicable to their respective agencies.

SIGNATURE PAGES FOLLOW

DRAFT

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IN WITNESS WHEREOF, the Parties have executed this Agreement as of the day and year indicated next to their signatures.

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

By _____

Name: Wayne Nastri

Title: Executive Officer

Date: _____, 20____

Attest _____

Name: _____

Title: _____

APPROVED AS TO FORM:

Date: _____, 20____

BAYRON T. GILCHRIST,
General Counsel

By _____

Name: _____

Title: _____

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CITY OF LONG BEACH, CALIFORNIA,
a municipal corporation,
acting by and through its Board of Harbor Commissioners

By _____

Name: MARIO CORDERO

Title: Chief Executive Officer, Harbor Department

Date: _____, 20__

Attest _____

Name: _____

Title: _____

APPROVED AS TO FORM:

Date: _____, 20__

DAWN MCINTOSH
Long Beach City Attorney

By _____

Sudhir N. Lay,
Deputy City Attorney

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CITY OF LOS ANGELES, CALIFORNIA,
a municipal corporation,
acting by and through its Board of Harbor Commissioners

By _____
Name: GENE SEROKA
Title: Executive Director, Harbor Department
Date: _____, 20____

Attest _____
Name: Amber Klesges
Title: Board Secretary

APPROVED AS TO FORM:

Date: _____, 20____

HYDEE FELDSTEIN SOTO
Los Angeles City Attorney
Steven Y. Otera, General Counsel

By _____
Joy M. Crose,
Assistant General Counsel

ATTACHMENT A

CAAP PLUS MEASURE

PORT ZERO-EMISSION

INFRASTRUCTURE PLANS

PORT ZERO-EMISSION INFRASTRUCTURE PLANS

Each City agrees to develop and implement for its respective Port the following:

A. Port Zero-Emission (ZE) Infrastructure Plans (ZE Plans)

1. Each Port shall prepare the following ZE Plans that identifies the charging and fueling infrastructure on Port-managed properties for the following source categories:
 - a. Phase 1 ZE Plan shall include:
 - i. Cargo-Handling Equipment for marine terminals that primarily handle containers; and
 - ii. Drayage Trucks
 - b. Phase 2 ZE Plan shall include:
 - i. Cargo Handling Equipment for non-container marine terminals with at least 10 pieces of off-road cargo-handling equipment on site; and
 - ii. Local Switcher Locomotives; and
 - iii. Harbor Craft
 - c. Phase 3 ZE Plan shall include:
 - i. Ocean-Going Vessels (OGVs)
2. ZE Plan Content
 - a. Background Information
 - i. Source Category Description: Each ZE Plan shall provide a description of each of the targeted source categories, including at minimum, the approximate number of equipment or vehicles in that source category serving the Port. This section shall also provide relevant strategic context, including other CAAP Plus Measures that support infrastructure development for this source category.
 - ii. Baseline Infrastructure Description: Each ZE Plan shall provide a description of the existing, operational charging and fueling infrastructure on Port-managed property, including estimated design capacity to the

extent known, for each zero-emission energy type, or clean marine fuel type for the Phase 3 ZE Plan, as it exists at the time of ZE Plan approval.

b. Planning Targets for Port Zero-Emission (ZE) Infrastructure

- i. Each ZE Plan shall specify a Planning Target for each source category. The Planning Targets shall be approved at the sole discretion of each Port's respective Board of Harbor Commissioners.
- ii. Each Planning Target shall consist of an aggregate capacity of infrastructure on Port-managed property and, to the extent known at the time the ZE Plan is developed, the anticipated timeline by when all associated infrastructure projects will become operational. The aggregate capacity shall use a common energy-related metric for each Port Source category, as deemed appropriate by the Port.
- iii. Each Port shall provide a justification for how each Planning Target was determined. The justification will describe the Port policies and goals and other considerations and factors that were taken into account, which may include findings from feasibility assessments, regional infrastructure plans, and operational considerations.

c. Analysis of On-Port Infrastructure Capacity

- i. Each Port shall provide an analysis of how the aggregate capacity of the charging and fueling infrastructure located on Port-managed property for the Planning Target was determined.

d. Infrastructure Projects

- i. Each ZE Plan shall list anticipated site-specific charging and fueling infrastructure projects, to the extent known at the time of ZE Plan approval, on Port-managed properties that support achievement of the Planning Target.

e. Project Roles and Responsibilities

- i. Each Plan shall describe the Port's role in each project included in the Plan using the list below. For each of the listed items below, the Plan shall generally describe the Port's role, including if it has a primary role, a supporting role, or no role.

I. Project delivery (e.g., design, construction, etc.)

II. Administering awarded grants

III. Permitting and entitlements

IV. Updating Capital Improvement Programs and Port budgets

V. Real Estate Agreements

VI. Preparation of studies or assessments

- ii. For any of the listed items in A.2.e.i. above for which the Port has a supporting or primary role, an anticipated timeline shall be provided for when the Port is expected to complete its role in that task.
 - iii. Project Delivery Entity(ies). Each Port shall identify the key non-Port entity or entities responsible for delivering each project(s), in whole or in part, in each of the planning, design, and construction phases, to the extent known at the time of ZE Plan approval.
 - iv. Contractual Relationships. Each Port shall identify contractual relationships or agreements, if any, between the Port(s) and the Project Delivery Entity that are in place at the time of Plan approval.
- f. Project Details
- i. For each Project named in Section A.2.d., the Port shall provide the elements listed below, to the extent known at the time of ZE Plan approval. Each Port shall provide the level of detail sufficient for determining progress toward meeting the Planning Target.
 - I. Project Description
 - II. Project location, as shown on a map
 - III. Technology option(s) to be deployed at the time of ZE Plan submission, such as electric or fuel-cell
 - IV. Total energy estimated to be supplied by the Project
 - V. Energy Delivery Entity. Each Port shall identify the anticipated entity(ies) responsible for delivering energy identified in A.2.f.i.IV to the site for the project.
 - VI. Proposed project schedule, including an anticipated timeline to complete

milestones, pursuant to A.2.e. that identify increments of progress, proposed project phasing to minimize operational impacts, and anticipated date of operation

VII. Cost estimates

VIII. Projected funding sources

IX. Permits. Each Port shall note any anticipated permits and entitlements (e.g., Coastal Development Permits, and CEQA and/or NEPA documents) required by the Port to approve and implement the Project within its control and the anticipated timeline for securing all needed entitlements. In accordance with their roles as CEQA lead agencies, the Ports will determine the level of CEQA analyses required and identify the NEPA lead agency involved if applicable.

X. Disposition of Existing Conventional Fuel Infrastructure. Each Port will describe the disposition of existing conventional fuel infrastructure on Port-managed property expected after installation and successful operation of new ZE charging and fueling infrastructure, including decommissioning.

g. On-Port Energy Supply Capacity Analysis

i. Each Port shall quantify, to the extent possible, the maximum aggregated on-port energy that can be supplied by the Projects in furtherance of meeting the Planning Target.

h. Construction Workforce

i. Each Port will identify the construction workforce needs and impacts associated with building and constructing the Infrastructure Projects identified in the ZE Plan, to the extent known at the time of ZE Plan approval.

3. ZE Plan Considerations

Implementation of ZE infrastructure on Port-managed property requires careful planning and staging of construction while minimizing any potential disruption to On-Port operation. Therefore, Ports must work with Tenants and Port Source operators during the ZE Plan development to address issues including but not limited to:

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- a. Infrastructure construction phasing and completion schedules as determined by Tenants and/or Port Source operators working with the Port, including consideration of maintaining On-Port cargo operations while minimizing disruption; and
- b. Major changes to the physical design and layout of Port-managed property; and
- c. Large economic investment to fund major changes to Port-managed property (the responsibility for which must be negotiated between Ports and Tenants); and
- d. Ports and Tenants obligations for grant funded infrastructure and technology deployment projects; and
- e. Decommissioning of an existing suite of conventional infrastructure and equipment, and procurement and implementation of new ZE infrastructure with resultant significant economic and operational impacts; and
- f. Change in operational workflows at the berths and backlands, which may include, for electricity-powered equipment, the need for charging time, backup equipment and power generators; and
- g. Any environmental or permit application reviews including, without limitation, CEQA/NEPA assessments, Coastal Development Permits, Fire Department permits, and/or Coast Guard approvals required by such project facility changes and construction; and
- h. Impacts on workforce needs; and
- i. Fundamental changes to the premises, use and rent obligations that may require negotiations and amendments to existing provisions of the lease documents to address these issues; and
- j. Feasibility. While outside of the scope of the ZE Plan, understanding the potential future deployment of equipment, vehicles, and vessels, and the technical specifications for that equipment, is an important factor for infrastructure development consideration. The states of the ZE equipment and infrastructure markets and technology, and the current physical and operational features/limitations of both Ports, must be accounted for in development of the ZE Plans.

B. ZE Plan Consultation, Review, and Approvals

1. Consultation

- a. At least 30 days prior to releasing a Draft ZE Plan under Section B.2, the Ports shall have at least one consultation meeting with the South Coast AQMD.
- b. Ports shall provide an initial draft of the ZE Plan that includes as much detail that is available.

2. Draft ZE Plan

- a. Ports shall release a Draft ZE Plan, that includes the elements described in Section A.2. with as much detail that is available at the time of release, to the public and South Coast AQMD on or before:
 - i. May 30, 2027 for Phase 1 source categories; and
 - ii. May 30, 2028 for Phase 2 source categories; and
 - iii. May 30, 2029 for Phase 3 source category.
- b. Ports shall allow the public to review the Draft ZE Plan for at least 30 days.
- c. Following the 30 day public review period, Ports shall provide all comments received from the public to South Coast AQMD to review along with the Draft ZE Plan for an additional 30 days.
- d. At least 14 days prior to the close of the public review period, Ports shall conduct one public meeting to highlight key elements of the Draft ZE Plan.
- e. If the Draft ZE Plan is incomplete, the Port shall provide justification for why the information is unavailable, and when it is expected to become available.

3. Revised Draft ZE Plan

- a. Ports shall provide a Revised Draft ZE Plan to South Coast AQMD, that includes the elements described in Section A.2 for South Coast AQMD verification on or before:
 - i. September 30, 2027 for Phase 1 source categories; and
 - ii. September 30, 2028 for Phase 2 source categories; and
 - iii. September 30, 2029 for Phase 3 source category.

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- b. The Revised Draft ZE Plan shall include written responses to comments made by the public and South Coast AQMD on the Draft ZE Plan.
 - c. Within 30 days of receipt of the Revised Draft ZE Plan, South Coast AQMD will verify completeness of the Revised Draft ZE Plan, and provide written confirmation to the Port, as follows:
 - i. Includes all elements described in Section A.2.; and
 - ii. Followed criteria or methods described in Section A.2.; and
 - iii. Includes any citations to reports or studies used to develop the ZE Plan; and
 - iv. Includes response to comments received on the Draft ZE Plan; and
 - v. include a copy of the written confirmation of any time extension, if a time extension was requested under C.
 - d. If written confirmation required under Section B.3.c. extends beyond the 30-day review period, the applicable dates in Section B.5.a shall be extended by the same number of days beyond the 30-day review period that it took for South Coast AQMD to provide written confirmation.
 - e. The presentation to the Board of Harbor Commissioners for approval of the Proposed Final ZE Plan shall include the status of South Coast AQMD's verification in B.3.c., including whether the plan was verified, South Coast AQMD did not specify, or not verified (including the stated reason by South Coast AQMD).
 - f. South Coast AQMD may provide written comments to each Port on their Draft Revised ZE Plan.
4. Proposed Final ZE Plan
- a. Ports shall respond to comments received in the Proposed Final ZE Plan, as follows:
 - i. Revisions to the Draft ZE Plan, as appropriate; and
 - ii. Written responses to comments from the public on the Draft ZE Plan and South Coast AQMD on the Draft and Revised Draft ZE Plan.
 - b. Ports shall allow the public and the South Coast AQMD to review the Proposed

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Final ZE Plan for at least 20 days prior to consideration by each Port's Board of Harbor Commissioners.

- c. The Proposed Final ZE Plan shall include a copy of the written confirmation of any time extension, if a time extension was requested under C.

5. Approval of Proposed Final ZE Plan

- a. Each City's Board of Harbor Commissioners shall approve the final Plans pursuant to such City's Charter and other City requirements and City Council and/or Mayor approval of ZE Plans shall also be secured, if required by a City's Charter and other City requirements on or before:
 - i. December 31, 2027 for Phase 1 ZE Plan; and
 - ii. December 31, 2028 for Phase 2 ZE Plan; and
 - iii. December 31, 2029 for Phase 3 ZE Plan.

C. Time Extensions for ZE Plan Development

- 1. A time extension for a Draft ZE Plan, Revised Draft ZE Plan, or Proposed Final ZE Plan after the date specified in B. shall be granted provided:
 - a. The request for additional time is needed for reasons beyond the control of the Port.
 - b. The requested time extension must be submitted to the South Coast AQMD:
 - i. No later than 14 days before the deadline, for a time extension 14 days or less; or
 - ii. No later than 30 days before the deadline for a time extension more than 14 days and 30 days or less; or
 - iii. No later than 60 days of the deadline for a time extension more than 30 days.
 - c. The length of a requested time extension shall be determined according to any one of the following criteria:
 - i. No time extension shall be more than 90 days per request; or
 - ii. Multiple time extension requests that were each less than 90 days shall not

cumulatively exceed a total of 90 days; or

- iii. For instances when a time extension beyond 90 days is needed due to required analysis and certification of CEQA and/or NEPA documentation and/or due to required amendment(s) to the Port Master Plan pursuant to the California Coastal Act, the Port shall complete the following process:
 - I. Submit a description of the CEQA and/or NEPA Document(s) being prepared and/or anticipated to be prepared for the Plan, and/or a description of the necessary amendment(s) to the Port Master Plan; and
 - II. Submit a description of the status of the CEQA and/or NEPA document(s) being prepared, and/or a description of the status of the necessary amendment(s) to the Port Master Plan being proposed; and
 - III. Submit the length of time extension requested, with a timeline showing the anticipated critical remaining steps needed to finalize the necessary CEQA and/or NEPA Document(s), and/or a timeline showing the anticipated critical remaining steps needed to finalize the necessary amendment(s) to the Port Master Plan, for consideration by the Port's Board of Harbor Commissioners.
 - d. The Ports provide the following information to the South Coast AQMD:
 - i. Length of time for the extension; and
 - ii. Reason for the extension; and
 - iii. Identification of any parts of the ZE Plan that can be provided earlier.
 - e. The Port submitted the portions of the Draft ZE Plan, Revised Draft ZE Plan or Proposed Final ZE Plan that did not need a time extension consistent with the schedule in B.
 - f. The Port received in writing that the South Coast AQMD verified that the Port met all the provisions under C.1.
2. If the delay to present the Final Draft ZE Plan to the Port's Board of Harbor Commissioners is greater than 30 days, the Port shall provide notification to public stakeholders before the original deadline that the Plan would have been presented to the Commissioners that includes:
- a. A general description of the item; and

- b. The original deadline; and
 - c. The revised deadline; and
 - d. Reason for the delay.
3. Upon written confirmation from the South Coast AQMD to the Port that the time extension is consistent with the criteria in C.1., the extension date is the new enforceable deadline.
4. Approval of a time extension for any particular deadline may automatically extend the date of later subsequent deadlines with the exception of the dates for approval of the Proposed Final ZE Plan.

D. Final ZE Plan Implementation

1. After the ZE Plans are approved by Boards of Harbor Commissioners (and City Council if necessary), the Ports shall work with their Tenants, Port Source operators, and/or other Project Delivery Entities to implement the ZE Plans through the term of this agreement, including seeking all project-specific approvals and local development permits, consistent with CEQA and other applicable laws and regulations, and pursuant to standard infrastructure development protocols, with consideration of the below issues.
2. Ports shall comply with any state and federal requirements and their respective Port and City protocols for infrastructure development.
- a. At POLA, this includes but is not limited to:
 - i. All infrastructure plans included in the Capital Improvement Plan (CIP) budget process; and
 - ii. Project Development Committee (PDC) approval of all Port infrastructure projects; and
 - iii. Environmental review and compliance with California Environmental Quality Act (CEQA), including but not limited to CEQA Guidelines section 15004; and
 - iv. Environmental review and compliance with National Environmental Protection Act (NEPA), when applicable; and
 - v. Port-Tenant negotiations of lease terms regarding infrastructure project scope, cost, and each party's responsibilities for same; and

- vi. Harbor Engineer's Permit reviewing, approving, and inspecting infrastructure improvements by tenants or other entities outside the Harbor Department, initiated by the Applicants' submission of an Application for Port Project (APP).
 - b. At POLB, this includes but is not limited to:
 - i. Environmental review and compliance with California Environmental Quality Act (CEQA), including but not limited to CEQA Guidelines section 15004; and
 - ii. Environmental review and compliance with National Environmental Protection Act (NEPA), when applicable; and
 - iii. Port-Tenant negotiations of lease terms regarding infrastructure project scope, cost, and each party's responsibilities for same; and
 - iv. A Harbor Development Permit approving all infrastructure plans.
 - 3. As appropriate for each project, Ports will work with their Tenants, Port Source operators, energy providers, and/or other relevant entities to manage project delivery of all ZE infrastructure projects and make necessary adjustment to budgets and schedules as warranted, and approved by their Boards, and consistent with the procedures described in this Agreement for Plan Modifications and Project Roles and Responsibilities under A.2.e, for which the Port has identified a primary or supporting role.
- E. Final ZE Plan Modifications.
- 1. A ZE Plan Modification shall be prepared, and presented to each Port's Board of Harbor Commissioners, for any of the following conditions:
 - a. New state or federal requirements make part of the Plan invalid; or
 - b. A Planning Target is changed.
 - 2. If a ZE Plan Modification is required, the Ports shall:
 - a. Prepare an assessment demonstrating why the original ZE Plan is not feasible, why the new proposed ZE Plan Modification is more appropriate; and
 - b. Notify the South Coast AQMD of the proposed change and release the ZE Plan Modification and assessment to the public for review at least 60 days prior to consideration by the Port's Board of Harbor Commissioners; and

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- c. At least 30 days prior to consideration of the ZE Plan Modification by the Port's Board of Harbor Commissioners, the Port shall conduct one public meeting to highlight key elements of the modified ZE Plan; and
 - d. Within 40 days of receipt of the ZE Plan Modification, South Coast AQMD will verify completeness, and provide written confirmation to the Port, as follows:
 - i. Includes all elements described in Section A.2.;
 - ii. Followed criteria or methods described in Section A.2.; and
 - iii. Includes any citations to reports or studies used to develop the ZE Plan Modification; and
 - e. The presentation to the Board of Harbor Commissioners for approval of the Proposed Final ZE Plan Modification shall include the status of South Coast AQMD's verification in E.2.d., including whether the plan was verified, South Coast AQMD did not specify, or not verified (including the stated reason by South Coast AQMD); and
 - f. At least 14 days prior to consideration of the ZE Plan Modification by the Port's Board of Harbor Commissioners, all public comments received to that date, written responses to comments, and the Proposed Final ZE Plan Modification shall be provided to the public.
- 3. If a change in the Port's role is identified, but which does not require a ZE Plan Modification pursuant to E.1., the Port shall notify South Coast AQMD of the change at least 45 days prior to the milestone date that is being affected, and report the change in the next Annual Report required under F.
 - 4. If a change in the timeline for a project milestone is identified, but which does not require a ZE Plan Modification pursuant to E.1., the Port will notify South Coast AQMD of the change at least 45 days prior to the milestone date, and report the change in the next Annual Report required under F.
 - 5. If a Port's Board of Harbor Commissioners adjusts a plan element during their consideration of a Proposed Final ZE Plan or ZE Plan Modification, South Coast AQMD will be notified of the change within 30 days after the Board's action.
 - 6. All other ZE Plan Modifications are not subject to South Coast AQMD review or notification and shall be reported to South Coast AQMD in the next Annual Report required under F.

F. Annual Report

- 1. Before February 1, 2029, and every year thereafter for the term of this Agreement,

the Ports shall prepare a single Annual Report covering all source categories with an approved Plan that includes all of the following:

- a. The initiation and/or completion of each applicable Project's milestones identified in the Final ZE Plan approved by the Port's Board of Harbor Commissioners over the previous calendar year.
 - i. For any Project milestone that was not completed on time, the Port shall provide a discussion of what they believe is the root cause of the delay, the project delivery and energy delivery entities involved in this milestone, and steps that have been taken to avoid this type of delay in the future.
 - b. A discussion of the progress made during the previous calendar year for any anticipated timelines that were the responsibility of the Port in whole or in part as identified in the Final ZE Plan. This discussion shall include clear indication whether the Port's role in this milestone was completed before the anticipated timeline specified in the Final ZE Plan.
 - i. Information provided about Port actions shall be substantiated with publicly available documentation.
 - c. A list of any ZE Plan Modifications that were submitted to South Coast AQMD, including changes that were approved by the Board of Harbor Commissioners during this previous reporting period.
 - d. Maps, photographs, and other graphical or other data, as appropriate, to show how the ZE Plan progressed in the previous calendar year.
2. Report Formats. The Draft, Revised Draft, and Final ZE Plans, ZE Plan Modifications, and Annual Reports shall be submitted to the South Coast AQMD in two formats, if they include confidential information. One version shall be unredacted and marked confidential, and another version that has redacted all information that the Port believes should be kept confidential consistent with South Coast AQMD's Guidelines for Implementing the California Public Records Act. A supplementary report must be provided that provides justification for each redaction. Any due dates in this rule apply to both the redacted and unredacted versions of all Draft ZE Plans and Annual Reports.

G. Enforcement Provisions.

The Ports agree to pay into the Clean Air Mitigation Fund as specified in Agreement Section II.L. for the Types of Defaults in the following table:

Proposed South Coast AQMD-POLB-POLA Cooperative Agreement
(Version October 30, 2025)

Tier	Type of Defaults
Tier I	Port Milestones: Deadline under A.2.e.ii. (Port milestones, which can only be enforced as Tier 1 Defaults).
	Infrastructure Plan Development: Deadline under B.2.a. (Draft ZE Plan submittal), B.3.a. (Revised Draft ZE Plan submittal), or B.5.a. (Final ZE Plan approval) missed by less than 45 days, unless a Port has received written confirmation from South Coast AQMD of a different date per B.3.d. or C.
	Public Process and Notifications: Not followed as described in B.2, B.4.b., C.2., or E.
	ZE Plan Modification: Not completed as required under E.
Tier II	Infrastructure Plan Development: Deadline under B.2.a., B.3.a., or B.5.a. missed by 45 to 90 days, unless a Port has received written confirmation from South Coast AQMD of a different date per B.3.d. or C.
	Public Process and Notifications: Not followed as described in B.2, B.4.b., C.2., or E and the Port received one Tier I Default of the same Type, regardless of the Phase.
	ZE Plan Modification: Not completed as required under E a second time.
Tier III	Infrastructure Plan Development: Deadline under B.2.a., B.3.a., or B.5.a. missed by more than 90 days, unless a Port has received written confirmation from South Coast AQMD of a different date per B.3.d. or C.
	Public Process and Notifications: Not followed as described in B.2, B.4.b., C.2., or E and the Port received one Tier II Default of the same Type, regardless of the Phase.
	ZE Plan Modification: Not completed as required under E three or more times.

Proposed South Coast AQMD-POLB-POLA Cooperative Agreement
(Version October 30, 2025)

H. Costs

The Ports agree to pay South Coast AQMD for its activities associated with this Measure as described in the following table. The hourly rate shown in the following table shall be adjusted annually by the change in the California Consumer Price Index, for the preceding calendar year, from January 1 of the prior year to January 1 of the current year, as determined by the California Department of Industrial Relations.

South Coast AQMD Activity	Amount
Review of Revised Draft ZE Plan	\$136.25 per hour of staff review, not to exceed \$100,000 per review/verification
Review and verification of a Draft Modified ZE Plan	\$136.25 per hour of staff review, not to exceed \$100,000 per review/verification
Review and verification of Time Extension Request greater than 30 days	\$136.25 per hour of staff review, not to exceed \$100,000 per review/verification
Review and verification of Annual Report	\$136.25 per hour of staff review, not to exceed \$100,000 per review/verification

Attachment B

DEFINITION OF TERMS

Charging Infrastructure means a system with means of distributing and locally dispensing electricity to Port Sources used in port-related operations. This infrastructure includes local distribution facilities (e.g., substations, local distribution lines), hardware (e.g., transformers, switches, electrical distribution or voltage panels, service conductors, conduits), and electric vehicle supply equipment.

Clean Marine Fuel Type means a type of marine fuel used by ocean-going vessels and that are not residual oil, gas oil, or distillate.

Contractual Agreement or Contractual Relationship means a legally enforceable agreement entered into by two or more parties to do, or refrain from doing, one or more things specified in a written contract, memorandum of understanding, or other binding agreement.

Conventional Infrastructure and Equipment means infrastructure that dispenses fuels or Port Source equipment that uses fuels that are neither a Zero-Emission Energy Type or a Clean Marine Fuel Type.

Design Capacity means the maximum amount of a specific Zero-Emission Energy Type or Clean Marine Fuel Type that can be dispensed over a set period of time from the Charging or Fueling Infrastructure under ideal conditions.

Fueling Infrastructure means a system with means of transporting and locally dispensing a Zero-Emission Energy Type or a Clean Marine Fuel Type other than electricity to Port Sources attracted by or used in port-related operations. This infrastructure includes the related equipment and components (e.g., pipelines, tanks) that transport, store, and dispense the fuel.

Harbor District means either the Long Beach Harbor District as created and defined by and pursuant to provisions of the Charter of the City of Long Beach, or the Los Angeles Harbor District as created and defined by and pursuant to the Charter of the City of Los Angeles.

Port-Managed Property means either (1) Port of Long Beach: the state tidelands and submerged lands as granted to the City of Long Beach by the State Legislature (Chapter 102, California Statutes of 1925) that are under the supervision, management, and control of the Port of Long Beach Board of Harbor Commissioners as well as after-acquired property managed by the Port of Long Beach that is not part of the state tidelands and submerged lands grant, or (2) Port of Los Angeles: the state tidelands and submerged lands as granted to the City of Los Angeles by the State Legislature (Chapter 651, California Statutes of 1929) that are under the supervision, management, and control of the Port of Los Angeles Board of Harbor Commissioners as well as after-acquired property managed by the Port of Los Angeles that is not part of the state tidelands and submerged lands grant.

Port Source means any equipment, vehicle, or vessel in the following categories of mobile sources: cargo handling equipment, drayage trucks, local switcher locomotives, ocean-going vessels, or harbor craft, which operates at, and/or travels to or from, a Port-Managed Property, for purposes of maritime commerce including passenger transportation.

Port Source Operator means the entity who is in direct control of the Port Source, including any third-party(ies) hired to carry cargo or passengers for the entity under an agreement to operate the Port Source.

On-Port means being located on Port-managed property.

Operational means the condition of fully installed Charging Infrastructure being connected to an electric grid, electricity generation or storage system, or other independent electricity source and all components in working order per manufacturer's instructions in order to dispense electricity to a Port Source, or fully installed Fueling Infrastructure being connected to a fuel distribution or storage system and all components in working order per manufacturer's instructions in order to dispense fuel to a Port Source.

Tenant means the entity who enters into a contractual agreement with the Port to lease and/or operate a Port-Managed Property and typically referred to as a "tenant" or "assignee" in such an agreement, and any third-party entity who is subcontracted by the tenant or assignee to conduct part or all of the day-to-day operations at a marine terminal.

Zero-Emission means not ever emitting any criteria pollutant, toxic pollutant, or greenhouse gas from any onboard source of power at any setting.

Zero-Emission Energy Type means an energy carrier that is electricity, hydrogen, or fuel that contains hydrogen atoms, such as natural gas, methanol, ammonia, and ethanol, where the hydrogen extracted from the fuel is used in fuel cells or fuel cell systems integral or fitted onto vessels, vehicles, or equipment for the purpose of generating electrical power.

ATTACHMENT B

KEY ELEMENTS OF PROPOSAL

The proposed Cooperative Agreement consists of four components: 1) Recitals which contain relevant background information for South Coast AQMD and the Ports of Long Beach and Los Angeles; 2) Agreements; 3) Attachment A – CAAP Plus Measure: Port Zero-Emission Infrastructure Plans; and 4) Attachment B – Definition of Terms. The Agreements component includes the following requirements:

- Roles for the Ports and South Coast AQMD;
- Fixed term of five years for the length of the agreement;
- Option for early termination process that allows any party to terminate the agreement for any reason by providing a 45-day written notice to the other party;
- Dispute resolution processes;
- Cost recovery provisions for South Coast AQMD to oversee agreement implementation; and
- Enforcement provisions including payments into a Clean Air Mitigation Fund if a Port fails to complete actions within their control to meet specific requirements in the proposed agreement.

Development of Zero-Emission Infrastructure Plan

The proposed Cooperative Agreement requires the Ports to implement the CAAP Plus measure of Port Zero-Emission Infrastructure Plans, which achieves similar outcomes as the PR 2304 proposal. Each Port must develop plans that cover on-port charging and fueling infrastructure for ocean-going vessels, drayage trucks, cargo handling equipment, harbor craft, and local switcher locomotives. The Zero-Emission Infrastructure Plans must include the following information:

- Baseline description of existing charging and fueling infrastructure on Port-managed property;
- Planning targets for each port source category (i.e., the aggregate capacity and anticipated timeline for when the planned infrastructure will become operational), which are set based on each Port's own policies;
- Project-level details including costs and potential funding sources, roles and responsibilities for ports and other project delivery entities, and implementation milestones; and
- Various analyses of the planned infrastructure including on-port energy supply, construction workforce needs, and disposition of conventional fueling infrastructure.

Approval of Port Zero-Emission Infrastructure Plans

The Zero-Emission Infrastructure Plans will be finalized for approval by the Ports' respective Boards of Harbor Commissioners in three phases:

- Phase 1: Cargo handling for container terminals and drayage trucks by December 31, 2027;
- Phase 2: Cargo handling for non-container terminals, local switcher locomotives, and harbor craft by December 31, 2028; and
- Phase 3: Ocean-going vessels by December 31, 2029.

Prior to bringing the final Zero-Emission Infrastructure Plans to their Boards, the Ports are required to release draft and revised draft versions of the plans for South Coast AQMD verification that Cooperative Agreement requirements are met. In addition, the Ports must conduct a public review process and provide opportunities for public comment for each plan phase. For draft Zero-Emission Infrastructure Plan submission or final plan approval dates, the Ports can request limited time extensions for reasons beyond the control of the Port or if additional time is needed to complete required environmental analyses and/or Port Master Plan updates.

Once the Port's Board approves a plan, the Port must then implement the plan and meet milestones within their control as established in the plan. During plan implementation, the Ports are required to submit annual implementation reports to South Coast AQMD starting January 2029 and present to their Boards any plan modifications that change a planning target or address a part of the plan made invalid due to a new state or federal requirement. South Coast AQMD will release the annual reports publicly and annually provide status reports to the Board.

Enforcement Provisions and Clean Air Mitigation Fund

Enforcement provisions of the Cooperative Agreement include financial consequences for contract defaults, as specified in the Port Zero-Emission Infrastructure Plans measure, where dollar amounts to be paid correspond to the severity of the default. The defaults, or enforcement triggers, include:

- Failure to meet plan submission or approval dates;
- Failure to conduct the specified public process during plan development;
- Modifying plans without following the specified process in the agreement; and
- Failure to complete milestones within the Port's control during plan implementation.

Payments for defaults will go into the South Coast AQMD-managed Clean Air Mitigation Fund. Staff recommendations must take into account public input for how to spend the funds, Tidelands Trust compliance, benefits to communities most impacted by port-related operations, and any legal concerns. Under the Cooperative Agreement, the ports will provide a list of projects that are Tidelands Trust-compliant, however other

projects could be pursued by South Coast AQMD, so long as they have a nexus to the Tidelands Trust. Example projects that the ports have funded in the past include zero-emission fleet vehicles and chargers, air filters, and health programs (e.g., for respiratory impacts). Based on community feedback, financial consequences for a default have been increased to between \$50,000 and \$200,000 for each default. The funds will be held in a special revenue fund and segregated by port.

Cost Recovery

The Ports will provide payment to South Coast AQMD with a specified hourly rate consistent with South Coast AQMD rules, to recover expenses for the cost of reviewing and verifying draft and revised draft plans, modified plans, time extension requests, and annual reports. These administrative fees will be capped at \$100,000 per review. These funds will be paid into the South Coast AQMD general fund.

ATTACHMENT C

RESOLUTION NO. 25-_____

A Resolution of the South Coast Air Quality Management District (South Coast AQMD) Governing Board determining that the development and implementation of the charging and fueling infrastructure plans in accordance with the proposed Cooperative Agreement between South Coast AQMD and the Ports of Long Beach and Los Angeles (Cooperative Agreement) qualify as later activity within the scope of the programs approved earlier for the 2022 and 2016 Air Quality Management Plans (AQMPs) per California Environmental Quality Act (CEQA) Guidelines Section 15168(c), and the Final Program Environmental Impact Report (EIR) for the 2022 AQMP and the Final Program EIR for the 2016 AQMP adequately describe the activity for the purposes of CEQA such that no new environmental document is required.

A Resolution of the South Coast AQMD Governing Board determining that the cost recovery provisions in the Cooperative Agreement are exempt from the requirements of CEQA.

A Resolution of the South Coast AQMD Governing Board determining that the creation of the Clean Air Mitigation Fund in the Cooperative Agreement is not a project as defined by CEQA.

A Resolution of the South Coast AQMD Governing Board authorizing the Executive Officer to execute the Cooperative Agreement.

WHEREAS, on July 31, 2025 the Mayors of the City of Los Angeles and the City of Long Beach addressed a letter to the South Coast AQMD Governing Board requesting negotiation of a proposed “cooperative enforceable agreement” to address sources of air pollution associated with port operations, expressing support for development of zero-emissions infrastructure plans and envisioning that an ultimate agreement would contain “Clean Air Action Plan Plus (CAAP Plus) Measures,” and this letter helped spur negotiations to develop the Cooperative Agreement before the Governing Board in this Resolution;

WHEREAS, the South Coast AQMD Governing Board finds and determines that the development and implementation of charging and fueling infrastructure plans, and cost recovery provisions in the Cooperative Agreement are considered a “project” as defined by CEQA; and

WHEREAS, the South Coast AQMD Governing Board finds and determines that establishing the Clean Air Mitigation Fund, which is a government funding mechanism without involving a commitment to any specific project that could result in a potentially significant physical impact on the environment, is not considered a “project” within the meaning of CEQA pursuant to CEQA Guidelines Section 15378(b)(4).

WHEREAS, the South Coast AQMD Governing Board finds and determines that: 1) the development and implementation of charging and fueling infrastructure plans implement a portion of Control Measure MOB-01 – Emission Reductions at Commercial Marine Ports, which was previously adopted in the 2016 and 2022 AQMPs, and Control Measure MOB-15 – Zero-Emission Infrastructure for Mobile Sources, which was previously adopted in the 2022 AQMP; 2) no subsequent EIR would be required pursuant to CEQA Guidelines Section 15168(c)(2) because there are no new or modified physical changes that are expected to result from the development and implementation of charging and fueling infrastructure plans which were not previously analyzed for Control Measures MOB-01 and MOB-15 either in the Final Program EIR for the 2022 AQMP and/or the Final Program EIR for the 2016 AQMP, as applicable; and 3) the Final Program EIR for the 2022 AQMP and the Final Program EIR for the 2016 AQMP can be relied on for CEQA compliance; and

WHEREAS, the South Coast AQMD Governing Board finds and determines that the development and implementation of the charging and fueling infrastructure plans is a later activity within the scope of the programs approved earlier in the 2022 AQMP and the 2016 AQMP as set forth in CEQA Guidelines Section 15168(c)(2), and the Final Program EIR for the 2022 AQMP and the Final Program EIR for the 2016 AQMP adequately describe and analyze the activities associated with development and implementation of charging and fueling infrastructure plans for the purposes of CEQA such that no new environmental document is required; and

WHEREAS, the South Coast AQMD Governing Board finds and determines that, based on substantial evidence in the record and in accordance with the noticing requirements in CEQA Guidelines Section 15168(e), the development and implementation of the charging and fueling infrastructure plans qualify as a later activity within the scope of the programs approved earlier for the 2022 AQMP and 2016 AQMP, and the Final Program EIR for the 2022 AQMP and the Final Program EIR for the 2016 AQMP adequately describe the activity for the purposes of CEQA; and

WHEREAS, the South Coast AQMD Governing Board finds and determines that, after conducting a review of the cost recovery provisions in the Cooperative Agreement 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, that the cost recovery provisions in the Cooperative Agreement are statutorily exempt from CEQA pursuant to CEQA Guidelines Section 15273 because they establish fees for the purpose of meeting operating expenses; and

WHEREAS, the South Coast AQMD staff has prepared a Notice of Exemption for the cost recovery provisions in the Cooperative Agreement, that is completed in compliance with CEQA Guidelines Section 15062 – Notice of Exemption; and

WHEREAS, the Cooperative Agreement requires the Ports of Long Beach and Los Angeles to plan for, and implement projects to develop charging and fueling

infrastructure under specific schedules, and that those plan development schedules may be delayed if additional CEQA and/or National Environmental Policy Act (NEPA) documentation is needed at that time; and

WHEREAS, the South Coast AQMD Governing Board has determined that no socioeconomic impact assessment is required by Health and Safety Code Section 40440.8(a) since approving the Cooperative Agreement is not adopting or amending a rule or regulation; and

WHEREAS, the South Coast AQMD Governing Board obtains its authority to enter into the Cooperative Agreement from Health and Safety Code Sections 40701(f) and 40702 ; and

WHEREAS, the South Coast AQMD Governing Board has determined that the Cooperative Agreement is consistent with the objective of AQMP Control Measure MOB-01, including Proposed Rule 2304 – Commercial Marine Ports, for sources at the Ports of Long Beach and Los Angeles that are covered under the Cooperative Agreement; and

WHEREAS, Health and Safety Code Sections 40913, 40914, and 40920.5 require pursuit of all feasible measures, including regulatory and/or non-regulatory measures, to achieve and maintain state air quality standards, and this Cooperative Agreement is a non-regulatory measure to facilitate emission reductions from port-related mobile sources; and

WHEREAS, staff from the Ports of Long Beach and Los Angeles have committed to continuing to negotiate with the South Coast AQMD in good faith for additional CAAP Plus measures that have not yet been incorporated as part of the Cooperative Agreement, with a goal of concluding those negotiations with a proposed update to the Cooperative Agreement by Spring 2026; and

WHEREAS, upon direction of the South Coast AQMD Governing Board’s Mobile Source Committee on September 19, 2025, South Coast AQMD committed to bring the Cooperative Agreement to the South Coast AQMD Governing Board in November 2025, hold a public update meeting, and not release the Proposed Rule 2304 – Commercial Marine Ports (PR 2304) 75-day rule package; and

WHEREAS, upon direction of the South Coast AQMD Governing Board on October 3, 2025, South Coast AQMD has committed to continuing to negotiate with the staff from the Ports of Long Beach and Los Angeles in good faith for additional CAAP Plus measures that have not yet been incorporated as part of the Cooperative Agreement, continuing to solicit public input to inform the development of these measures including through additional public meetings, providing periodic updates to the South Coast AQMD Governing Board’s Mobile Source Committee, with a goal of concluding those negotiations with a proposed update to the Cooperative Agreement by Spring 2026; and

WHEREAS, the South Coast AQMD staff has conducted public outreach for the Cooperative Agreement, including two public meetings, weekly virtual office hours, a public comment period to receive written comments, as well as more than 25 public

meetings between February 2022 to June 2025 during the development of Proposed Rule 2304, all of which informed the Cooperative Agreement; and

WHEREAS, the Ports of Long Beach and Los Angeles have scheduled the Cooperative Agreement to be approved by their respective Board of Harbor Commissioners on November 10, 2025 and November 20, 2025, respectively; and

WHEREAS, the South Coast AQMD Governing Board has an interest in creating conditions for sustained and effective collaboration with the Ports of Long Beach and Los Angeles, and seeks to allow the Cooperative Agreement and upcoming negotiations over additional CAAP Plus measures to succeed, and

WHEREAS, the South Coast AQMD Governing Board has exclusive authority to direct staff to pursue rulemaking or other measures as it deems necessary and appropriate to address air pollution as allowed under state law; and

WHEREAS, the Cooperative Agreement includes an exit clause such that the South Coast AQMD Governing Board has discretion to terminate the Cooperative Agreement for any reason with a 45-day notice, but which the South Coast AQMD Governing Board does not have an interest to invoke unless the implementation of the Cooperative Agreement is unsuccessful, and

WHEREAS, the South Coast AQMD Governing Board specifies the Planning and Rules Manager overseeing the negotiations for the Cooperative Agreement as the custodian of the documents or other materials which constitute the record of proceedings upon which the adoption of this Cooperative Agreement is based, which are located at the South Coast Air Quality Management District, 21865 Copley Drive, Diamond Bar, California; and

NOW, THEREFORE BE IT FURTHER RESOLVED, that the South Coast AQMD Governing Board does hereby determine, pursuant to the authority granted by law, that: the development and implementation of charging and fueling infrastructure plans in accordance with the Cooperative Agreement qualify as a later activity within the scope of the programs approved earlier for the 2022 AQMP and 2016 AQMP per CEQA Guidelines 15168(c), and the Final Program EIR for the 2022 AQMP and the Final Program EIR for the 2016 AQMP adequately describe the activity for the purposes of CEQA such that no new environmental document is required; the cost recovery provisions in the Cooperative Agreement are statutorily exempt from CEQA pursuant to CEQA Guidelines Section 15273; and the Clean Air Mitigation Fund, which is a government funding mechanism without involving a commitment to any specific project that could result in a potentially significant physical impact on the environment, is not considered a “project” within the meaning of CEQA pursuant to CEQA Guidelines Section 15378(b)(4). 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 executing the Cooperative Agreement; and

BE IT FURTHER RESOLVED the South Coast AQMD Governing Board directs staff, during the five-year term of the Cooperative Agreement, to not pursue any

new rulemaking that meets the objective of AQMP Control Measure MOB-01, including PR 2304, for sources at the Ports of Long Beach and Los Angeles that are covered under the Cooperative Agreement, unless the Cooperative Agreement is terminated before five years; and

BE IT FURTHER RESOLVED, the South Coast AQMD Governing Board directs staff to report to the South Coast AQMD Governing Board at one of its meetings before April 2028, also three months after the first Annual Report provided by the Ports of Long Beach and Los Angeles, and also every 12 months thereafter, on the status of implementation of the Cooperative Agreement; and

BE IT FURTHER RESOLVED, the South Coast AQMD Governing Board directs staff to conduct an analysis of potential emissions benefits if charging and fueling infrastructure included in port plans is used for zero-emissions and other alternatively-fueled mobile sources, and to present that analysis publicly to the Mobile Source Committee after each approved plan or plan modification is received from the Ports; and

BE IT FURTHER RESOLVED, that the South Coast AQMD Governing Board does hereby authorize the Executive Officer to execute the Cooperative Agreement between South Coast AQMD and the Ports of Long Beach and Los Angeles as set forth in the attached, and incorporated herein by reference; and

BE IT FURTHER RESOLVED, the South Coast AQMD Governing Board directs staff to recommend to the South Coast AQMD Governing Board, before the end of the term of the Cooperative Agreement, to either extend, amend, or create a new Cooperative Agreement, or to pursue rulemaking.

DATE: _____

CLERK OF THE BOARDS

ATTACHMENT D
PUBLIC PROCESS
FOR PR 2304 AND THE PROPOSED COOPERATIVE AGREEMENT

During the negotiation and development of the proposed Cooperative Agreement, staff conducted a parallel public process to allow for the public to ask questions and provide comments on the agreement. This public process included holding two evening public meetings on August 28, 2025 and October 15, 2025, five virtual office hour sessions from October 8, 2025 to November 5, 2025, a presentation and discussion with the Wilmington, Carson, West Long Beach AB 617 Community Steering Committee, and individual meetings with any interested stakeholders. The input received was brought for discussion between the Ports and South Coast AQMD and agreed upon changes were reflected in the iterations of the proposed agreement drafts that were released for public review and comment.

Prior to initiating work on the proposed Cooperative Agreement, staff had conducted extensive public process in the development of PR 2304. Key concepts developed and found in PR 2304 informed the core components of the Port Zero-Emission Infrastructure Plans in the proposed Cooperative Agreement. A summary of the public processes conducted are shown in Table 1 below.

Table 1. Public Processes for PR 2304 and the Proposed Cooperative Agreement

Date	Type of Public Process
Public Process for PR 2304	
February 2022 – October 2024	• 2 Board Meetings • 3 Mobile Source Committee Meetings • 9 Working Group Meetings • 3 Community Meetings • 3 AB 617 Community Steering Committee (CSC) Meetings – Wilmington/Carson/West Long Beach • 17 Site Visits
<i>Based on stakeholder feedback, pivot to focus on an infrastructure approach</i>	
November 2024 – July 2025	• 2 Board Meetings • 2 Mobile Source Committee Meetings • 4 Working Group Meetings • 1 AB 617 CSC Meeting – Wilmington/Carson/West Long Beach • Released Initial and Revised Initial Versions of Preliminary Draft Rule Language for PR 2304 • Released Initial Preliminary Draft Rule Language for PR 316.1

Date	Type of Public Process
<i>Per Board direction on August 1, 2025, formal pause of PR 2304 and PR 316.1 development and transition to negotiations with Ports and Cities on potential Cooperative Agreement</i>	
Public Process for Proposed Cooperative Agreement	
August 2025 – November 2025	• 2 Board Meetings • 2 Mobile Source Committee Meetings • 2 Community Meetings • 5 Virtual Office Hour Sessions • 1 AB 617 CSC Meeting – Wilmington/Carson/West Long Beach • Released three (3) Updated Draft Cooperative Agreement versions • Released initial Draft Board Resolution <i>Throughout the public process, held monthly meetings with community and environmental stakeholders, additional small-group stakeholder meetings, and weekly office hours from October 8, 2025 to November 5, 2025.</i>

ATTACHMENT E

KEY ISSUES ADDRESSED

Throughout the negotiations and development of the proposed Cooperative Agreement, staff worked with the Ports and stakeholders to resolve issues and update the proposed agreement to address them. A summary of the key issues addressed can be found in Table 2 below.

Table 2. Key Issues Identified During Public Process and How They Were Addressed

Concern Identified During Public Process	How Concern Addressed in Proposed Cooperative Agreement
Cooperative Agreement must be enforceable and ports must be accountable for their plans	The proposed Cooperative Agreement was revised to include enforceable triggers with specific financial consequences. In addition, new public disclosure provisions ensure that information about plan development and implementation is transparent and made available to the public.
10-year prohibition on rulemaking inappropriately contracts away South Coast AQMD authority	Three key changes were made. First, the authority to direct staff on what they should work on is pulled out of the contract (the Cooperative Agreement) and instead contained only within the Board Resolution. This constitutes direction from the South Coast AQMD Governing Board that can be changed at the Board's discretion. Second, the pause on rulemaking was cut in half to five years. Third, the ability for South Coast AQMD to exit the contract was cut in half from 90 days to 45 days. Taken together, these provisions signal South Coast AQMD's intent to make this agreement work, while retaining the Board's discretion to change direction through future Board action.
'CAAP Plus' Measures are inadequate	In order to allow time for more negotiation and public input, potential additional measures beyond infrastructure were separated from the current Cooperative Agreement and will be pursued immediately if it is approved.
South Coast AQMD must have a role and not just be an observer	The Cooperative Agreement and Board Resolution were revised to now clearly include three primary roles. • Oversight of agreement implementation with enforcement authority • Information sharing to the public

	• Evaluation of potential emission benefits from infrastructure use
More opportunities for public input into Cooperative Agreement should be provided	In response to these comments, staff held two evening public meetings (one online, one hybrid format in the community), and held weekly office hours, including shifting some sessions to evening.
Information should be shared about what kind of emission reductions can be achieved with infrastructure included in plans	The Board Resolution was revised to direct staff to calculate potential emissions benefits of using the infrastructure included in plans.
Existing conventionally-fueled infrastructure should be decommissioned once zero-emissions infrastructure is in place	A new provision was added requiring port plans to describe the ultimate disposition of existing conventional fuel infrastructure, including decommissioning.
Community needs a role in infrastructure plan development	New public processes that provide opportunity for public comment in writing and at meetings were included in the Cooperative Agreement. Responses to comments are also required to provide transparency into the decision-making for the Ports' proposed plans.
Payments for defaulting on contract provisions should be higher	The payments for contract defaults were doubled from the September 16 draft, now ranging from \$50,000 to \$200,000 per default.

ATTACHMENT F

RESPONSES TO COMMENTS

This attachment includes responses to comments received since August 1, 2025, when the South Coast AQMD Governing Board directed staff to pause PR 2304 rulemaking and shift to negotiations with the Ports of Long Beach and Los Angeles (hereinafter “Ports”) on a potential Cooperative Agreement. The comments were either submitted in writing or expressed verbally during the Public Meetings held on August 28, 2025 and October 15, 2025, and at the first four weekly virtual office hour sessions held between October 8, 2025 and October 29, 2025. The majority of responses below are provided by South Coast AQMD staff; however, for questions and comments addressed to the Ports, the responses are provided by Ports staff and noted as such.

MAIN RESPONSES

1. Comment: The pause on rulemaking to focus on negotiations over a potential Cooperative Agreement occurred too quickly to provide adequate opportunity for public input.

Main Response 1: Since adoption of the 2016 AQMP, the South Coast AQMD Governing Board has directed staff to explore and pursue various options consistent with the control measure related to commercial marine ports included in that plan (MOB-01). Potential approaches that have been explored include initial discussions on a potential MOU focused on the Ports’ Clean Truck Program (May 2018 – February 2022), a potential indirect source rule that would have included emission reduction requirements (February 2022 – October 2024), a potential indirect source rule (Proposed Rule (PR) 2304) focused only on zero-emission charging and fueling infrastructure planning and implementation (November 2024 – July 2025), and most recently a cooperative agreement with the same scope as PR 2304 (August 2025 to present).

The initial work on various concepts for a potential rule on emission reduction requirements was explored through an extensive public process including:

- 2 Governing Board Meetings
- 3 Mobile Source Committee Meetings
- 9 Working Group Meetings
- 3 Community Meetings
- 3 AB 617 Community Steering Committee Meetings (CSC) for Wilmington / Carson / West Long Beach

During that public process staff received extensive feedback. This feedback clearly indicated the need to focus on zero-emission charging and fueling infrastructure as a critical first step to support the transition to the next generation of cleaner port technologies. This resulted in development of the rule concept for PR 2304 through its own public process, including:

- 2 Governing Board Meetings
- 2 Mobile Source Committee Meetings

- 4 Working Group Meetings
- 1 AB 617 CSC Meeting for Wilmington / Carson / West Long Beach
- Release of two drafts of rule language for PR 2304 and one draft of a companion fee rule (PR 316.1)

On July 18, 2025, staff received a proposed draft Cooperative Agreement from the Ports as a potential substitute for PR 2304. As a result, South Coast AQMD staff sought direction at the next South Coast AQMD Governing Board meeting on August 1, 2025. The South Coast AQMD Governing Board directed staff to pause the rulemaking process until September 18, 2025, to focus on negotiating with the Ports to see if a mutually agreed upon Cooperative Agreement could be developed, and to conduct additional public process. Following that initial negotiation period, staff released an updated draft of the Cooperative Agreement on September 16. A second draft was released on October 10, and a third draft was released on October 29. All three of these drafts that were jointly agreed to by the negotiating teams from the Ports, their respective cities, and South Coast AQMD included significant changes from the Ports' July 18 proposal – based largely on public feedback received since July (see Main Response 3 for details). The public outreach process since August 2025 included:

- 2 Governing Board Meetings
- 2 Mobile Source Committee Meetings
- 2 Community Meetings (evening)
- 5 Virtual Office Hour Sessions (evening and daytime)
- 1 AB 617 CSC Meeting for Wilmington / Carson / West Long Beach

The development of the proposed Cooperative Agreement has reflected a continual evolution of this control measure over many years. This development has included substantial public process including 41 public meetings hosted by South Coast AQMD since February 2022. The date, time, and format/venue for each meeting were announced with a minimum two-week notice. Further, materials were typically made available to the public for all of these meetings at least three days in advance of a meeting in order to provide the public an opportunity to prepare beforehand. Staff has also made themselves available for hundreds of individual stakeholder meetings and discussions outside of these public meetings.

2. Comment: South Coast AQMD is forgoing enforceability, and cannot hold the Ports accountable with the proposed Cooperative Agreement in comparison to Proposed Rule 2304.

Main Response 2: The proposed Cooperative Agreement includes stringent enforceability provisions and clear accountability. It is based on key concepts from PR 2304, mirroring its scope and requirements for the Ports to develop charging and fueling infrastructure plans and subsequently implement these plans. The enforcement provisions within the proposed agreement follow a similar model as PR 2304, focusing on holding the Ports accountable for actions within their control, including: plan development and approval processes, meaningful public outreach during plan development, and completion of milestones on time during plan implementation.

South Coast AQMD has a specific role in the Cooperative Agreement to verify that the Ports are meeting their obligations under the contract. To facilitate this oversight, the Ports are required to

submit draft Plans for South Coast AQMD to verify that they meet the terms of the agreement. The Ports must also submit Annual Reports documenting their implementation of the approved plans. These reports will be made available publicly and the South Coast AQMD Governing Board will be provided annual updates on progress made with this Cooperative Agreement. If South Coast AQMD identifies that any of the Ports triggers a contract default (i.e., an enforcement trigger) specified in the agreement, the Port is subject to pre-determined financial consequences. Financial consequences vary from \$50,000 to \$200,000 per default, with higher payments associated with repeated or more severe contract defaults. These payments are paid into a South Coast AQMD-managed Clean Air Mitigation Fund. South Coast AQMD will seek public input before allocating any of these funds to specific projects.

In addition, the Cooperative Agreement includes a 45-day walk-away provision that allows the South Coast AQMD to exit the agreement for any reason. By entering into this Cooperative Agreement, South Coast AQMD is indicating its commitment to ensure that it is successful. However, if at a future time the South Coast AQMD Governing Board determines that the Cooperative Agreement is not successful, they may vote to exit the agreement. In addition, at that time the South Coast AQMD Governing Board could provide updated guidance to staff to pursue rulemaking.

3. Comment: The public process has not provided a way to meaningfully solicit public input that can inform the proposed Cooperative Agreement.

Main Response 3: The Cooperative Agreement is substantially similar to PR 2304, which was developed over the last three years with input from stakeholders and the community (see Main Response 1). Public input has also played a significant role in shaping the proposed Cooperative Agreement. The table below shows specific examples of public feedback received since July 2025, and how it was incorporated into the proposed Cooperative Agreement.

Concern Identified During Public Process	How Concern Addressed in Proposed Cooperative Agreement
Cooperative Agreement must be enforceable and ports must be accountable for their plans	The proposed Cooperative Agreement was revised to include enforceable triggers with specific financial consequences. In addition, new public disclosure provisions ensure that information about plan development and implementation is transparent and made available to the public. (See Main Response 2.)
10-year prohibition on rulemaking inappropriately contracts away South Coast AQMD authority	Three key changes were made. First, the authority to direct staff on what they should work on is pulled out of the contract (the Cooperative Agreement) and instead contained only within the draft Board Resolution. This constitutes direction from the South Coast AQMD Governing Board that can be changed at the South Coast AQMD Governing Board's discretion. Second, the pause on rulemaking was cut in half to five years. Third, the ability for South Coast AQMD to exit the contract

	was cut in half from 90 days to 45 days. Taken together, these provisions signal South Coast AQMD's intent to make this agreement work, while retaining the Board's discretion to change direction through future South Coast AQMD Governing Board action. (See Main Response 6.)
'CAAP Plus' Measures are inadequate	In order to allow time for more negotiation and public input, potential additional measures beyond infrastructure were separated from the current Cooperative Agreement and will be pursued immediately if it is approved. (See Main Response 5)
South Coast AQMD must have a role and not just be an observer	The Cooperative Agreement and draft Board Resolution were revised to now clearly include three primary roles. • Oversight of agreement implementation with enforcement authority, • Information sharing to the public • Evaluation of potential emission benefits from infrastructure use
More opportunities for public input into Cooperative Agreement should be provided	In response to these comments, staff held two evening public meetings (one online, one hybrid format in the community), and held weekly office hours (See Main Response 1)
Information should be shared about what kind of emission reductions can be achieved with infrastructure included in plans	The draft Board Resolution was revised to direct staff to calculate potential emissions benefits of using the infrastructure included in plans.
Existing conventionally-fueled infrastructure should be decommissioned once zero-emissions infrastructure is in place	A new provision was added requiring port plans to describe the ultimate disposition of existing conventional fuel infrastructure, including decommissioning.
Community needs a role in infrastructure plan development	New public processes that provide opportunity for public comment in writing and at meetings were included in the Cooperative Agreement. Responses to comments are also required to provide transparency into the decision-making for the Ports' proposed plans.
Payments for defaulting on contract provisions should be higher	The payments for contract defaults were doubled from the September 16 draft, now ranging from \$50,000 to \$200,000 per default.

4. Comment: The proposed Cooperative Agreement does not require the Ports to act beyond existing, voluntary commitments.

Main Response 4: The Ports' July 18 proposal included 6 different measures, labelled Clean Air Action Plan (CAAP) Plus measures. Many of the measures included in that proposal are based on existing programs and grants that the Ports are already implementing. The proposed Cooperative Agreement that the South Coast AQMD Governing Board is considering on November 7 has narrowed the focus to charging and fueling infrastructure needed for the next generation zero-emissions vehicles and cleaner ships, consistent with the requirements of PR 2304. The Ports have already begun infrastructure planning efforts in a piecemeal fashion through port source category specific assessments and studies, applying for grant and incentive programs for on-port infrastructure projects, and other self-initiated projects and programs. However, comprehensive plans that evaluate and specify the zero-emission charging and fueling infrastructure to be built have not been developed, nor are they required by any existing rule, regulation, or statute. The CAAP Plus Measure of Port Zero-Emission Infrastructure Plans covering on-port charging and fueling infrastructure for all port source categories is a significant new commitment.

As for the other five CAAP Plus Measures included in the initial July version of the draft agreement provided by the Ports, staff will continue negotiating additional measures to address specific port source categories for potential incorporation into the Cooperative Agreement as an amendment by Spring 2026. The focus for these measures will be to identify actions that go beyond existing regulatory or voluntary commitments – with a focus on near-term intermediate steps on emission reduction measures and facilitating actions that can lead to longer-term, more significant emission reductions.

5. Comment: The proposed Cooperative Agreement should include specific emission reduction measures and targets.

Main Response 5: A key conclusion from the extensive public process associated with PR 2304 (see Main Response 1) is that installing port zero-emission infrastructure is the critical first step to facilitate the long-term emission reductions needed from widespread cleaner technology deployment at the ports. Zero-emission equipment cannot be successfully deployed if the needed fuels are not available. This is the reason that the concept for PR 2304 evolved to an incremental approach, only covering charging and fueling infrastructure planning and implementation, without any specific emission reduction requirements. Similarly, the proposed Cooperative Agreement is also taking an incremental approach, focusing on the necessary first step of infrastructure. Given the scale of infrastructure needed, this planning and implementation effort is expected to take a number of years to complete. The exact timing of its installation will have a substantial influence on when zero-emission vehicles and equipment can be deployed.

Staff is appreciative of the comments received on potential specific additional measures that focus more on emission reductions. These comments will be considered, and more input solicited, during a subsequent public process after the South Coast AQMD Governing Board consideration of the current proposed Cooperative Agreement in November. See Main Response 4 pertaining to the planned focus of negotiations over additional measures.

6. Comment: Signing on to the proposed Cooperative Agreement, South Coast AQMD will “contract away” its rulemaking authority.

Main Response 6: The initial draft Cooperative Agreement submitted by the Ports to South Coast AQMD included a provision for a 10-year rulemaking prohibition. However, that language has since been removed from the agreement. Instead, the issue of the direction of future staff work is now addressed by the draft Board Resolution accompanying the Cooperative Agreement. The draft Board Resolution will direct staff to take the following actions:

- Pause rulemaking for five years, which is the length of the term of the agreement;
- Report to the South Coast AQMD Governing Board on the agreement's implementation progress; and
- Before the end of the Agreement's term, decide whether to create a new, extended, or amended Agreement, or to pursue rulemaking.

By keeping this provision in the Board Resolution and not in the Cooperative Agreement, the authority to direct staff's efforts – on rulemaking or otherwise – rests solely with the South Coast AQMD Governing Board. Furthermore, the Ports have indicated that their primary consideration with a pause in rulemaking is that they need significant cooperation from industry to prepare and implement the plans, and the timelines allowed by this language will facilitate that cooperation. As long as the Ports fulfill their obligations under the Cooperative Agreement, staff will continue to work together with the Ports to achieve the outcomes laid out in the agreement. Additionally, the South Coast AQMD Governing Board retains the discretion to terminate the Cooperative Agreement for any reason with 45-day notice and can direct staff to initiate rulemaking as part of that consideration or at any time. Given these provisions, the proposed Cooperative Agreement that the South Coast AQMD Governing Board will consider on November 7 does not contract away its rulemaking authority.

7. Comment: The Board Resolution on the pause on rulemaking will not allow South Coast AQMD to pursue any rulemaking for the MOB-01 control measure for five years.

Main Response 7: The past extensive process of pursuing options to implement MOB-01, guided by significant public input, has informed staff that multiple incremental steps would need to be considered to build toward long-term port emission reductions.

The current Cooperative Agreement is a critical first step that South Coast AQMD and the Ports can implement to facilitate needed emission reductions in the future. In addition, staff will continue negotiating additional measures for potential incorporation into the Cooperative Agreement as an amendment by Spring 2026. The focus for these measures will be to identify actions that focus on near-term intermediate steps on emission reduction measures and facilitating actions that can lead to longer-term, more significant emission reductions. These additional measures will be designed to further the objectives of control measure MOB-01.

Further, as discussed in Main Response 6, the Board Resolution and 45-day walkaway provision in the Cooperative Agreement allow for the South Coast AQMD Governing Board to evaluate

progress at any time in the next five years, and provide updated direction to staff on rulemaking – for example if sufficient progress isn't being made at the Ports.

Finally, the totality of emission reductions needed to ultimately achieve state and federal air quality standards must include substantial federal and state actions. This is due to the limitations on regulatory authority that South Coast AQMD has for these sources.

8. Comment: If the scope of the proposed Cooperative Agreement is the same as PR 2304, why change the mechanism from a rule to an agreement.

Main Response 8: As a matter of policy, South Coast AQMD is amenable to nonregulatory approaches if such approaches attain substantially the same goals as a regulation. During the PR 2304 development process the Ports indicated that successful development and implementation of infrastructure plans would require significant cooperation from industry. The Ports have further indicated that a contractual approach would likely better facilitate that cooperation over regulation. South Coast AQMD staff recognize the importance of cooperation by terminal operators and other industry stakeholders in developing infrastructure plans. Therefore, given that the Cooperative Agreement largely accomplishes the infrastructure planning requirements of PR 2304, staff is recommending that the Cooperative Agreement be adopted in lieu of PR 2304.

Written Comments

Proposed Cooperative Agreement Written Comment Index

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	Community Action and Environmental Justice, San Pedro Peninsula Homeowners Coalition, California Communities Against Toxics, Natural Resources Defense Council, Pacific Environment, California Environmental Voters, MoveLA <i>(Note: Some also signed as member of the Wilmington, Carson and West Long Beach AB 617 Community Steering Committee or the San Bernardino/Muscoy AB 617 Community Steering Committee)</i>		
25-551	Multiple Individuals	October 21, 2025 – October 27, 2025	101

Written Comment #1 from Earthjustice et al.



VIA ELECTRONIC MAIL

August 13, 2025

Chair Vanessa Delgado and Members of the Mobile Source Committee
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765
Email: vdelgado@aqmd.gov
Clerk of the Board, cob@aqmd.gov

Re: Agenda Item #1- Need to Address Port Pollution through Rules, Not Cooperative Agreements with No Emission Reduction Commitments

Dear Chair Delgado and Members of the Mobile Source Committee:

We have known for decades that port pollution is shortening life expectancy in the South Coast Air Basin and beyond. The particulate matter and ozone from port pollution leads to more emergency room visits and hospitalizations due to heart attacks, aggravated asthma, decreased lung function, restricted airways, and even premature death. Yet, last month, the SCAQMD Governing Board voted once again to delay progress to rulemaking aimed at addressing port pollution by pausing PR 2304 for 45 days.

This move threatens to replace rulemaking on a life-saving public health rule that was slated for final Governing Board review in October 2025 in favor of dealmaking on a “cooperative agreement” that has no enforceable emission reduction commitments and no record of outperforming sound regulation.

We are discouraged by the short notice given for this consequential vote, the last-minute cancellation of public meetings, and the sudden substantive shift in SCAQMD policy direction. The Ports’ latest proposed MOU was developed behind closed doors and released with zero public input or community engagement. To make matters worse, the vague language used in the (August 1, 2025) Agenda Item #24 such as “seek input” and “choose an option” did not clearly indicate that (1) SCAQMD would be voting to pause rulemaking on PR 2304 and (2) opening a

separate negotiation process with Los Angeles and Long Beach. This decision risks elevating port profits over public health.

Nothing erodes fragile public trust in this agency more than engaging impacted communities in lengthy rulemaking, only to pull the process away at the eleventh hour. As one resident and member of East Yard Communities for Environmental Justice put it:

This sudden shift to an 'agreement' shows the Ports' true priorities. If a cooperative approach is truly what they're seeking, they would have no issue with a rule, a process that community groups and environmental advocates have consistently been showing up for. The MOU process has already failed twice and has only served to waste time and resources. Moving forward would signal to communities that SCAQMD is willing to risk our health in a process that erases transparency and accountability to the Air District.

- Paola Vargas, Resident of Carson

In the absence of federal leadership during a period of unprecedented cargo volume and worsening air quality here in Southern California, a greater responsibility rests on local leaders and agencies to protect human health and the environment. Halting public health rulemaking to pursue a voluntary MOU developed and designed by the ports and industry only makes it harder for SCAQMD to do its job to clean the air and protect public health.¹

Children, families, and port workers will not benefit from watered-down public health protections that reduce polluter accountability. We will only see clean air through enforceable, measurable regulations.

We have wasted years relying on promises and voluntary agreements that air quality will be addressed and the climate crisis will be solved. It is increasingly evident that enforceable public health rules are needed now more than ever. It only adds insult to injury that the Ports are seeking a ten-year prohibition on SCAQMD rules that clean the air, without a commitment to enforceable emission reduction targets. An attack on SCAQMD's ISR authority is an attack on all of us.

South Coast residents are counting on SCAQMD to not take the easier path, but the right one. If, as the Ports claim, their proposed measures will accelerate a transition to zero-emissions and offer emission reduction benefits, then they should be used to set quantifiable, enforceable emission reduction targets under a rule—the original plan for PR2304. We need SCAQMD to

¹ Under state law, SCAQMD must provide indirect source controls in areas where there are high-level, localized pollutants or for new sources per Cal. Health & Saf. Code section 40440(b)(3).

August 13, 2025
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commit to creating regulations that protect current and future generations. Only regulations will hold industry accountable.

Sincerely,

Alison Hahm
Staff Attorney
Natural Resources Defense Council

Fernando Gaytan
Senior Attorney
Earthjustice

David Pettit
Senior Attorney
Center for Biological Diversity

Taylor Thomas
Research & Policy Analyst/Co-Executive Director
East Yard Communities for Environmental Justice

Gracya Mohabir
Clean Air & Energy Regulatory Advocate
EnviroVoters

Sylvia Betancourt
Program Manager
Long Beach Alliance for Children with Asthma

Peter M. Warren
Member
San Pedro & Peninsula Homeowners Coalition

Theral Golden
President
West Long Beach Association

CC: Wayne Nastri, Executive Officer
Email: wnastri@aqmd.gov

August 13, 2025
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Ian MacMillan, Assistant Deputy Executive Officer
Email: imacmillan@aqmd.gov

Dr. Sarah Rees, Deputy Executive Officer
Email: SRees@aqmd.gov

Dr. Elaine Shen, Manager, ISR Rules & Socioeconomic Analysis
Email: eshen@aqmd.gov

Staff Response to Written Comment #1:

Please see Main Response 1 regarding the pause on rulemaking to focus on the Cooperative Agreement negotiations. Please see Main Response 2 regarding enforceability of the proposed Cooperative Agreement. Please see Main Response 5 regarding emission reductions. Please see Main Response 6 regarding the 10-year rulemaking prohibition. Please see Main Response 8 regarding the use of regulatory *versus* non-regulatory mechanism.



August 20, 2025

Mario Cordero
Chief Executive Officer
Port of Long Beach

Wayne Nastri
Executive Officer
South Coast Air Quality Management District

Gene Seroka
Executive Director
Port of Los Angeles

Dear Messrs. Cordero, Nastri, and Seroka:

I write regarding the negotiations between the Port of Long Beach, the Port of Los Angeles, and the South Coast Air Quality Management District on a cooperative agreement for continued clean port leadership. The two San Pedro Bay ports and the South Coast AQMD have been leaders in environmental stewardship for decades, and I am pleased but not at all surprised to see that your commitment to environmental leadership continues.

As you pursue a discussion about a Clean Air Action Plan Plus (CAAP Plus) cooperative agreement, let me suggest the benefit from third-party convening, evaluation, and monitoring. As you know, the METRANS Transportation Consortium conducted some of the earliest academic studies of the first Clean Air Action Plan (CAAP).¹ Looking forward to a CAAP Plus, the region would benefit from a third-party research program that includes the following:

- Structured stakeholder engagement to identify how to best track progress toward goals: What do the different stakeholders desire from a CAAP Plus, and how can progress toward those goals be measured?
- Rigorous cost-effectiveness analyses of different pathways: As one example, there are many combustion technologies (e.g., low-emission liquid fuels, battery electric, hydrogen fuel cell.) This research would include careful cost-effectiveness analyses of these different technologies, identifying which approaches will give the largest benefit for expenditure, identifying infrastructure needs, and modeling the uncertainties inherent in both the technology and policy environment. This cannot be a one-dimensional analysis, because there are multiple pollutants and impacts. Hence a step like this would follow a careful canvassing of stakeholder goals.

¹ See, e.g., Giuliano, G. and A. Linder (2014) Impacts of the Clean Air Action Plan on the port trade industry. *International Journal of Shipping and Transport Logistics*, 6(2), 172 – 188; Genevieve Giuliano and Alison Linder (2013), Motivations for self-regulation: The clean air action plan. *Energy Policy*, 59, 513-522.



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- Evaluation and monitoring toward progress: This could include developing and updating dashboard tools that provide transparency. Such a dashboard or similar tools would communicate key performance indicators, metrics, and results in ways that allow stakeholders to track progress and clarify tradeoffs.

I know that your discussions are still in early stages, and questions of monitoring, evaluation, and policy analysis may not yet be the top priority. As your discussions continue, please reach out if METRANS or our university teams can be helpful.

Sincerely,

Marlon G. Boarnet

Professor and Director, METRANS Transportation Consortium
Sol Price School of Public Policy, University of Southern California



University of Southern California
650 Childs Way, RGL 301-C
Los Angeles, CA 90089-0626

Staff Response to Written Comment #2:

Staff will take the suggestions into consideration as we continue with negotiations on potential additional measures beyond infrastructure for incorporation into the agreement in Spring 2026, as well as implementation of the current proposed Cooperative Agreement should it go into effect.

Written Comment #3 from Earthjustice et al.



VIA ELECTRONIC MAIL

August 27, 2025

Chair Delgado and Members of the Governing Board
South Coast Air Quality Management District
2865 Copley Drive
Diamond Bar, CA
Email: COB@aqmd.gov

Re: Comments on Inadequate Proposal from San Pedro Bay Ports

Dear Chair Delgado and Members of the Governing Board:

We write regarding the private negotiations the South Coast Air Quality Management District (Air District) is currently having with the Ports of Los Angeles and Long Beach (Ports). The undersigned community, environmental, and health organizations remain alarmed about the deeply flawed “cooperative” agreement that the agencies are using to strike a deal. It is our understanding that the agencies are working from the proposal that the Ports submitted to the Air District in July. While the July proposal from the Ports includes many words, the document largely repackages existing plans and obligations that the Ports already plan to do. Simply stated, even if the agreement is never signed, the Ports plan to do the vast majority of the agreement’s terms. In exchange for this document committing to very few new or specific commitments, it asks that the Air District grant amnesty to the Ports from regulation for a decade. While our organizations have been crystal clear that the better policy is to adopt a regulation with enforceable commitments, we feel compelled to comment on this deeply problematic proposal put forward by the Ports.

Including Amnesty from Regulation for a Decade Is Bad Policy

The most egregious provision of this draft agreement is a poison pill that would prevent the Air District from regulating for a decade. Beyond the public health consequences of providing a free

Comment
3-1

pass to the largest fixed sources of pollution in the region, this creates a slippery slope where other large polluters will seek this same deal. This approach also makes no sense. Even if the Air District decides an agreement is the path forward like they have done for airports, these other MOUs have not included this provision for the Air District to sign away its police powers. Any agreement that limits the Air District's regulatory authority to regulate should be rejected.

Comment
3-1, Cont'd

The Proposal Lets Down some of the Most Overburdened Communities in the State, Including AB 617 Communities

Communities most burdened by the region's worst air pollution continue to be let down as the years pass and the Air District continually gives in to port and industry stall tactics, delaying tangible action to regulate pollution. While we have seen a sharp decline in port emissions when compared to a twenty-year baseline, the Ports remain the largest fixed source of nitrogen oxides (NOx) in the region—a primary precursor to smog and a driver of respiratory illnesses and premature deaths. Progress on emission reductions has largely leveled out due to the reliance on voluntary measures. These facts make clear that incremental progress through voluntary measures is no substitute for the urgent need for enforceable commitments to further reduce emissions and protect public health today.

Comment
3-2

The Proposed Cooperative Agreement is Inadequate

The draft "Cooperative Agreement" the Ports have proposed is structurally incapable of delivering the reductions our region needs. It largely repackages measures that are already underway or previously committed to, without adding new, enforceable emissions caps that would accelerate progress on further reducing emissions on a specific timetable. Even when there is a commitment strategy, it is so vague as to be absurd.¹ While this letter will not go through every bald commitment of strategy, we will provide examples.

Comment
3-3

For example, the agreement commits to "Update per call incentive amount to encourage calls by vessels that meet highest ESI score, vessels with Tier III engines, and/or use cleaner marine fuels."² However, the agreement provides no further details on the proposed increase in incentives or any type of assurances that updates to this program will result in cleaner ships calling at the Ports. This vague language provides the Ports leeway to add a nominal amount, or even worse, reduce the incentive amounts. Allowing unfettered discretion to the Ports is problematic precisely because of the admissions they make in the document. The Port of Los

¹ As illustrated on the table in Appendix A, the current draft agreement derives from the existing Clean Air Action Plan 2017 Update and other ongoing requirements the ports have committed to.

² Draft Cooperative Agreement between SCAQMD and the Ports of Los Angeles and Long Beach (July 18, 2025), p. 18.

Angeles notes it has spent \$6 million over eight years for this program. That is a paltry amount given the immense harm ships impose on public health.

The Clean Truck proposal also includes nothing more than what the Ports have already committed to. CAAP Plus Measure No. 2 would not even require the Ports to develop a plan to show how it will meet the self-imposed 2035 goal for 100% zero-emission trucks. For years, the undersigned organizations have asked that the Ports develop interim targets to demonstrate progress towards this 2035 goal and to increase the Clean Truck Fund Rate. The current draft agreement contains no commitment to explore any of these recommendations and is devoid of any explanation of how the low \$10/TEU fee will raise sufficient funds to support the 2035 100% ZE Truck goals.

On emission reductions, the draft “Cooperative Agreement” drags the Air District back to 2021, when negotiations with the Ports collapsed. It expressly disclaims any obligation to adopt backstops, stating the Ports “shall have no obligation(s)...to implement any substitute measures” to cover shortfalls if CAAP-Plus underperforms.³ In other words, the Ports refuse enforceable emission-reduction targets or automatic contingency measures if projections are missed. This is indefensible given the Ports’ regular practice of quantifying emission reductions for infrastructure projects and incentive applications. The same rigor can and should be applied to CAAP-Plus, with binding targets and automatic backstop measures to ensure that impacted communities get needed relief.

At first glance, the CAAP-Plus infrastructure plans might seem laudable to some, but in context, state law already requires this kind of coordination and project-level planning to address air pollution. As the Harbors & Navigation Code makes clear, “The port...shall consult with the South Coast Air Quality Management District on projects that reduce pollution associated with the movement of cargo”⁴—and in doing so, identify project lists (e.g., CAAP measures), funding sources, and timelines for implementation. Simply put, what the Ports offer is not new.

By comparison, CAAP Plus Measure 6 primarily schedules zero-emission infrastructure plans rather than adding enforceable duties, and the draft Cooperative Agreement further states that the Ports will not commit to implementing any substitute measures if reductions fall short. In essence, the Ports are committing to several components that are arguably already required when developing projects addressing air pollution. To ensure infrastructure planning is meaningful, it should be pegged to clear, projected emission-reduction targets that maximize reductions to meet the region’s needs.

Comment
3-3, Cont’d

³ *Draft Cooperative Agreement between SCAQMD and the Ports of Los Angeles and Long Beach* (July 18, 2025), p. 7.

⁴ Cal. Harb. & Nav. Code §§ 1750(c), 1769(c) (requiring consultation with South Coast AQMD and identification of projects, funding sources, and timelines).

Because the draft Cooperative Agreement offers very little that is new, does not go far enough, and largely repackages duties the Ports already owe, the “cooperative” approach being pushed by some will only serve to set us back without delivering meaningful gains. Impacted communities deserve better.

Comment
3-3, Cont’d

Setbacks in rulemaking have serious consequences

These setbacks will have dire consequences for the region and the state. Without a binding and enforceable indirect source rule, there will be no framework to set clear, enforceable targets and metrics for reducing port-related emissions, no infrastructure mandates to support the transition to zero-emission operations, and no accountability to ensure timely progress—even as the Olympic Games and other major events approach. We urge you to return to the original Port ISR concept and work with the Air District staff and other stakeholders to complete a comprehensive rule. This rule should incorporate the measures the Ports have already acknowledged are feasible and use projected reductions from such measures to set enforceable targets, as a start. The rule must hold all parties accountable through transparent public reporting, enforceable deadlines, and consequences for non-compliance.

Comment
3-4

Frontline communities must be at the center of any solution to port-derived air pollution, as co-designers of this framework. Success should be measured not by commercial throughput protected but by the number of lives saved, public health resources preserved, and lifespans extended as pollution levels decline.

Conclusion

This is a pivotal moment in our politics, as environmental justice and environmental protections are largely being abandoned at the national level. The people of this region cannot wait another decade for clean air while political expediency shields the largest polluters from accountability for their deadly emissions. The Ports of Los Angeles and Long Beach, this Air District, and our city leaders must act now to adopt an enforceable Port ISR that delivers measurable public health gains—not empty promises on paper. We need you to act with the urgency this moment demands.

Sincerely,

Fernando Gaytan
Senior Attorney
Earthjustice

[Additional Signatories on Next Page]

August 27, 2025
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Marven E. Norman
Environmental Policy Analyst
Center for Community Action and Environmental Justice

Taylor Thomas
Research & Policy Analyst/Co-Executive Director
East Yard Communities for Environmental Justice

Alison Hahm
Staff Attorney
Natural Resources Defense Council

Cristhian Tapia-Delgado
Climate Campaigner, Southern California
Pacific Environment

Peter M. Warren
Member
San Pedro & Peninsula Homeowners Coalition

Jennifer Maria Cardenas
Campaign Organizer
Sierra Club

Theral Golden
President
West Long Beach Association

Cc: Mayor of Los Angeles - email: mayor.karenbass@lacity.org
Mayor of Long Beach - email: mayor@longbeach.gov
Harbor Commission President POLA - email: commissioners@portla.org
Harbor Commission President POLB - email: bhc@polb.com
Wayne Nastri, Executive Officer - email: wnastri@aqmd.gov
Ian MacMillan, Assistant Deputy Executive Officer - email: imacmillan@aqmd.gov

August 27, 2025

Page 6 of 7

Dr. Sarah Rees, Deputy Executive Officer - email: SRees@aqmd.gov

Dr. Elaine Shen, Manager, ISR Rules & Socioeconomic Analysis - email: eshen@aqmd.gov

August 27, 2025

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Appendix A

CAAP Plus Measure	Prior Port Commitment
Measure No. 1 Clean Ship Program Enhancements (Clean Ship incentives, Additional shore power, enhanced vessel speed reduction, green shipping corridor)	POLA ESI Incentive program (since 2012); POLB Green Ship Incentive Program; CARB At-Berth Rule Compliance (since 2023); Green Shipping Corridor (Since 2023); CAAP Vessel Speed Reduction Program (Since 2001)
Measure No. 2 ZE Drayage Equipment and Infrastructure Funding (Clean Truck Fund Spending Plan; Incentives; grant “stacking”)	San Pedro Bay Ports Clean Truck Fund (since 2022);
Measure No. 3 ZE Equipment and Infrastructure funding (Zero-Emissions Equipment and Infrastructure Funding)	2017 CAAP Update- transition terminal equipment to 100% Zero Emissions by 2030 through reporting on procurement schedules, grant funding, and feasibility assessments; CAAP Technology Advancement Program.
Measure No. 4 ZE Locomotive Demonstration Program (to facilitate operators in seeking grant funding for zero emissions locomotives for operation at ports)	2017 CAAP- set goal of accommodating 35% cargo by rail with commitment to work with operators to demonstrate zero-emissions technology.
Measure No. 5 ZE Equipment and Infrastructure Workforce Development	Existing Joint Port of Los Angeles and Port of Long Beach Goods Movement Training Facility Project with \$110 million in state funding. Completion by 2030; POLB Education & Workforce Programs-Green Port Policy (since 2005).

Staff Responses to Written Comment #3:

Response to Comment 3-1

Please see Main Response 4 regarding whether the proposed Cooperative Agreement goes beyond the Ports' existing, voluntary commitments. Please see Main Response 6 regarding the now-removed 10-year rulemaking prohibition that was included in the July 18 Ports' proposal.

Response to Comment 3-2

Please see Main Response 1 regarding the shift from the proposed rule to an agreement. Please see Main Response 2 regarding enforceability of the proposed Cooperative Agreement. Please see Main Response 5 regarding emission reductions.

Response to Comment 3-3

Please see Main Response 4 regarding the agreement not going beyond Ports' existing commitments, Main Response 5 regarding emission reductions, and Main Response 2 regarding enforceability of the proposed Cooperative Agreement. The comment regarding the Ports having "no obligation(s)... to implement any substitute measures" in case of any State Implementation Plan (SIP) commitment shortfall is no longer relevant because the proposed Cooperative Agreement will not be submitted for SIP inclusion by South Coast AQMD and all provisions related to SIP creditable emission reductions in the Ports' July 18 proposal have since been removed. Nevertheless, for informational purposes, the draft Board Resolution will now direct staff to calculate potential emissions benefits of using the infrastructure included in the ZE infrastructure plans.

Response to Comment 3-4

Please see Main Response 2 regarding enforceability and accountability through the agreement, Main Response 5 regarding emission reductions, and Main Response 8 for the mechanism to require zero-emission port infrastructure planning and implementation. Even though the proposed Cooperative Agreement represents a non-regulatory mechanism, it includes public processes during plan development and implementation that provide opportunity for public comment in writing and at meetings, with responses to comments being required to provide transparency into the decision-making for the Ports' proposed plans. The proposed agreement additionally requires annual reporting, has enforceable deadlines for plan development and implementation milestones, as well as financial consequences for contract defaults (i.e., non-compliance), all of which mirror closely PR 2304 rule concept and enforcement model.

Written Comment #4 from Coalition for Clean Air



September 16th, 2025

Chair Delgado and Members of the Governing Board
South Coast Air Quality Management District (South Coast AQMD)
21865 Copley Drive
Diamond Bar, CA 91765

Subject: Comments Relating To Pivot to MOU

Dear South Coast Air Quality Management (South Coast AQMD) Staff and Governing Board,

In a period of just two weeks, the San Pedro Bay ports derailed a multi-year public rulemaking process by submitting a self-serving proposal packed with pre-existing contract obligations disguised as new commitments. In their proposal, they promise to do what they are already committed to do and demand that you get in line and cheer them on. This maneuver abruptly shifted the process from a transparent public engagement to an opaque, closed-door negotiation. As a result, we now risk losing the first-ever enforceable regulation holding the ports accountable under the district's authority to control indirect sources of air pollution. This reversal undermines the integrity of the district's decision-making. It sets a bad precedent, both in terms of substance as well as process.

It is important to note that community members, public health experts and environmental and environmental justice advocates have participated in both the indirect source review (ISR) rule and, to the greatest extent possible, closed-door memorandum of understanding (MOU) processes. Over the years, our organizations have provided suggestions and constructive feedback to South Coast AQMD through extensive written and verbal testimony. We have participated in nearly every public hearing, working group meeting and community outreach session related to the ports. This is despite many of these meetings taking place during working hours and many of our allied organizations representing low-income and monolingual residents.

We have been consistent and clear in our desire for enforceable emission reductions and accountability to portside communities. History has shown that a significant portion of the emission reductions the ports take credit for can be attributed to statewide [CARB rules and enforcement](#) rather than voluntary efforts. Yet, we have also been willing to accept compromise and incrementalism, such as South Coast AQMD's "infrastructure first" ISR proposal. This stands in sharp contrast to rule opponents, who have moved goal posts, sprung last minute demands and counter proposals and sought statewide legislation to undermine South Coast AQMD's ability to reduce air pollution.

That the ports recently threatened to leave negotiations with the district if it does not completely capitulate and drop any regulatory framework should be alarming to the AQMD board. The district should not acquiesce to the ports' ultimatum by abandoning the Indirect Source Rule. The ports and

Comment
4-1

AQMD have gone through two previous unsuccessful MOU processes; with the most recent having failed in part due to the ports' insistence on punitive language aimed at the district and restrictions on AQMD's ability to ensure emission reductions beyond partial implementation of the San Pedro Bay Ports 2017 Clean Air Action Plan.

Comment
4-1, Cont'd

The ports' July 18th 2025 MOU proposal (the most recent publicly available proposal) presents major substantive problems. First and foremost is that the "cooperative agreement" would strip South Coast AQMD of its rulemaking authority for 10 years. Instead, the ports would follow a plan of their own design and have complete control over how, when or even *if* it is implemented. In other words, all "commitments" in the proposed MOU are voluntary, which is completely unacceptable considering that the ports are the region's largest emitter of NOx in the smoggiest air basin in the country. While the ports tout their significant emission reductions since 2005, the vast majority of those reductions took place over a decade ago.

Comment
4-2

Further, the proposed MOU explicitly shields the ports from any accountability to communities, as well as provides no details on how South Coast AQMD would be able to enforce it. Under this proposal, South Coast AQMD would merely be an observer and the people who must contend with the impacts of air pollution would have no ability to compel compliance with the agreement. Lastly, the MOU proposal also does not address how either it or its port projects will comply with the California Environmental Quality Act (CEQA) and the district's obligation to implement "all feasible measures" as required by state law.

Comment
4-3

Additionally, the proposed MOU's process is fundamentally flawed. It cannot be forgotten that the current MOU proposal essentially hijacked the ISR rulemaking process. How can impacted communities and the broader public participate when negotiations between the district and the ports are behind closed-doors? That a polluter can upend a multi-year public rulemaking process with a last-minute MOU offer is worrying both in terms of protecting public health as well as basic good governance.

Comment
4-4

While the proposed Indirect Source Review Rule is focused on infrastructure, it would at least ensure some level of accountability. Moreover, should the ISR become a [State Implementation Plan \(SIP\)](#) requirement in the future, it will also become publicly enforceable. Including emissions reduction measures as a part of this plan would make it even more robust. The proposed rule takes an incremental approach and would only require an infrastructure plan, which both ports already have underway as demonstrated by the EPRI 2023 Technical Assessment for Zero-Emission Planning and Grid Assessment for the Port of Los Angeles, the ENGIE Impact Assessing Reliability and Resilience of Power Systems Study at the Port of Long Beach and a ZE Infrastructure Master Plan for Terminal Equipment mentioned in the March 2024 CAAP update for both ports. Rule opponents have failed to demonstrate how putting together a plan would cause economic and job losses.

Comment
4-5

Let us not scuttle the Indirect Source Review Rule in favor of closed door deals. Whatever the district decides on will establish a precedent - will AQMD craft a modest, incremental rule or will you go with the self-policing scheme the ports sprung at the last moment? SCAQMD must fulfill its responsibility to provide public accountability, transparency, and most importantly, to reduce air pollution.

Sincerely,

Dori Chandler
Policy Advocate, Coalition for Clean Air

Chris Chavez
Deputy Policy Director, Coalition for Clean Air

Cc:
Members of the South Coast AQMD Governing Board
Wayne Natri, Executive Officer, South Coast Air Quality Management District
Sarah Rees, Deputy Executive Officer
Ian MacMilan, Assistant Deputy Executive Officer

Staff Responses to Written Comment #4:

Response to Comment 4-1

Staff appreciates participation by community and environmental groups in the public process and for numerous meetings with staff. Please see Main Responses 1 and 2 regarding the shift from rulemaking to focus on developing an agreement with the Ports and a comparison between the two with respect to accountability. Please also see Main Response 5 regarding emission reductions.

Response to Comment 4-2

Please see Main Response 6 regarding the 10-year rulemaking prohibition. Please see Main Response 2 regarding the enforceability of the proposed agreement, and Main Response 4 regarding the agreement not going beyond Ports' existing, voluntary commitments.

Response to Comment 4-3

Please see Main Response 2 regarding enforceability and accountability including South Coast AQMD role for these in the agreement.

For the CEQA analysis for the Cooperative Agreement, please see the Board Letter and Attachments G and H to the Board Letter. Regarding the CEQA analysis of the scope of the infrastructure plans required by the Cooperative Agreement, the Ports of Long Beach and Los Angeles will be required to plan for, and implement projects to develop charging and fueling infrastructure under specific schedules and the plans will need to take into account both current and future projects, as well as projects in the pipeline under various stages. The evaluation of environmental impacts in accordance with CEQA and/or National Environmental Policy Act (NEPA) requirements, if applicable, of these current and future projects are and will be handled on a project-level basis. For future projects, each plan will need to identify the lead agency as defined by CEQA and describe the level of environmental analysis that will be required. For example, for current or ongoing projects, the plan will need to identify the environmental documents that have been or are anticipated to be prepared. The development timeline for the Ports' plans incorporates any necessary requests for time extensions to ensure compliance with CEQA and/or NEPA requirements. In addition, when the ports propose specific charging and fueling infrastructure projects with future defined actions (e.g., locations, equipment details, and timelines, etc.), the Ports will need to evaluate the potential environmental impacts of these future defined actions and determine whether a new or modified CEQA and/or NEPA document is needed. The Ports may conduct new environmental analyses or elect to rely on the environmental analyses previously evaluated by South Coast AQMD in the Final Program EIRs for the 2022 AQMP and 2016 AQMP. It is important to note that if the plans indicate that additional CEQA and/or NEPA documentation is needed, the plan development schedules may be delayed at that time.

The development of the proposed Cooperative Agreement has reflected a continual evolution of control measure MOB-01 over many years. While staff initially explored potential emission reduction requirements during the PR 2304 development, extensive public feedback clearly indicated the need to focus on zero-emission charging and fueling infrastructure as a critical first step to support the transition to the next generation of cleaner port technologies. As a result, PR 2304 narrowed its scope to infrastructure plans. The proposed Cooperative Agreement is

substantially similar to PR 2304 in its scope and objectives, albeit using a non-regulatory mechanism. Therefore, South Coast AQMD is fulfilling its obligation to implement “all feasible measures” as required by the Health and Safety Code. In addition, staff will continue negotiating additional measures for potential incorporation into the Cooperative Agreement as an amendment by Spring 2026. These additional measures will be designed to further the objectives of control measure MOB-01.

Response to Comment 4-4

Please see Main Responses 1 and 3 on the public process including incorporation of public input during the agreement development process.

Response to Comment 4-5

Please see Main Response 2 regarding enforceability and accountability through the agreement, Main Response 5 regarding emission reductions, Main Response 4 to address the infrastructure approach being an effort by the Ports already underway, Main Responses 1 and 3 regarding public process and how public input has informed the proposed agreement, and Main Response 8 regarding regulatory *versus* non-regulatory mechanism.

Written Comment #5 from Clean Energy

From: Todd R. Campbell <[REDACTED]>
Sent: Wednesday, September 17, 2025 8:34 AM
To: Ian MacMillan <[REDACTED]>; Sarah Rees <[REDACTED]>; Aaron Katzenstein <[REDACTED]>
Cc: Greg Roche <[REDACTED]>
Subject: [EXTERNAL] FW: **Document Available** Updated Ports Draft Cooperative Agreement

Good morning, Ian, Sarah, and Aaron:

I hope this e-mail finds you well. I took a quick read through the draft cooperative agreement and was actually surprised not to see any requirements for Omnibus-compliant trucks or even a plan to eliminate gate fees for said trucks. As you know, the federal actions not only have temporarily (and possibly permanently) removed both the Omnibus and CARB's 2010 standards for combustion engines. Remember, the 2010 standards were rescinded by CARB when the Omnibus was adopted. I am sure you share my concern that if the federal actions on the waivers hold, we will continue to see dirty engine purchases through 2026 and potentially through 2031 if EPA decides to roll back the 2027 standards for five additional years. If there are no financial or non-financial incentives to encourage fleets to purchase the cleanest ICEs, why would fleets purchase them and why would manufacturers make them?

Would you be open to meet with us before the workshop to discuss a possible plan to encourage clean combustion at the Ports. Specifically, would you be willing to explore a plan that encourages the ports to provide incentives for drayage fleets who buy engines that meet or exceed the Omnibus standard? I don't see how we ever reach attainment if we cannot encourage fleets that operate in the basin to make the right purchase decisions. I am including a list of actions that I provided to Lauren Sanchez and Steve Cliff earlier this month with the intent of finding ways to create more certainty for clean engine purchases. I think it would be really helpful to hold similar conversations with you to make sure we are getting every reduction possible from mobile source pollution.

Can we set up a time to discuss?

Thank you,

Todd

PS: I'm sure you have seen the attached UC Riverside/CE-Cert study, presentations, and further analysis by Energy Vision (<https://energyvision.substack.com/p/uc-riverside-study-forecasts-most>), but I am attaching them just in case.

Staff Response to Written Comment #5:

Staff will take into consideration the comment when we begin negotiations on potential additional measures beyond infrastructure for incorporation into the agreement in Spring 2026.



Los Angeles/Orange Counties Building and Construction Trades Council

Affiliated with the Building & Construction Trades Dept., AFL-CIO

September 18, 2025

To the esteemed Governing Board of the South Coast Air Quality Management District:

As Executive Secretary for the Los Angeles & Orange Counties Building & Construction Trades Council I write to respectfully request that South Coast Air Quality Management District (AQMD) not release the 75-day package for Proposed Rule 2304 Commercial Marine Ports in order to allow the Ports of Los Angeles and Long Beach and South Coast AQMD to finalize a cooperative agreement.

The cities, ports, and South Coast AQMD have reached mutual consensus on all of the agreement terms related to zero emission infrastructure planning, providing an alternative to Proposed Rule 2304. This agreement includes meaningful provisions on enforcement, transparency, and strategies to reduce emissions. The Ports are committed to bringing the agreement to our respective governing bodies as soon as practicable. This meets the standard in the motion approved at the August 1, 2025, meeting, and should serve as the basis to not release the rule package.

Over almost 45 days, representatives from the cities and ports convened more than 15 meetings with South Coast AQMD staff, totalling over 40 hours of joint discussion, and spent significant hours between meetings reviewing and responding to comments and preparing documents, demonstrating their shared commitment to reaching a meaningful and enforceable outcome.

We firmly believe that a Cooperative Agreement presents the most effective and collaborative path to achieving our shared clean air goals. The Ports are public agencies, which serve to support millions of jobs across the nation, and in our communities, and have led the way toward achieving historic emissions reductions. They will continue to do in collaboration with South Coast AQMD through a transparent public process, if given the chance to finalize this agreement.

Thank you for your consideration. We again, respectfully urge you to direct AQMD staff to not release the 75-day package for Proposed Rule 2304 Commercial Marine Ports and focus their work on the Cooperative Agreement as negotiated by the parties.

Faternally,

A handwritten signature in black ink, appearing to read "Ernesto Medrano".

Ernesto Medrano
Executive Secretary

EM: ag/OPEIU#537/afl-cio

Staff Response to Written Comment #6:

As directed by the South Coast AQMD Governing Board, staff did not release the 75-day package for PR 2304 and has developed a proposed Cooperative Agreement with the Ports for South Coast AQMD Governing Board approval.

Written Comment #7 from African American Farmers of California et al.



September 18, 2025

Vanessa Delgado
Governing Board Members
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, California 91765

RE: California Business Community Supports Cooperative Ports Plan for Jobs and Growth

Dear Chair Delgado and Governing Board Members:

Southern California's economy is anchored by a trade and logistics network that supports nearly two million jobs and generates hundreds of billions in economic output. **To protect this vital system while advancing clean air goals, representatives of businesses large and small across the region voice their support of a cooperative agreement with the Cities and Ports of Los Angeles and Long Beach, on a plan to achieve clean-air goals.** A strategy built on collaboration will help protect Californians from higher prices, preserve thousands of well-paying jobs, and sustain the economic health of communities that depend on trade and logistics.

This effort comes at a time of significant supply chain challenges, including tariffs, infrastructure fee increases, and ongoing cost-of-living pressures for consumers. A rigid new mandate was unnecessary given the progress already being made under the Ports' Clean Air Action Plan. By choosing a cooperative approach, the Board is helping ensure that clean-air progress continues without destabilizing a supply chain that is critical to the region.

Southern California relies on strong ports and resilient supply chains to drive growth and opportunity. The ports are the backbone of a logistics network that supports nearly two million jobs across the region, including over 900,000 directly employed workers. This sector generates nearly half a trillion dollars in economic output annually and contributes over \$93 billion in tax revenues that fund essential local services, from public safety to schools and infrastructure. These figures represent livelihoods, small business stability, and the fiscal foundation of our communities.

These jobs are also high-quality jobs. The average annual wage in the trade and logistics sector is over \$90,000, more than 26 percent higher than the regional average across all industries. For many Southern California residents, especially in historically disadvantaged communities, these careers offer a pathway to the middle class.

The proposed ISR, if implemented, would have added new fees and regulatory mandates at a time when Southern California's trade and logistics businesses already face heightened competition from Gulf and East Coast ports, rising and uncertain tariffs on goods, infrastructure strain, and persistent workforce shortages. These businesses have invested heavily to comply with ambitious state and regional clean-air goals. The ports' cooperative plan avoids these risks while still moving forward with measures to improve air quality.

We urge the Board to move quickly to finalize and adopt this cooperative plan, ensuring that Southern California's economy remains strong while achieving continued improvements in air quality.

Thank you for your time and consideration.

Sincerely,

African American Farmers of California
Almond Alliance
The American Waterways Operators
APM Terminals
Building Owners and Managers Association of California
California Automotive Wholesalers' Association
California Building Industry Association
California Business Properties Association
California Business Roundtable
California Chamber of Commerce
California Cotton Ginners and Growers Association
California Manufacturers & Technology Association
California Retailers Association
Californians for Affordable and Reliable Energy
Central Valley Business Federation
Dairy Institute of California
El Dorado Almonds
Enzo Olive Oil Company, Inc.
Everport Terminal Services
Garden Grove Chamber of Commerce
Gemini Shippers Association
Greater Coachella Valley Chamber of Commerce

Staff Response to Written Comment #7:

Please see Staff Response to Written Comment #6.



September 18, 2025

The Honorable Vanessa Delgado
Chair, South Coast AQMD Governing Board
21865 Copley Drive
Diamond Bar, CA 91765
Email: vdelgado@aqmd.gov

**Re: Request that South Coast AQMD not release the 75-day package
for Proposed Rule 2304 - Commercial Marine Ports**

Dear Chair Delgado and South Coast AQMD Mobile Source Committee Members,

On behalf of NAIOP SoCal and our over 1,200 Members deeply involved in Southern California's commercial real estate industry and goods movement sector, I write to respectfully request that the South Coast Air Quality Management District (AQMD) refrain from releasing the 75-day package for Proposed Rule 2304 - Commercial Marine Ports, in order to allow the Ports of Los Angeles and Long Beach and South Coast AQMD to finalize a cooperative agreement.

The cities, Ports and South Coast AQMD have reached mutual consensus on all of the agreement terms related to zero-emission infrastructure planning, providing an alternative to Proposed Rule 2304. This agreement includes meaningful provisions on enforcement, transparency and strategies to reduce emissions. The Ports are committed to bringing the agreement to each respective governing body as soon as practicable. This meets the standard in the motion approved at the August 1, 2025 South Coast AQMD Governing Board meeting, and should serve as the basis to not release the rule package.

Spanning nearly 45 days, representatives from the cities and Ports convened over 15 meetings with South Coast AQMD staff, totaling more than 40 hours of joint discussion. The parties spent significant hours between meetings reviewing and responding to comments and preparing documents, demonstrating their shared commitment to reaching a meaningful and enforceable outcome.

NAIOP SoCal firmly believes that a Cooperative Agreement presents the most effective and collaborative path to reach our shared clean air goals. The Ports are public agencies, which serve to support millions of jobs across the nation – and especially in our Southern California communities – and have led the way towards achieving historic emissions reductions. They will continue to do so in collaboration with South Coast AQMD through a transparent public process, if given the chance to finalize this agreement.

**NAIOP 2025 OFFICERS AND
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Rob Quarton, Walker & Dunlop

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Jay Todisco, Ware Malcomb

David Wensley, Cox, Castle & Nicholson

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Justin McCusker, C.J. Segerstrom & Sons

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Mihran Toumajan, Government Relations Manager

Becky Ezell, Director of Administration

Andrew Tallian, Director of Operations

Shelby Donine, Marketing & Communications Mgr.

Dianna Xochitlotzi, Coord., Programs and Events

Thank you for your serious consideration of this request. Again, NAIOP SoCal respectfully urges you to direct South Coast AQMD staff to refrain from releasing the 75-day package for Proposed Rule 2304 - Commercial Marine Ports, and focus their work on the Cooperative Agreement as negotiated by the parties.

Sincerely,

Mihran Toumajan

Mihran Toumajan
Manager of Government Relations
NAIOP SoCal

CC: Hon. Holly J. Mitchell, South Coast AQMD Mobile Source Committee Vice Chair
Hon. Larry McCallon, South Coast AQMD Mobile Source Committee Member
Hon. V. Manuel Perez, South Coast AQMD Mobile Source Committee Member
Hon. Nithya Raman, South Coast AQMD Mobile Source Committee Member
Hon. Carlos Rodriguez, South Coast AQMD Mobile Source Committee Member
Faye Thomas, South Coast AQMD Clerk of the Boards
Wayne Nastri, South Coast AQMD Executive Officer
Sarah Rees, Ph.D., South Coast AQMD Deputy Executive Officer
Ian MacMillan, South Coast AQMD Assistant Deputy Executive Officer
Elaine Shen, South Coast AQMD Planning and Rules Manager
Charlene Nguyen, South Coast AQMD Program Supervisor
David Libatique, Deputy Executive Director, Port of Los Angeles
Dr. Noel Hacegaba, Chief Operating Officer, Port of Long Beach

Staff Response to Written Comment #8:

Please see Staff Response to Written Comment #6.



VIA ELECTRONIC MAIL

October 1, 2025

Chair Vanessa Delgado and Members of the Governing Board
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765
Email: vdelgado@aqmd.gov
Clerk of the Board, cob@aqmd.gov

Re: Agenda Item No. 30- Concerns with Draft Cooperative Agreement Between AQMD and Ports of Los Angeles and Long Beach

Dear Chair Delgado and Members of the Governing Board:

The undersigned environmental justice, environmental, public health, and community organizations write to express deep alarm at the South Coast Air Quality Management District's (Air District) current course, which appears poised to abandon meaningful emission-reduction commitments for the next five years. Currently, the proposal is to sign an agreement for infrastructure planning, which includes a commitment from the Air District to not pursue regulations to clean the air for five years. This is the wrong place to start, especially since the only substantive item covered in the draft is exclusively on infrastructure and nothing else.

By giving away the thing the ports want – amnesty from regulation for five years on the front end – the Air District will be forsaking its commitment to the communities currently suffering from toxic port pollution, functionally asking them to hold their breath for five years. This deal is not fully baked, and the Governing Board should instruct staff to fully negotiate, conclude negotiations, and finalize the draft terms before presenting them to the Board for its consideration. It's worth noting that the Air District holds an important legal obligation to adopt and implement all feasible measures to come into compliance with state ambient air quality

Comment
9-1

standards.¹ The Air District should not rule out the prospect of the original ISR concept for PR 2304. The Board should be allowed to make the appropriate comparison to determine which path offers a better outcome for the air basin.

While we will have comments on the broader agreement during and before the community meeting on October 15, 2025, we ask the Air District Governing Board not to relinquish its commitment to the community. There are things the ports can and should do in the next five years to clean up deadly port pollution. Even though this agency has decided to pursue a voluntary approach for these entities, this does not mean the Governing Board should accept any agreement that comes to the agency.

Importantly, the ports themselves inserted the concept of including CAAP Plus measures in their July draft agreement. While these measures were woefully insufficient, the ports appeared poised to provide more commitments than just infrastructure planning. We do not understand why this agency is unwilling to negotiate for measures to clean up pollution in the next five years when it has a duty to protect communities like the Wilmington/Carson/Long Beach AB 617 community.

We recognize the ports and potentially South Coast AQMD staff may argue that they will negotiate these measures down the road, so it is fine to preemptively surrender your regulatory rights. But, this is irresponsible and may be an improper bargaining away of SCAQMD's police powers.

In addition, the Ports will have zero incentive to actually commit to more serious ways of reducing pollution and providing relief in the near term. The contractual mechanisms in the current agreement provide insufficient leverage to get the ports to make actual, meaningful commitments on the CAAP Plus Measures.

I. An Incomplete Agreement is Bad for the Public.

We want to be clear: staff is presenting an agreement that is only partially complete, surrenders rulemaking authority, drafted to focus narrowly on infrastructure planning, and the District is rushing this flawed agreement forward without sufficient community input. While a single community meeting is being scheduled and written comments are technically being accepted through the end of the month. These gestures cannot credibly be designed to actually ensure the private agreement is improved.

Comment
9-1,
Cont'd

Comment
9-2

¹ 17 CCR § 70600(b)(5)(A).

II. The Agreement Should Not Create Amnesty from Implementing MOB-01.

The 2022 AQMP could not have been clearer: meeting federal ozone standards requires deep, basin-wide NOx reductions through a comprehensive control strategy.² MOB-01 was designed to achieve this by addressing the full range of port-related sources—ocean-going vessels, locomotives, harbor craft, cargo handling equipment, and off-road heavy-duty vehicles—through an enforceable indirect source rule supported by incentives.³ The current version of the agreement would have the Air District not pursue any part of the broadly worded MOB-01 for a period of five years.

Comment
9-3

Ignoring emission reductions for five years is a gamble the region cannot afford to take. By last count, the region still needs to reduce NOx emissions—the key pollutant in ozone—by 67 percent over baseline levels by 2037, and about 83 percent below current levels just to meet the decade-old 2015 federal standard.³ In addition, the five-year period will coincide with the attainment date for the 2008 8-hour ozone standard. The District cannot tie its hands if it expects to meet its obligations.

III. This Agreement Prematurely Surrenders Rulemaking Authority and Abandons Impacted Communities.

The Revised Draft Cooperative Agreement leaves crucial elements undefined—including what constitutes “charging infrastructure,” “port sources,” and even “zero emissions.” It also defers the core actions needed to address port-related emissions to some unspecified future negotiation. An agreement with this many empty placeholders cannot credibly be described as meeting the objectives of MOB-01.

Worse still, the accompanying resolution directs staff not to pursue any rulemaking to fulfill AQMP Control Measure MOB-01 for five years. By relinquishing its rulemaking authority before terms are even defined, the District strips itself of all leverage to secure enforceable measures from the Ports before the infrastructure planning is fully complete. This approach not only undermines the AQMP’s commitments but also jeopardizes the attainment of federal standards and the health of the communities that continue to bear the heaviest pollution burdens.

Comment
9-4

IV. Demand a Complete Strategy for the Reduction of Emissions at the Ports before you are asked to vote.

We urge you not to accept an agreement that forecloses the prospect of reducing emissions for another five years. The cost of such a decision is clear—the loss of enforceable measures that

Comment
9-5

² South Coast Air Quality Management District, *South Coast AQMD Finalizes Most Ambitious Strategy to Cut Pollution: Comprehensive Zero-Emission Plan to Reduce Emissions Almost 70% by 2037*, Press Release, December 2, 2022; <https://www.aqmd.gov/docs/default-source/news-archive/2022/aqmp-adopted-dec2-2022.pdf>

³ SCAQMD, 2022 AQMP, p. 4-25.

October 1, 2025

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could catalyze a transition to zero-emissions technologies, set measurable reduction targets, and establish milestones with accountability and course-correction if measures fall short.

We urge you to reject this draft agreement and to keep rulemaking on the table as the central mechanism for achieving the AQMP's objectives.

Comment
9-5, Cont'd

Sincerely,

Fernando Gaytan

Senior Attorney

Earthjustice

David Pettit

Senior Attorney

Center for Biological Diversity

Lindsey Escamilla

Policy Organizer

Center for Community Action and Environmental Justice

Dori Chandler, MUP

Policy Advocate

Coalition for Clean Air (CCA)

Taylor Thomas

Research & Policy Analyst/Co-Executive Director

East Yard Communities for Environmental Justice

Sylvia Betancourt

Program Manager

Long Beach Alliance for Children with Asthma

Alison Hahm

Staff Attorney

Natural Resources Defense Council

Cristhian Tapia-Delgado

Climate Campaigner; Southern California

Pacific Environment

[Additional Signatories on Next Page]

October 1, 2025

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Peter M. Warren

Member

San Pedro & Peninsula Homeowners Coalition

Jennifer M Cardenas

Campaign Organizer

Sierra Club

Theral Golden

President

West Long Beach Association

CC: Wayne Nastri, Executive Officer
Email: wnastri@aqmd.gov

Ian MacMillan, Assistant Deputy
Executive Officer
Email: imacmillan@aqmd.gov

Dr. Sarah Rees, Deputy Executive
Officer
Email: SRees@aqmd.gov

Dr. Elaine Shen, Manager, ISR Rules
& Socioeconomic Analysis
Email: eshen@aqmd.gov

Sincerely,

Dori Chandler
Policy Advocate, Coalition for Clean Air

Chris Chavez
Deputy Policy Director, Coalition for Clean Air

Cc:
Members of the South Coast AQMD Governing Board
Wayne Nastri, Executive Officer, South Coast Air Quality Management District
Sarah Rees, Deputy Executive Officer
Ian MacMillan, Assistant Deputy Executive Officer

Staff Responses to Written Comment #9:

Response to Comment 9-1

Please see Main Responses 6 and 7 regarding South Coast AQMD regulatory authority and the 5-year pause on rulemaking, Main Response 8 regarding regulatory *versus* non-regulatory mechanism, and Main Response 4 regarding additional CAAP Plus measures.

Response to Comment 9-2

Please see Main Response 3 on the public process including incorporation of public input during the agreement development process. Please see Main Responses 6 and 7 regarding South Coast AQMD regulatory authority and the 5-year pause on rulemaking.

Response to Comment 9-3

Please see Main Response 7 regarding the 5-year pause on rulemaking for MOB-01.

Response to Comment 9-4

Definition of terms used in the agreement, including “charging infrastructure,” “port sources,” and “zero-emission,” can be found in Attachment B of the proposed Cooperative Agreement.

Please see Main Response 7 regarding the 5-year pause on rulemaking for MOB-01.

Response to Comment 9-5

Please see Main Response 5 regarding emission reductions.

Written Comment #10 from Harbor Association of Industry & Commerce



October 13, 2025

South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765-4178

RE: Support for Cooperative Agreement with Ports of Long Beach and Los Angeles

Dear South Coast AQMD Governing Board Members:

The Harbor Association of Industry & Commerce (HAIC) supports the draft Cooperative Agreement between South Coast AQMD and the Ports of Long Beach and Los Angeles. We urge the District to complete this agreement and pause work on Proposed Rule 2304.

The cooperative agreement provides a better path forward than direct regulation. The ports have demonstrated results through voluntary clean air programs. Since 2005, port operations reduced diesel particulate matter by 91%, nitrogen oxides by 72%, and sulfur oxides by 98%. This track record shows the ports deliver emission reductions without regulatory mandates.

The agreement addresses legitimate air quality concerns while recognizing operational realities. Zero-emission infrastructure requires massive investment in electrical systems, charging stations, and fueling facilities. This work must proceed carefully to avoid disrupting cargo operations that support regional jobs and economic activity.

The updated draft agreement released September 16, 2025 includes meaningful enforcement provisions and transparency requirements. The ports commit to detailed infrastructure plans across three phases through 2029. Annual reports will track progress. Financial penalties apply if ports miss deadlines. These provisions ensure accountability.

A cooperative approach allows flexibility that rigid rules cannot provide. Technology markets for zero-emission port equipment remain immature. Equipment costs remain high. Infrastructure requirements vary across different terminal operations. The agreement framework can adapt as technology advances and operational experience grows.

Direct regulation would impose one-size-fits-all requirements on diverse operations. Container terminals differ fundamentally from bulk cargo facilities. Drayage truck operations differ from cargo-handling equipment needs. The cooperative agreement allows tailored solutions for different operations while maintaining clear emission reduction goals.

Harbor Association of Industry and Commerce
6475 E. Pacific Coast Hwy. #400 Long Beach, CA 90803
www.harborassn.com

Harbor businesses support clean air objectives. Our member companies employ thousands of workers who live in communities surrounding the ports. We share the goal of reducing emissions that affect public health. The question is how best to achieve those reductions.

The cooperative agreement creates a framework for ports, tenants, and equipment operators to work together on infrastructure development. This collaborative approach will produce better results than adversarial compliance with prescriptive rules.

We request that South Coast AQMD:

Complete negotiations on the cooperative agreement Adopt the agreement at the earliest opportunity

Pause work on Proposed Rule 2304 for the five-year agreement term Report annually to the Governing Board on agreement implementation

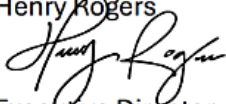
The August 1, 2025 Board motion established a standard for pausing rule development. The updated draft agreement meets that standard. Meaningful progress on enforcement and transparency provisions removes barriers to finalizing the agreement.

We appreciate the extensive work by District staff and port leadership to develop this framework. The cooperative agreement represents the best path forward for air quality improvement and economic vitality in the San Pedro Bay.

The HAIC will participate in the October 15, 2025 public meeting and welcomes continued dialogue on implementation. We stand ready to support our port partners and District staff in making this agreement successful.

Respectfully submitted,

Henry Rogers



Executive Director

Harbor Association of Industry & Commerce

cc: Port of Long Beach, Board of Harbor Commissioners
Port of Los Angeles, Board of Harbor Commissioners
HAIC Board of Directors

Staff Response to Written Comment #10:

As directed by the South Coast AQMD Governing Board, staff has developed a proposed Cooperative Agreement with the Ports. If approved by the South Coast AQMD Governing Board, the draft Board Resolution will direct staff to pause new rulemaking on port sources for the five-year term of the agreement, unless a future South Coast AQMD Governing Board determines and directs staff to pursue another direction. The draft Board Resolution will also direct staff to report annually to the South Coast AQMD Governing Board on the agreement implementation status.

Written Comment #11 from South Bay Association of Chambers of Commerce



October 13, 2025

South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765-4178

RE: Support for Cooperative Agreement with Ports of Long Beach and Los Angeles

Dear South Coast AQMD Governing Board Members:

The South Bay Association of Chambers of Commerce (SBACC) supports the draft Cooperative Agreement between South Coast AQMD and the Ports of Long Beach and Los Angeles. We urge the District to complete this agreement and pause work on Proposed Rule 2304.

SBACC represents the 15 chambers of commerce across the South Bay region whose member businesses depend on efficient port operations for their economic vitality. Our chambers serve diverse business sectors—from manufacturing and logistics to retail, hospitality, and professional services. The ports are not just harbor facilities. They are economic engines that support regional supply chains, employment networks, and business growth across our entire community.

Proven Track Record of Results

The cooperative agreement provides a better path forward than direct regulation. The ports have demonstrated extraordinary results through voluntary clean air programs. Since 2005, port operations reduced diesel particulate matter by 91%, nitrogen oxides by 72%, and sulfur oxides by 98%. This track record shows the ports deliver meaningful emission reductions without regulatory mandates.

Our member businesses recognize and appreciate this progress. Many of our members operate in communities near the ports. They understand firsthand how air quality improvements benefit workers, residents, and families throughout the South Bay. The voluntary programs have worked. The cooperative agreement builds on that success.

Balancing Environmental Goals with Economic Realities

The agreement addresses legitimate air quality concerns while recognizing operational realities that affect the broader regional economy. Zero-emission infrastructure requires massive investment in electrical systems, charging stations, and fueling facilities. This transition must

South Bay Association of Chambers of Commerce
390 W 7th St, San Pedro, CA 90731
www.sbacc.com

proceed carefully to avoid disrupting cargo operations that support thousands of regional jobs and billions of dollars in economic activity.

South Bay businesses depend on reliable port operations. Importers need predictable cargo flow. Exporters need efficient shipping access. Logistics companies need functional infrastructure. Retailers need steady inventory movement. Service providers need stable commercial activity. The cooperative agreement protects these interests while advancing environmental goals.

Accountability Without Rigidity

The updated draft agreement released September 16, 2025 includes meaningful enforcement provisions and transparency requirements. The ports commit to detailed infrastructure plans across three phases through 2029. Annual reports will track progress. Financial penalties apply if ports miss deadlines. These provisions ensure accountability without the inflexibility of prescriptive regulation.

A cooperative approach allows adaptation that rigid rules cannot provide. Technology markets for zero-emission port equipment remain immature. Equipment costs remain high. Infrastructure requirements vary across different terminal operations. The agreement framework can adapt as technology advances and operational experience grows. This flexibility protects both environmental progress and economic stability.

Direct regulation would impose one-size-fits-all requirements on diverse operations. Container terminals differ fundamentally from bulk cargo facilities. Drayage truck operations differ from cargo-handling equipment needs. The cooperative agreement allows tailored solutions for different operations while maintaining clear emission reduction goals.

Regional Economic Impact

The South Bay's economic vitality depends on port efficiency. Our region hosts businesses across every sector of the supply chain. Manufacturers source materials through the ports. Distributors move goods through port-adjacent warehouses. Transportation companies serve port-related logistics. Professional service firms support port commerce. Small businesses throughout the region benefit from the economic activity ports generate.

Disruption to port operations creates ripple effects throughout our regional economy. Delayed cargo affects inventory management. Infrastructure problems affect delivery schedules. Regulatory uncertainty affects business planning. The cooperative agreement provides the stability and predictability our diverse business community needs while ensuring continued progress on air quality.

Our member chambers represent employers who provide thousands of jobs to South Bay residents. Many of these jobs connect directly or indirectly to port operations. The cooperative agreement protects this employment base while advancing environmental objectives that benefit the same workers and their families.

Collaborative Problem-Solving

The cooperative agreement creates a framework for ports, tenants, equipment operators, and regulators to work together on infrastructure development. This collaborative approach will produce better results than adversarial compliance with prescriptive rules. Our business community values this partnership model.

South Bay businesses support clean air objectives. We recognize the importance of environmental stewardship to public health and quality of life in our communities. The question is not whether to reduce emissions, but how best to achieve those reductions. The cooperative agreement answers that question with a practical, accountable, and flexible approach.

Our Request

We request that South Coast AQMD:

- Complete negotiations on the cooperative agreement
- Adopt the agreement at the earliest opportunity
- Pause work on Proposed Rule 2304 for the five-year agreement term
- Report annually to the Governing Board on agreement implementation

The August 1, 2025 Board motion established a standard for pausing rule development. The updated draft agreement meets that standard. Meaningful progress on enforcement and transparency provisions removes barriers to finalizing the agreement.

Moving Forward Together

We appreciate the extensive work by District staff and port leadership to develop this framework. The cooperative agreement represents the best path forward for air quality improvement and economic vitality in the South Bay region.

SBACC will participate in the October 15, 2025 public meeting and welcomes continued dialogue on implementation. We stand ready to support our port partners and District staff in making this agreement successful. Our member chambers are committed to clean air, economic prosperity, and collaborative solutions that serve the entire South Bay community.

Respectfully submitted,

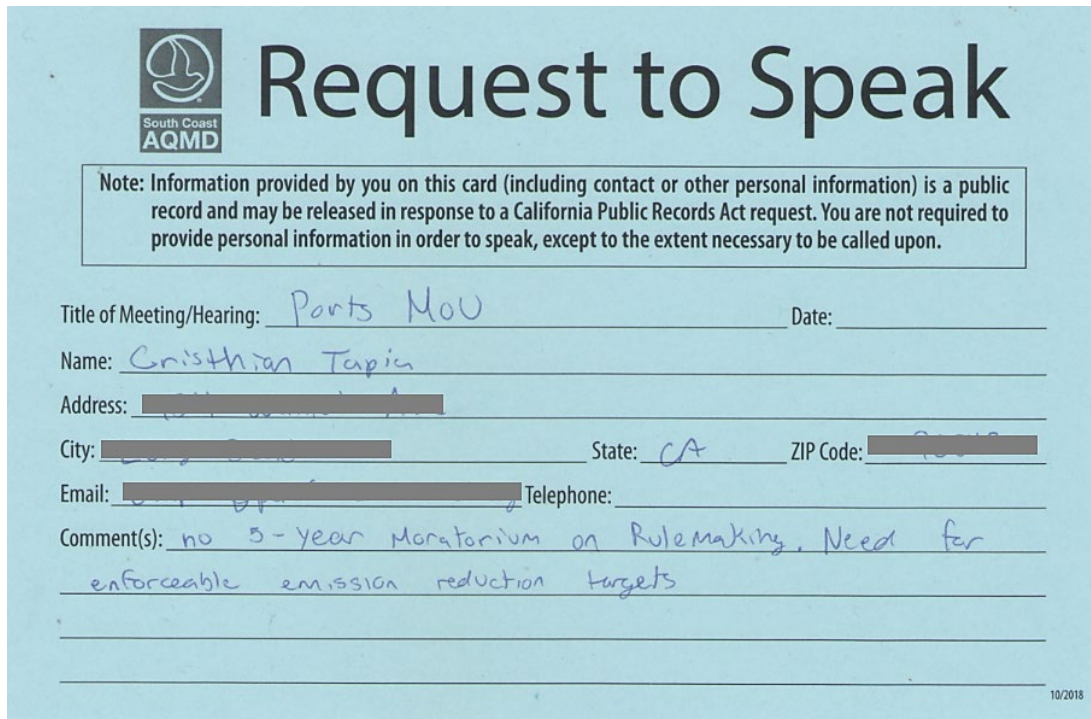


Kimberly Caceres
SBACC Board Chair

Staff Response to Written Comment #11:

Please see Staff Response to Written Comment #10.

Written Comment #12 from Cristhian Tapia, Pacific Environment



The image shows a "Request to Speak" form from the South Coast Air Quality Management District (AQMD). The form is light blue with a white header area. In the top left corner is the AQMD logo, which consists of a stylized bird or wing shape inside a circle, with the text "South Coast AQMD" below it. To the right of the logo, the title "Request to Speak" is written in a large, bold, black font. Below the title, there is a note in a black-bordered box: "Note: Information provided by you on this card (including contact or other personal information) is a public record and may be released in response to a California Public Records Act request. You are not required to provide personal information in order to speak, except to the extent necessary to be called upon." Below the note, there are several lines for handwritten information. The first line is "Title of Meeting/Hearing: Ports MOU" followed by "Date: ". The second line is "Name: Cristhian Tapia". The third line is "Address: " followed by a redacted address. The fourth line is "City: " followed by a redacted city, "State: CA", and "ZIP Code: " followed by a redacted ZIP code. The fifth line is "Email: " followed by a redacted email address, and "Telephone: ". The sixth line is "Comment(s): no 5-year moratorium on Rulemaking. Need for enforceable emission reduction targets". The form ends with a date stamp "10/2018" in the bottom right corner.

Request to Speak

Note: Information provided by you on this card (including contact or other personal information) is a public record and may be released in response to a California Public Records Act request. You are not required to provide personal information in order to speak, except to the extent necessary to be called upon.

Title of Meeting/Hearing: Ports MOU Date: _____

Name: Cristhian Tapia

Address: _____

City: _____ State: CA ZIP Code: _____

Email: _____ Telephone: _____

Comment(s): no 5-year moratorium on Rulemaking. Need for
enforceable emission reduction targets

10/2018

Staff Response to Written Comment #12:

Please see Main Response 5 regarding emission reduction targets. Please see Main Responses 6 and 7 related to the 5-year pause on rulemaking.

Written Comment #13 from Syreeta Clark, Long Beach Alliance for Children with Asthma

 **Request to Speak**

Note: Information provided by you on this card (including contact or other personal information) is a public record and may be released in response to a California Public Records Act request. You are not required to provide personal information in order to speak, except to the extent necessary to be called upon.

Title of Meeting/Hearing: AQMD (Potential Cooperative Agreement) Date: 10/15/2025

Name: Syreeta Clark

Address: [REDACTED]

City: [REDACTED] State: CA ZIP Code: [REDACTED]

Email: [REDACTED] Telephone: [REDACTED]

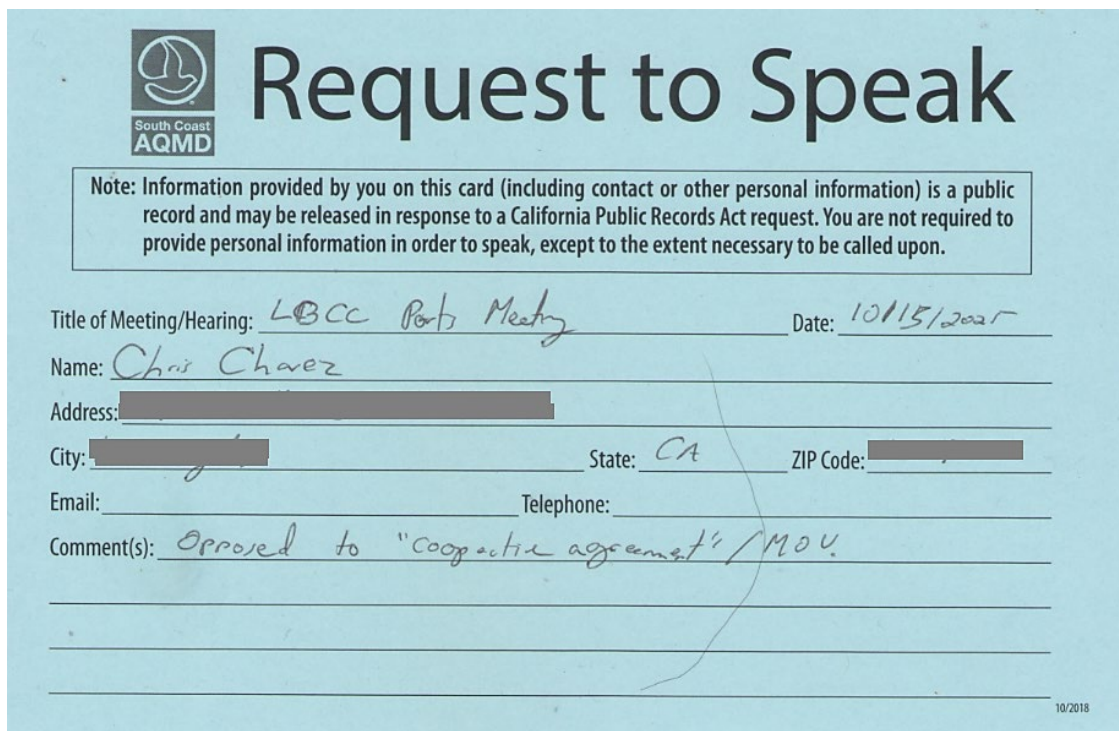
Comment(s):
Does AQMD understand the health risks of
allowing companies to work or function without
restrictions for any amount of years.

10/2018

Staff Response to Written Comment #13:

Please see Main Response 1 for the process of staff pausing rulemaking to focus on a potential cooperative agreement. Staff understands that port emissions impact air quality and public health. The proposed action is a critical first step to put infrastructure in place in order to facilitate the use of zero-emissions and other cleaner technologies to reduce emissions and improve public health.

Written Comment #14 from Chris Chavez, Coalition for Clean Air



The image shows a "Request to Speak" form from the South Coast Air Quality Management District (AQMD). The form is light blue with a white header area. In the top left corner is the AQMD logo, which consists of a stylized 'A' inside a circle, with the text "South Coast AQMD" below it. To the right of the logo, the title "Request to Speak" is printed in a large, bold, black font. Below the title, a note in a black-bordered box states: "Note: Information provided by you on this card (including contact or other personal information) is a public record and may be released in response to a California Public Records Act request. You are not required to provide personal information in order to speak, except to the extent necessary to be called upon." The form contains several fields for handwritten information: "Title of Meeting/Hearing:" followed by "LBCC Port Meeting", "Date:" followed by "10/15/2025", "Name:" followed by "Chris Chavez", "Address:" followed by a redacted address, "City:" followed by a redacted city, "State:" followed by "CA", "ZIP Code:" followed by a redacted ZIP code, "Email:" followed by a redacted email, and "Telephone:" followed by a redacted telephone number. The "Comment(s):" field contains the handwritten text "Opposed to 'cooperative agreement' / MOV." Below the comment field are three additional lines for comments, which are empty. In the bottom right corner of the form, the date "10/2018" is printed.

Request to Speak

Note: Information provided by you on this card (including contact or other personal information) is a public record and may be released in response to a California Public Records Act request. You are not required to provide personal information in order to speak, except to the extent necessary to be called upon.

Title of Meeting/Hearing: LBCC Port Meeting Date: 10/15/2025

Name: Chris Chavez

Address: [REDACTED]

City: [REDACTED] State: CA ZIP Code: [REDACTED]

Email: [REDACTED] Telephone: [REDACTED]

Comment(s): Opposed to "cooperative agreement" / MOV.

10/2018

Staff Response to Written Comment #14:

Please see the Main Responses which address key concerns identified with the proposed Cooperative Agreement.

Written Comment #15 from Theral Golden, West Long Beach Association

 **Request to Speak**

Note: Information provided by you on this card (including contact or other personal information) is a public record and may be released in response to a California Public Records Act request. You are not required to provide personal information in order to speak, except to the extent necessary to be called upon.

Title of Meeting/Hearing: PUBLIC MEETING Date: 10-15-2025
Name: Theral Golden
Address: [REDACTED]
City: [REDACTED] State: CA ZIP Code: [REDACTED]
Email: _____ Telephone: _____
Comment(s): Would The Contract be Extended beyond
Five Years for any reason, with your Reply be in
The Contract,
How Would The public know of any Infraction?
Does

10/2018

Staff Response to Written Comment #15:

Any extension of the Cooperative Agreement is under the decision-making authority of the South Coast AQMD Governing Board. The draft Board Resolution directs staff to return to the South Coast AQMD Governing Board prior to the end of the Cooperative Agreement and recommend whether to either extend, amend, or create a new Cooperative Agreement, or to pursue rulemaking

As part of the Board Resolution directing staff to report to the South Coast AQMD Governing Board on the implementation status of the agreement, staff will include any contract defaults as well as the resulting financial consequences rendered and any other outcomes that occurred in their report.

Written Comment #16 from International Longshore and Warehouse Union Locals 13, 63 and 94



630 S. Centre Street
San Pedro, CA 90731
(310) 830-1130 • Fax (310) 830-3489
www.ilwu13.com



350 W. 5th Street, Suite 200
San Pedro, CA 90731
(310) 521-6363 • Fax (310) 521-6343
www.ilwu63.net



180 E. Ocean Blvd, Suite 1020
Long Beach, CA 90802
(310) 832-1109 • Fax (310) 832-2142
www.ilwulocal94.org

October 21, 2025

Sent via Email to ports_comments@aqmd.gov

South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

Re: ILWU Locals 13, 63, and 94 Feedback- Draft Cooperative Agreement Between the South Coast Air Quality Management District, the City of Long Beach Harbor Department, and the City of Los Angeles Harbor Department

Dear South Coast Air Quality Management District,

International Longshore and Warehouse Union (“ILWU”), Locals 13, 63, and 94 write to provide feedback on the recent Draft Cooperative Agreement between the South Coast Air Quality Management District, the City of Long Beach Harbor Department, and the City of Los Angeles Harbor Department (“Draft Cooperative Agreement”).

As you know, ILWU Locals 13, 63, and 94 represents over 15,000 longshore workers, marine clerks, and foremen at the Ports of Los Angeles and Long Beach (“Ports”) as well as the foremen at the Ports of San Diego and Hueneme. No other group stands to gain more from cleaner port operations than our members, as we are the workforce with “boots on the ground” at the Ports and are intertwined with the Ports’ surrounding communities with 53% of our members residing within 5 miles of the Ports, and 74% of our members residing within 10 miles of the Ports.

The tremendous economic impact of the Ports within the South Coast Air Basin and beyond cannot be overstated. Our members have middle-class sustaining jobs with healthcare and retirement benefits that allow them to support their approximately 60,000 family members, as well as the local communities within the South Coast Air Basin and beyond. In addition, the Ports are responsible for over one million jobs in the counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura, and nearly three million jobs nationwide. The Ports’ economic activity generated \$2.78 billion in state and local taxes, plus an additional \$4.73 billion in federal taxes, in 2022.

Based on this immense economic impact, the most glaring omission in the Draft Cooperative Agreement is its silence on the use of public funds to automate workers out of a job. For nearly a decade, legislation has prohibited the use of public funds or grants to require, incentivize, encourage, or otherwise promote the use of automated, remotely controlled, or remotely operated cargo handling equipment, or infrastructure to support such equipment.

This prohibition on misuse of public funds is not anti-innovation, rather, it is basic fiscal responsibility. As the ILWU has consistently argued: taxpayer money should not be used to put taxpayers out of work for the benefit of foreign-owned ocean carriers and their subsidiaries. If terminal operators seek to invest in expensive automation that eliminates California jobs, sound governance and responsible economic policy mandate that they do so with private capital, not public subsidies.

As such, we respectfully request that language be inserted into Section II(A)(1) of the Draft Cooperative Agreement reflecting the parties commitment to not “use public funds or grants, whether municipal, county, state, or federal funds or grants, to require, incentivize, encourage, or otherwise promote the use of automated, remotely controlled, or remotely operated equipment, or infrastructure to support automated, remotely controlled, or remotely operated equipment.”

Such a provision is a rational, balanced policy that protects middle-class union jobs, prevents taxpayer dollars from being used to automate those jobs away, and ensures continued environmental progress without destabilizing California's economic foundation.

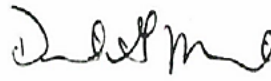
Sincerely,



Gary Herrera
President
ILWU Local 13



Danny Vilicich
President
ILWU Local 63



Daniel G. Miranda
President
ILWU Local 94

Ports Response to Written Comment #16:

The Ports acknowledge that Federal and State law restricts use of certain sources of funding to projects using human-operated equipment. Funds awarded under 42 US Code 7433 for the purchase or installation of zero-emission port equipment or technology are for “human-operated equipment or human-maintained technology”. Funds awarded under California Streets and Highway Code Section 2192(c)(3) “shall not be allocated to a project that includes the purchase of fully automated cargo handling equipment”, which means “...equipment that is remotely operated or remotely monitored, with or without the exercise of human intervention or control.” Funds can be used for “...the purchase of human-operated zero-emission equipment, human-operated near-zero-emission equipment, and infrastructure supporting that human-operated equipment...” and/or “...the purchase of devices that support that human-operated equipment, including equipment to evaluate the utilization and environmental benefits of that human-operated equipment.”

Written Comment #17 from Wilmington Chamber of Commerce



October 21, 2025

Wayne Nastri
Executive Officer
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

Re: Support for the Proposed Cooperative Agreement between South Coast AQMD, the Port of Los Angeles, and the Port of Long Beach

Dear Mr. Nastri:

On behalf of the Wilmington Chamber of Commerce, representing hundreds of businesses across the Los Angeles Harbor area, I write to express our support for the Proposed Cooperative Agreement between the South Coast Air Quality Management District (AQMD) and the Ports of Los Angeles and Long Beach.

The Chamber recognizes the significance of this agreement as a practical, collaborative alternative to direct rulemaking under Proposed Rule 2304. Our members, many of whom operate within the Port complex or depend on port-related commerce, view this cooperative approach as a positive step toward achieving shared air quality and sustainability goals without compromising the region's economic vitality.

The 2025 Wilmington Chamber Policy Platform emphasizes three key priorities directly advanced by this agreement:

1. Accountable Enforcement:

The cooperative framework promotes consistency and transparency by defining clear milestones, monitoring procedures, and financial accountability for noncompliance. This aligns with the Chamber's call for balanced, predictable enforcement that provides businesses with clarity and fairness in how environmental standards are applied.

2. Infrastructure Investment and Innovation:

The Agreement's focus on Zero-Emission Infrastructure Plans (ZE Plans) reflects the Chamber's long-standing advocacy for strategic infrastructure upgrades that support both environmental progress and local economic opportunity. The transition to zero-emission cargo-handling and trucking infrastructure, when implemented collaboratively, creates new pathways for local contractors, workforce training, and green job development.

3. Collaborative Governance:

The Chamber supports the continued partnership between the Ports, AQMD, and local stakeholders. Establishing clear public engagement mechanisms—such as open virtual office hours and annual reporting—advances our Platform's commitment to inclusive, data-driven decision-making that reflects community and business perspectives.

We encourage AQMD and the Ports to maintain flexibility as implementation proceeds. Ongoing engagement with local business stakeholders will be essential to ensure that regulatory objectives are met in a way that sustains competitiveness, promotes job stability, and accelerates investment in zero-emission infrastructure.

The Wilmington Chamber of Commerce appreciates the opportunity to participate in this process and supports the Cooperative Agreement as an effective, results-oriented model for addressing air quality challenges through partnership rather than prescriptive regulation.

Sincerely,



Monica Garcia-Diaz
Chief Executive Officer
Wilmington Chamber of Commerce

Staff Response to Written Comment #17:

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. The strategies and control measures may be implemented in both regulatory and non-regulatory mechanisms. As demonstrated in the 2022 AQMP Figure 1-4, the region continues to experience economic and jobs growth despite the implementation of clean air control measures and strategies over the past decades.

Written Comment #18 from Coalition for Clean Air



October 21st, 2025

Chair Delgado and Members of the Governing Board
South Coast Air Quality Management District (South Coast AQMD)
21865 Copley Drive
Diamond Bar, CA 91765

Email: vdelgado@aqmd.gov
Clerk of the Board: cob@aqmd.gov

SUBJECT: Port and AQMD Negotiation Concerns and Feedback

Dear South Coast Air Quality Management District Governing Board and Staff,

We are writing to follow up regarding the ongoing negotiations between the Port and AQMD, on a contract between the two entities. A regulatory framework, such as an Indirect Source Review Rule, is the most proven, effective, and straightforward way to achieve AQMD's stated goals of reducing air emissions in the region. Strong rules send a signal to both those that are regulated and to the broader marketplace to help accelerate changes in behavior. The warehouse indirect source rule, CARB At-Berth regulations, Commercial Harbor Craft rule, and Ocean-Going Vessel Fuel Regulation, for example, have delivered significant public health benefits, reduction in emissions, and needed modifications to behavior. Conversely, the withdrawal of the Advanced Clean Fleet regulations have slowed down ZEV adoption, as some fleet owners no longer have motivation to invest in clean equipment.

Given the South Coast AQMD's lack of will to pass a rule, however, we believe that the proposed voluntary agreement with the ports can be made better in several ways. Since actions speak louder than words, we would like to see these incorporated into the agreement:

1. The end goal of either a rule or voluntary measures must be the reduction in emissions from the ports. These reductions must be permanent, enforceable, quantifiable, and surplus. Voluntary measures on their own have rarely achieved the emission reductions necessary to clean our air. For example, it is not clear that the airport memoranda of understanding (MOU) has achieved significant emission reductions from the five major airports. The ports' recent emission inventories, which showed that port emissions increased over the past year, underscore the limits of voluntary measures like the CAAP.
 - a. *Please incorporate into the agreement estimated emissions reductions from each infrastructure project planned. This can be from the estimated number of pieces of equipment decommissioned or another measure.*

Comment
18-1

b. <i>Please describe if there are increases of emissions forecasted due to more TEUs, how will the ports and terminal operators prevent emissions increases from these?</i> c. <i>Please include target setting measures on the percent utilization of infrastructure projects developed as part of this agreement in the implementation section (uptime of infrastructure used). This should include how the ports will achieve this through mechanisms such as green laning, green appointment times, percent TEU moves by ZEVs, etc.</i>	Comment 18-1, Cont'd
2. The ports have listed the following as potential for delays and offramps: a. If grants are not allocated as planned: i. <i>If the grants are for planning, the ports should provide us with the data on how much the ports think this infrastructure planning will cost. Can the ports provide sufficient funds to have the plan expenses covered without relying on grants?</i> ii. <i>If these grants are for implementation and they are repealed due to unforeseen circumstances (ex federal government) then the ports must provide data on who is responsible for the grant commitments being nullified and any actions they are taking to remedy these.</i> b. If there are delays with the infrastructure that utility providers can provide. Utility providers already have infrastructure plans in place and say they can provide the ports with adequate supply (they articulated as such at the Mobile Source Committee Meeting 10-17-25). i. <i>We would like to know what the timeline is for construction, who the entity is that is responsible for permitting and licensing, and what is being done to expedite these processes and for this data to be made available to the public.</i>	Comment 18-2 Comment 18-3
3. How is SCAQMD going to get the commitments of SCE and LADWP in this process? i. <i>What is the role of CEC and CPUC in this process?</i> ii. <i>What measures are being put into place to expedite permitting and licensing?</i> iii. <i>What can local governments and agencies do to expedite timelines on their end.</i> iv. <i>This plan should also determine how terminal operators will plan to have redundancy and back-up built into their power systems that are not heavily polluting (ex, installation of renewable energy or micro-grids).</i>	Comment 18-4
4. Public Process and Public Input. Similar to how the Offshore wind roundtables have worked at POLB there should be periodic (bimonthly or quarterly) meetings with stakeholders to update community members on what progress is being made on the plans and to have accountability integrated in. These roundtable discussions should be a safe space to provide community input, troubleshoot issues, and provide updates. These can be mirrored on how the AQMD process worked for PR 2304 with different groups invited to attend depending on the area of focus (fleet operators, harbor craft, pilots, etc). The following stakeholders should be invited to be at the table and this process should be paid for by the ports and facilitated by AQMD: i. <i>Community Organizations - public health and environmental, etc.</i> ii. <i>Community representatives under AB617, including Community Steering Committees as well as the South Coast AQMD's EJ Advisory Group</i> iii. <i>OEMs that are providing equipment</i> iv. <i>Terminal operators</i> v. <i>AQMD staff (including AB 617 staff as well as team that worked on this agreement)</i> vi. <i>POLB and POLA Staff</i> vii. <i>Utility Providers</i> viii. <i>Labor Groups</i>	Comment 18-5

ix. <i>Consultants: those conducting the emissions inventory and those writing the Infrastructure plans</i>	Comment 18-5, Cont'd
5. It is unclear where current revenue from violations will be spent. It seems that the tidelands trust gets a primary decision-making directive (and the port commissioners will approve where it can go). Only after \$100,000 does public notice get triggered. This is antithetical to a violation amount where the violator gets to designate where the monies are spent. a. <i>The monies need to be spent on reducing port emissions and the public should have a say in this.</i> b. <i>Violation amounts should be higher starting at \$50,000 for Tier 1, \$100,000 Tier 2, and \$150,000 for Tier 3.</i>	Comment 18-6
6. Public health support and data. a. <i>There needs to be a parallel Public Health Study funded such as the CASPER study and survey, that looks to monitor and assess the health impact of communities on a continuous basis. This should cover impacts to Wilmington, San Pedro, West Long Beach, and can strengthen ongoing efforts at air quality health impact monitoring.</i>	Comment 18-7
7. Efficiency Measures Inclusion a. <i>Efficiency measures such as Universal Appointment Terminal System systems with green appointment systems need to be made a part of the infrastructure planning process. There needs to be an expedited effort to complete these software modifications in line with Phase 1 ZE plan for drayage.</i>	Comment 18-8
8. A backstop measure to all of this must be the implementation of immediate rule-making without delay. The Governing Board relinquishing regulatory authority is antithetical to this effort. a. <i>The resolution should be modified to remove a regulatory pause on ALL-rulemaking for five years and instead focus on an infrastructure ONLY-regulatory pause.</i> b. <i>The other five CAAP+ measures should not be beholden to a pause since they are not yet negotiated.</i>	Comment 18-9
While we acknowledge that no process is perfect, the current proposal and process can be made much better in order to ensure success, reduce pollution, and encourage public participation. These five years cannot be yet another delay in needed emission reductions. This is part of AQMD's mandate and the responsibility of all appointed and elected officials in our region. This frankly, is your most fundamental responsibility. With no major emissions reductions made during the last year and up to 10 tons/day of reduced emissions off the table from the failure of Rules 1111 and 1121 to pass, it is time to do something meaningful and impactful. We hope you will address each of our suggestions and incorporate them into your final agreement and future CAAP+ measures negotiations.	

Sincerely,



Dori Chandler

Policy Advocate, Coalition for Clean Air

Cc:

South Coast Governing Board Members

Wayne Nastri, Executive Officer, SCAQMD

Ian MacMillian, Assistant Deputy Executive Officer, SCAQMD

Sarah Rees, Deputy Executive Officer, SCAQMD

Susan Nakamura, Chief Operating Officer, SCAQMD

Responses to Written Comment #18:

Staff Response to Comment 18-1

Please see Main Response 5 for a discussion on the scope of the Cooperative Agreement in relation to emission reductions. Information regarding the annual progress reports on the implementation of the Airport MOUs, including emissions, can be found here:

<https://www.aqmd.gov/home/air-quality/air-quality-management-plans/air-quality-mgt-plan/facility-based-mobile-source-measures/commercial-airports-mous/mou-progress-reports>.

Further, the draft Board Resolution has been updated to now include direction to staff to analyze potential emissions benefits of using the infrastructure included in the port zero-emission infrastructure plans.

As for ports and terminal operators addressing emission increases due to increases in cargo throughput, this suggestion is outside of the scope of the current proposed agreement.

Regarding any target setting measures related to infrastructure and cleaner technology usage, staff will take your suggestions into consideration when we begin negotiations on potential additional measures beyond infrastructure for incorporation into the agreement in Spring 2026.

Ports Response to Comment 18-2

The Ports will evaluate and pursue funding for eligible plans and projects as they deem appropriate. Further, project cost estimates and funding sources for implementation are among the data provided in the Plans.

Staff Response to Comment 18-3

Utilities may be a Project or Energy Delivery Entity specified in the Ports' infrastructure plans and may be consulted with by the Ports for development of the plans. If a utility is specified as either entity for project(s) identified in a plan, the plan must have information on project scheduling for construction of the utility work, entity(s) that are responsible for related permitting and licensing, and any considerations for utility work processes that minimize disruption to port operations while maintaining timely progress toward project completion. Staff will share with the public the infrastructure plans and the subsequent annual reports containing implementation progress of the plans, which are required to give information on whether project milestones were met and the reason(s), entity(s) involved, and mitigative steps taken if there is any delay in meeting a milestone.

Staff Response to Comment 18-4 (questions i. through iii.)

SCE and LADWP do not have roles in this agreement; however, they may be a Project / Energy Delivery Entity specified in the ZE Plans, and may be consulted by the Ports to prepare the On-Port Energy Supply Capacity Analysis in the Plans. CEC and CPUC also do not have roles in this agreement and are not anticipated to be a project delivery entity identified in the infrastructure plans. CEC is the agency overseeing energy policy and planning for the state, while CPUC is the regulating agency for privately owned utilities, such as SCE. The work to develop and implement the ZE plans can inform what CEC and CPUC could potentially do toward energy planning for the state. Staff is engaged with these entities and is kept apprised of their latest efforts toward zero-emissions charging and fueling infrastructure for the state and this region. Utility providers and other related planning agencies discussed their recent efforts at the South

Coast AQMD Governing Board's Mobile Source Committee meeting on October 17, 2025:
<https://www.aqmd.gov/home/news-events/webcast/live-webcast?ms=DWz32JPEd9k>.

Permitting and licensing requirements as well as timelines will be detailed in the ZE Plans for each project included. By developing the ZE infrastructure plans required through this agreement, this provides a way for all the necessary information and steps by required entities, including the Ports, to deliver the infrastructure projects (e.g. energy delivery to project site by utilities, licensing to operate charging and/or fueling stations from local governments, issuing of required permits from agencies including to begin construction, etc.). Coordinating this effort into comprehensive plans will help to ensure projects proceed as expeditiously as possible.

Ports Response to Comment 18-4 (question iv.)

Redundancy and back-up power systems are not specifically required as Plan elements, but may be addressed either within and/or outside of the Plans, as appropriate.

Ports Response to Comment 18-5

The Cooperative Agreement contains a robust public process to ensure significant public input from all stakeholders is received as plans are developed. The specific approach that each port will take for updating all stakeholders will be determined as work under the Cooperative Agreement advances. It is anticipated that updates on progress will be shared in Annual Reports prepared pursuant to the Cooperative Agreement, at CAAP Stakeholder Advisory Group meetings, and in various public forums established by each port to guide its plan development and implementation.

Staff Response to Comment 18-5

South Coast AQMD staff will also continue to provide regular updates to the existing AB 617 Community Steering Committees on the agreement implementation status including information received on the Ports' infrastructure plans and their annual reports.

Ports Response to Comment 18-6

Port funds are subject to Tidelands Trust provisions, even if transferred to a third party. As stated in section L. 1., the Clean Air Fund is managed by South Coast AQMD, and the procedures in section L.4 are structured to comply with Tidelands Trust requirements. To streamline the Tidelands Trust compliance process, the Ports will seek approval by Boards of Harbor Commissioners of a pre-approved list of potential mitigation project types, which South Coast AQMD shall publish with their request for projects. If new projects are selected outside the scope of the pre-approved list, the Ports may consult with California State Lands Commission (CSLC) staff and seek Port Board approval if CSLC staff opines it is dissimilar to the Port Board-approved list or may be inconsistent with the Tidelands Trust requirements.

For further clarification on the scope and variety of potential projects that may be considered eligible, the following project types have been deemed Tidelands-compliant by CSLC under the Port of Long Beach Community Grants Program:

- Doors and/or windows replacement
- Air filters and HVAC
- Buffer parks and open space

- Trees and landscaping
- Health programs (related to respiratory/ cardiopulmonary conditions)
- Energy efficiency upgrades (such as LED lighting)
- Renewable energy projects (solar)
- Zero-emission fleet vehicles and chargers
- Bicycling infrastructure
- Pedestrian infrastructure
- Traffic-calming measures
- Sound insulation
- Noise barriers – soundwalls, noise berms
- Multi-benefit regional projects
- Stormwater infiltration or retention
- Stormwater capture or reuse
- Stormwater treatment

Staff Response to Comment 18-6

Staff's intent for spending the funds from the Clean Air Mitigation Fund is to benefit communities most impacted by port pollution, including potential port emission reduction projects, which is consistent with the Tideland Trust requirements. The proposed Cooperative Agreement was updated to now indicate that prior to spending any of the mitigation funds, the South Coast AQMD will conduct a public meeting and allow for written public comments to get public input on how monies should be spent.

Regarding financial consequences due to defaults, the payment amounts were revised to \$50,000 for Tier I, \$100,000 for Tier II, and \$200,000 for Tier III.

Staff Response to Comment 18-7

The suggested study is outside the scope of this current version of the Cooperative Agreement. However, Ports and South Coast AQMD staff will take this suggestion into consideration when we begin negotiations on potential additional measures beyond infrastructure for incorporation into the agreement in Spring 2026.

Staff Response to Comment 18-8

Thank you for the suggestions. South Coast AQMD staff will take these into consideration when we begin negotiations on potential additional measures beyond infrastructure for incorporation into the agreement in Spring 2026.

Staff Response to Comment 18-9

See Main Responses 6 and 7.



VIA ELECTRONIC MAIL

October 22, 2025

Ian MacMillan
Deputy Executive Officer
South Coast Air Quality Management District
Email: imacmillan@aqmd.gov; ports_comments@aqmd.gov

Re: Comments on Proposed Draft Cooperative Agreement with Ports of Long Beach and Los Angeles Released October 10, 2025

Dear Mr. MacMillan:

We submit these comments on the Draft Cooperative Agreement with Ports of Long Beach and Los Angeles released October 10, 2025 (Draft Agreement). Our position has always been clear: rulemaking remains the strongest approach for reducing emissions and protecting public health. It offers transparency, enforceability, and accountability—values that are still lacking from the proposal. The process that produced this Draft Agreement has underscored exactly why. Closed-door discussions have yielded a document still missing critical elements, yet it is being rushed for a vote alongside a resolution asking the Board to effectively bar rulemaking for five years. We urge you to choose a different path.

This proposal focuses solely on infrastructure planning. If this limited-scope agreement is being proposed, the accompanying resolution should be similarly limited in scope. A resolution that severely halts **any** rulemaking on additional port-specific measures, contravenes the 2022 Air Quality Management Plan (AQMP) and the District's duty to protect the public. If there is any hope of gaining public trust in this agency, this reckless waiver of the agency's authority should be reconsidered.

This letter also addresses concerns regarding the structure of the agreement, identifies missing essential elements, and offers suggestions for enhancing transparency and community engagement. Since this Draft Agreement focuses solely on one aspect—zero-emission infrastructure planning—we reserve our comments on the additional, yet undeveloped measures for future discussions.

Comment
19-1

I. The Five-Year Embargo On Rulemaking is Ill-Advised, Premature, and Undermines the District’s Mandate to Improve Air Quality and Protect Public Health

The Draft Agreement includes an unprecedented provision that would prohibit South Coast AQMD from pursuing **any** rulemaking related to port sources for a period of five years. This limitation is both premature and unsound, particularly given that the agreement itself remains incomplete and lacks many of the substantive elements necessary to achieve its stated objectives.

In the Recitals, the Parties state that “it is the intent of the Parties that this Agreement generally meets the objective of the rulemaking elements under AQMP MOB-01, for sources at Ports of Long Beach and Los Angeles.” It further specifies that “[a]bsent further agreement...or further direction by the Governing Board of South Coast AQMD, this agreement is intended to serve as an alternative to any South Coast AQMD-developed **indirect source rule** ...”¹ Yet Section II.D of the Draft Agreement explicitly leaves placeholders for several source categories including ocean going vessels, drayage trucks, cargo-handling equipment, harbor craft, and on-port locomotives— each of which is essential to any comprehensive indirect source rule. These categories remain entirely undefined, with no framework, commitment, or schedules for emission reduction.

Adopting a five-year moratorium on rulemaking under these circumstances would effectively lock in an incomplete agreement that lacks the necessary terms to fulfill its own stated intent. The District would be forgoing its primary regulatory authority without any assurance that the agreement covers the full range of emission sources contemplated by AQMP MOB-01.

Despite statements from some Board members, staff, and agency leadership in recent presentations asserting that the District will retain its rulemaking authority, it is undeniable that such an unequivocal instruction to staff will, in practice, thwart opportunities to go beyond measures the Ports have already conceived. Pre-signing away regulatory power in this way undermines the AQMP, the District’s negotiating leverage, and the agency’s core public health obligations.

The much-discussed “90-day walk-away” clause is inadequate as a safeguard. The issue is not whether the Parties can exit a defective agreement, but whether the District can retain enforceable checkpoints, measurable milestones, and clear backstops that rules can provide if expectations are not met. The clause is far from a “clean exit.” It requires an extensive meet-and-confer process and the prospect of private mediation which can further mire progress through expensive procedural delay for months, if not years. Rather than serving as an “escape valve,” it

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19-2

¹ Proposed South Coast AQMD-POLB-POLA Cooperative Agreement, released October 10, 2025, p.5, § C.1.

risks perpetuating the status quo while constraining the District's ability to pivot to stronger measures.

To more accurately describe the scope of what is currently before the Board, the Recital should be revised to: "*the purpose of this Agreement is to meet objectives of AQMP MOB-15, relating specifically to zero-emission infrastructure planning at the Ports.*" This would align the document with its true, limited focus. A resolution by the Board, if this Draft Agreement is adopted, should similarly be limited in scope. A five-year embargo on rulemaking across all port sources—particularly when critical components remain undeveloped—is ill-advised, inconsistent with AQMP mandates for enforceable emission reductions, and contrary to the public health mission of the District.

Comment 19-2,
Cont'd

II. Infrastructure Planning Must Be Anchored to Emission-Reduction Targets

Port leadership has publicly stated that their proposed measures will deliver "quantifiable emission benefits."² For those assurances to have any meaning, measures on infrastructure planning must explicitly link infrastructure planning to measurable air pollution reduction outcomes.

As the District considers which path to take for zero-emission infrastructure planning alone, it is essential that these measures be structured around clear, measurable emission-reduction targets. Infrastructure investment is not an end in itself; it is a means of achieving quantifiable emissions reduction benefits.

Comment
19-3

Zero-emission infrastructure planning measures that the District adopts, and the substantial investments it makes, cannot be treated merely as construction projects or equipment pilot programs—they must be explicitly tied to the air quality and public health outcomes the air basin must achieve, as identified in the 2022 AQMP. The Ports have already demonstrated an ability to produce emission-reduction projections and set targets. For example, their earlier clean-air initiatives in the Clean Air Action Plan 2017 Update established reduction benchmarks for NO_x, SO_x, and diesel particulate matter relative to 2005 levels.³ Those experiences show that the Ports are capable of quantifying predictable emission reductions and tracking performance when required to do so.

Accordingly, any measure the District adopts on zero-emissions infrastructure planning should require that each plan submitted by the Ports:

² Gene Seroka & Mario Cordero, *A Path Forward to Cleaner Air at the Ports*, ORANGE COUNTY REGISTER (July 31, 2025), <https://www.ocregister.com/2025/07/31/gene-seroka-and-mario-cordero-a-path-forward-to-cleaner-air-at-the-ports/>

³ Letter from Wayne Natri, Exec. Officer S. Coast Air Quality Management Dist., to Gene Seroka, Exec. Dir., Port of L.A., & Mario Cordero, Exec. Dir., Port of Long Beach (September 18, 2017).

- **Quantify planned emission reductions** (criteria pollutants and GHGs) enabled by the proposed infrastructure; identifying the relevant equipment categories, deployment volumes supported, and timelines;
- Include a **scoring or evaluation mechanism** assessing projects for their projected emission-reduction potential and deployment feasibility;
- Establish **interim milestones and target years** consistent with the AQMP and regional attainment deadlines;
- **Prioritize investments** that yield the most significant near-term reductions and accelerate zero-emission technology deployment; and
- Establish **clear guidelines and criteria** for establishing targets and reporting outcomes.

By tying infrastructure planning to specific emission-reduction targets, the District can ensure that investments and plan development remain purpose-driven, transparent, and accountable. Anything less risks transforming infrastructure measures into process steps divorced from performance outcomes that matter to the air basin. Any infrastructure planning measure the District adopts must make clear that success will be judged by actual emission reductions and community health improvements, not by the number of chargers or projects planned.

To ensure these infrastructure measures deliver on their promise, they must also include robust monitoring, evaluation, and course-correction mechanisms. Establishing targets is only meaningful if the District retains the authority and data to determine whether the most relevant outcome, improved air quality, is being achieved. The measures adopted should therefore require regular progress reports, independent verification, and defined checkpoints at which the District can reassess performance and, if necessary, pursue further rulemaking or other enforceable actions. Infrastructure planning must remain a dynamic, adaptive process that responds to real-world results and keeps the Basin on track towards clean air.

III. Reporting, Public Health Baselines, and Community Participation Should Be Integrated into Infrastructure Planning Measures.

To ensure accountability, transparency, and measurable health benefits, any measure the District adopts must include strong provisions for reporting, community participation, and public health evaluation. These components are crucial for tracking real progress toward the emission-reduction and health-equity goals that the Parties acknowledge are essential. These goals are not just relevant to the harbor area, but also impact residents living throughout the South Coast Air Basin. For this reason, the District must insist on more robust reporting and data sharing where available—especially with respect to reported outcomes.

A. Public Health Baseline and Measurement of Progress.

A credible reporting and evaluation process begins with a baseline assessment of community health conditions. The measure that the District adopts should require that a health-impact

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19-4

baseline be established at the outset of implementation, beginning with the submission of the first infrastructure-planning materials. This baseline must capture respiratory and cardiovascular indicators, cancer-risk levels, and exposure data for residents living near ports, associated rail facilities, and freight corridors.

There is strong precedent for this approach. Under the California Air Resources Board's 2005 Statewide Railyard Agreement with railroad companies, the parties agreed to prepare railyard emissions inventories in addition to health risk assessments for 17 major railyards statewide, which CARB reviewed and used to produce health risk assessments between 2007-2009. That agreement explicitly contemplated uniform criteria to assess toxic air contaminants at railyards, serving as an initial health baseline to track progress and guide mitigation.⁴

Ports and industry stakeholders who stand to gain from the deployment of zero-emission infrastructure should help fund and participate in this process, regardless of which path the District adopts. Establishing a baseline ensures progress can be measured over time, that emission-reduction claims are grounded in real-world outcomes, and that the District can verify whether adopted measures will deliver on its obligation to protect public health.

B. Reporting and Transparency

Any adopted measure must require regular and transparent reporting that allows the public and policymakers to track performance over time. Reporting should:

- Be targeted with completion of phased infrastructure planning, with interim updates during early implementation phases;
- Quantify emission reductions relative to established baselines;
- Include metrics on technology deployment, infrastructure utilization, public health impacts, and associated pollution reductions; and
- Be published online in a publicly accessible format with archived data for independent review.

Importantly, the current proposal delays the first annual report until **2029** —a year before the Ports' own 2030 deadlines for achieving 100% zero-emissions in certain categories. That timing is far too late to provide meaningful accountability or allow the District to course correct. Instead, annual reporting should begin with the first phase for infrastructure planning, following a staggered schedule aligned with each planning phase. A Phase I Annual Report should be submitted the year following the initial plan approval to assess the pace of implementation and verify early results.

⁴ California Air Resource Board, *Railyard Health Risk Assessments and Mitigation Measures*, Available at: <https://ww2.arb.ca.gov/resources/documents/railyard-health-risk-assessments-and-mitigation-measures>, last visited October 21, 2025.

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19-4,
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19-5

As part of that first phase, commercial harbor craft should be explicitly included in planning requirements. During the 2024 working group process, several harbor craft operators indicated they were ready to transition to zero-emission technology but required terminal cooperation to ensure adequate charging capacity. Elevating this category into Phase I would align with both readiness and opportunity for early emission reductions.

Comment
19-5, Cont'd

C. Community Access and Participation

Accountability also depends on direct involvement from impacted communities in evaluating outcomes. Any measure the District adopts should establish a Community and Public Health Advisory Panel, composed of representatives from AB 617 communities from throughout the basin, local public health advocates, and residents most affected by freight and port pollution. This panel should:

- Play a role in evaluating initial plans submitted and revisions as well as review periodic progress reports and provide recommendations directly to AQMD staff and the Governing Board;
- Participate in public evaluation sessions where updated data and milestones are presented; and
- Help prioritize mitigation and infrastructure investments that facilitate more equitable distribution of benefits and considerations.

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19-6

To ensure meaningful public participation, the process for developing and reviewing draft plans must be substantially strengthened. The current proposal for brief review windows is insufficient and should be bolstered. AQMD and the Ports must engage community stakeholders early and often, before plans are finalized, and allow time for substantive input during development. Once draft plans are released, the public review period should extend well beyond 14 days prior to a vote. At a minimum, a 90-day public comment period should be provided for any proposed revision or plan update. More robust engagement with communities ensures transparency, informed participation, and builds trust in the process.

Such a framework also ensures that evaluation of progress is informed by both scientific expertise and lived experience, and reinforces the principle that environmental justice communities must not only be consulted but have continuing and meaningful roles in oversight, decision-making, and co-design of measures to improve conditions for their communities.

D. Checkpoints and Course Correction

Any measure ultimately adopted should include clear checkpoints and triggers to evaluate whether emission-reduction and public health milestones are being met. Where progress lags, the District must retain full authority to pivot to stronger actions, including new rules and

Comment
19-7

enforcement measures. This ensures flexibility, accountability, and alignment with the AQMP's objectives.

Regular, phase-based reporting—beginning early in implementation—will also allow the District to identify and address hurdles, recalibrate priorities, and accelerate policy requirements and investments in underperforming areas. This structure provides both the transparency and responsiveness necessary to ensure that adopted measures deliver real, timely, and measurable pollution reduction benefits to the basin's most impacted communities.

Comment
19-7, Cont'd

IV. Definitions, Need for Clarification, and Drafting Concerns

In addition to the previously identified concerns regarding the drafting of the recitals and objectives of the proposed agreement, particularly the need to align them more closely with the limited, infrastructure-only provisions currently before the Board, there remain significant clarity and drafting issues that must be addressed. These issues relate to both the key definitions and to provisions that would improperly constrain the District's authority.

A. Mitigation Funding and Ill-Defined Tidelands Trust Nexus Requirement

The Draft Agreement's proposed mitigation fund structure raises substantial legal and practical concerns. As drafted, it would arbitrarily subject the South Coast AQMD to the Tidelands Trust Doctrine, despite the District not being a trust grantee and having no specific jurisdictional nexus. Subjecting a regional air quality agency to a legal framework intended to advance commerce, navigation, and other waterway preservation issues, rather than public health and air pollution control, is both inappropriate and illogical.

The proposed structure would limit the District's discretion to direct mitigation funding toward needed projects flowing from air quality and community health priorities identified in this process and instead tether those decisions to the largely economic and recreational purposes of the Tidelands Trust. The effect would be to shift control over mitigation resources away from the regulatory agency charged with protecting the basin's air and back toward the very agencies whose actions necessitated the mitigation in the first place.

Comment
19-8

Compounding this problem, the projects that will be subject to the Tidelands Trust Doctrine have yet to be specifically identified. The Board is effectively being asked to approve an incomplete framework and only later learn from the Harbor Commissions which projects, funds, or facilities will be covered by these restrictions. This is yet another instance demonstrating how the agreement expected to go to a vote remains unfinished and undefined. The District should not forego its authority to administer mitigation funds—presumably derived from defaults or violations of the agreement, only to have their use dictated by the same Parties responsible for those breaches.

It would be absurd for the District, whose jurisdiction encompasses 17 million residents across four counties, to voluntarily subject itself to a tidelands doctrine designed primarily to protect commerce, navigation, and land use rather than public health. To enter a binding agreement now, without even knowing which projects are subject to the Tidelands Doctrine or what limitations that will entail, and do so while simultaneously waiving the District's future regulatory authority, is indefensible.

The District should instead retain full administrative control over any mitigation funds it collects and establish a Community Health Impact Advisory Council, inclusive of impacted-community representatives, to guide and prioritize the use of those resources in alignment with the District's own statutory mission. If the District needs to understand which port-managed properties are subject to the doctrine for other reasons, then said properties should be explicitly identified in the Agreement and explained avoid any jurisdictional confusion.

B. Definition of Key Terms

The Draft Agreement also lacks clarity in its operative definitions, further demonstrating how the document is incomplete and in need of revision before Board consideration.

- **Definition of "Zero Emissions"**: The reference to "zero-emission fuel type" should be deleted. The definition of "Zero Emissions" sufficiently focuses on the outcome: the absence of criteria pollutants and greenhouse-gas emissions at the point of operation. The definition for "Fuel Type" proposed in PR 2304 more appropriately keeps these two concepts separate. The version in the Draft Agreement confusingly conflates the two.
- **Definition of "Milestone"**: The Draft Agreement should clearly define milestones as **specific, measurable progress markers** tied to emission-reduction outcomes, reporting obligations, and evaluation checkpoints. This will ensure accountability and enable course correction by the District when goals are not being met.
- **Definition of "Financial Infeasibility"**: The term must be narrowly and objectively defined. The inability to secure a grant, the loss of a single funding opportunity, or aversion to a grant requirement cannot, alone, constitute financial infeasibility. Before invoking infeasibility, the Ports must demonstrate that all other funding avenues, including the prospect of using their own reserves and reinvestment opportunities, have been exhausted. Otherwise, this term becomes a loophole allowing the Parties to avoid commitments whenever external funding proves inconvenient.

Finally, it is unclear why other functional definitions from the last draft of PR 2304 were not included. These basic terms, including what is meant by *construction*, *design*, and *energy demand*, in addition to *harbor craft*, *drayage truck*, *cargo handling equipment*, *ocean-going vessel*, *locomotive*, and *switcher*, all seem fundamental to a clear understanding of what the Draft Agreement is proposing and what commitments will be made.

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19-8,
Cont'd

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19-9

V. Conclusion

To close, we urge the District to take the time needed to get this right. We strongly favor rulemaking. The measures ultimately adopted must be enforceable, transparent, and centered on public health with clear targets, early reporting, community oversight, and full accountability for results. We stand ready to continue working with staff to develop strong, durable measures that deliver real emission reductions in the end and ensure that community voices are heard throughout the process. This work must begin by preserving the District's ability to use all tools at its disposal, including rulemaking, as measures to implement the AQMP are being created.

Comment
19-9, Cont'd

Thank you for considering our comments.

Sincerely,

Fernando Gaytan
Senior Attorney
Earthjustice

Jennifer M. Cardenas
Campaign Organizer
Sierra Club

Alison Hahm
Staff Attorney
Natural Resources Defense Counsel

Cristhian Tapia-Delgado
Climate Campaigner
Pacific Environment

Marven E. Norman
Environmental Policy Analyst
Center for Community Action and Environmental Justice

Theral Golden
Organizer
West Long Beach Association

Paola Vargas
Long Beach Organizer
East Yard Communities for Environmental Justice

Peter M. Warren
Spokesperson
San Pedro & Peninsula Homeowners Coalition

MacMillan, SCAQMD

10 of 10

October 22, 2025

CC: Elaine Shen, Planning & Rules Manager

Email: eshen@aqmd.gov

Dr. Sarah Rees, Deputy Executive Officer

Email: SRees@aqmd.gov

Responses to Written Comment #19:

Staff Response to Comment 19-1

Please see Main Responses 1 and 3 regarding the shift from rulemaking to development of a Cooperative Agreement and the public process during this development. Please see Main Response 5 regarding emission reductions. Please see Main Response 6 regarding the pause on rulemaking.

Staff Response to Comment 19-2

Please see Main Responses 6 and 7 regarding the pause on rulemaking and addressing MOB-01.

The objective of the Cooperative Agreement is to implement the new CAAP measures in Section II.D. and Attachment A to directly reduce emissions and/or facilitate future quantifiable emission reductions from port-related operations. Installing port ZE infrastructure is the critical first step to facilitate the long-term emission reductions from the ports, which is the intent of Attachment A. The additional CAAP Plus measures in Section II.D. are subject to future negotiations, to be pursued immediately if the current agreement is approved, with the opportunity for public input to define the framework, commitments, and schedules of the port-source categories. Negotiation on the additional measures requires additional time and this segmented approach allows an expeditious pathway to address the critical first step of infrastructure development. Regarding the 90-day exit clause, based on stakeholder feedback, the ability for South Coast AQMD to exit the contract was reduced from 90 days to 45 days in order to maintain the ability to quickly pivot through future South Coast AQMD Governing Board action if conditions change. Regarding private mediation, this is an option and not a mandatory step per language in the proposed Cooperative Agreement (“Any dispute not resolved in the normal course of business may be submitted for mediation by the Parties [...]”).

Staff Response to Comment 19-3

Please see Main Response 5 on emission reduction targets. In addition, the draft Board Resolution was revised to direct staff to calculate potential emissions benefits of using the infrastructure included in plans.

For interim milestones and target years, the Ports are required to set planning targets for port zero-emission infrastructure as specified in Section A.2.b. of Attachment A of the Cooperative Agreement as well as Port milestones and their anticipated timelines for each identified infrastructure project as specified in Sections A.2.e.i. and A.2.e.ii. of Attachment A. Ports can establish as many planning targets and milestones as the plans and identified projects call for based on their own policies and goals as well as other considerations. When the Ports’ draft/revised draft plans are received by South Coast AQMD or their draft plans released to the public for review, both South Coast AQMD and the public can weigh in on the milestones and infrastructure planning targets set in the plans as it relates to air quality policies and attainment goals.

The proposed agreement requires regular progress reporting of plan implementation following approval on an annual basis, verification of the infrastructure plans by South Coast AQMD, and regular reports to the South Coast AQMD Governing Board on the implementation status of the agreement.

Ports Response to Comment 19-3

Each project will be developed in conjunction with the individual operators and applicable users. Considerations include emission-reduction potential, deployment feasibility, operational impacts, and cost feasibility. Although there will not be a quantitative scoring or evaluation mechanism, the Ports and operators strive to plan for cost-effective projects.

Staff Response to Comment 19-4

A health impact assessment and/or health risk assessment are outside of the scope of this proposed agreement, which solely focuses on infrastructure planning and implementation. However, staff appreciates the suggestion and will take this into consideration when we begin negotiations on potential additional measures beyond infrastructure for incorporation into the agreement in Spring 2026.

Staff Response to Comment 19-5

Annual reporting, milestones updates, and making plans publicly accessible are required in the proposed agreement. The draft Board Resolution will direct staff to calculate potential emissions benefits of using the infrastructure included in the plans, which would require use of baselines. Metrics on technology deployment, infrastructure utilization, public health impacts, and associated pollution reductions are the next phase following infrastructure development, which is the focus of the current proposed agreement. However, staff will consider this suggestion when we begin negotiations on potential additional measures beyond infrastructure for incorporation into the agreement in Spring 2026. As for the first annual report required from the Ports to be due in 2029, this is approximately 13 months (about one year, as suggested in the comment) following the approval of the first Phase 1 Plan, which is no later than December 31, 2027. Staff agrees that the annual reporting should align with timeline as each plan is developed; thus, a one-year timeframe to report on the plan implementation is appropriate to allow for significant progress to be demonstrated on the delivery of the infrastructure projects, and the first annual report is due approximately one year following the Phase 1 Plan approval.

Ports Response to Comment 19-5 (regarding harbor craft)

The Ports are currently working on a number of initiatives related to harbor craft infrastructure planning. The Ports are funding several new Technology Advancement Program projects for zero-emission harbor craft, and the Port of Long Beach is overseeing an incentive program to accelerate the deployment of zero-emission harbor craft. These early deployments will provide critical information for a comprehensive harbor craft infrastructure plan, but the Ports need time for these projects to proceed to learn from them. The Ports will continue to work on harbor craft infrastructure efforts – including installation of necessary charging infrastructure – even as they develop the infrastructure plan pursuant to this Cooperative Agreement.

Staff Response to Comment 19-6

Please see Ports Response to Comment 18-5.

Figure 1 below shows the plan development process and multiple periods for public participation. The public process is designed to balance the need for public input as well as the time needed to prepare plans and expeditiously move to implementation.

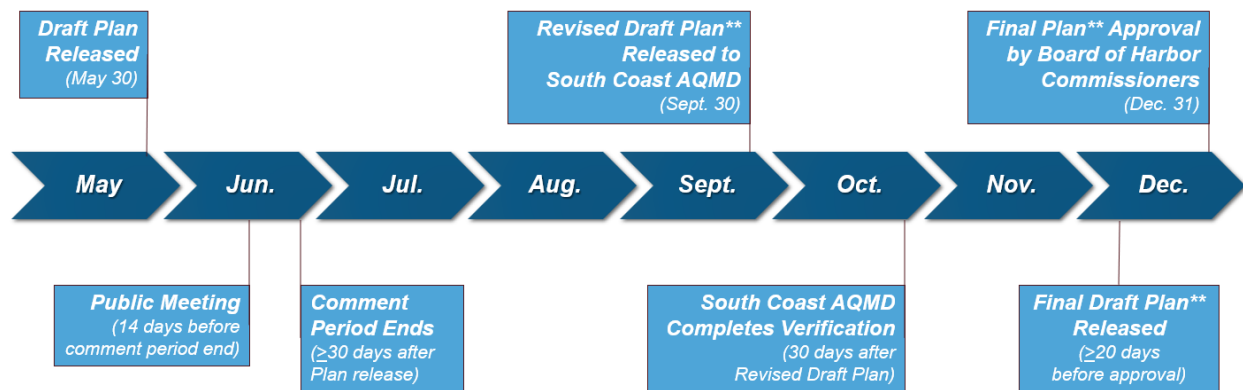


Figure 1. Development Process and Key Due Dates for Each Phase Plan

Staff Response to Comment 19-7

The proposed Cooperative Agreement and Board Resolution include the checkpoints, flexibility, and accountability described in the comment. Staff will regularly report to the South Coast AQMD Governing Board and the public on the progress being made for each phase of plan implementation. The ports will also be conducting their own public processes in parallel as they develop their infrastructure plans.

Staff Response to Comment 19-8

Please see Response to Comment 18-6.

Staff Response to Comment 19-9

For the purposes of this proposed agreement, it is appropriate to have definitions for “Zero-Emission” and “Zero-Emission Energy Type” as the first describes the type of technology to be charged or fueled by the planned infrastructure, and the second describes the type of energy to be supplied by the planned infrastructure. This distinction is needed as they each refer to different concepts.

Sections A.2.e.i. and A.2.e.ii. of Attachment A designate milestones as role(s), whether primary or secondary, that the Port has in an infrastructure project and the anticipated timeline that the Port is expected to complete this role. Staff believes that milestones are clearly defined in these sections and appropriately demonstrate specific, measurable progress toward completion of a project toward a planning target as specified in the plan.

Construction and design are expected to be phases in the proposed project schedules to be provided in the plans. However, definitions of specific phases are project-dependent, and thus, it is more appropriate that they be described in the infrastructure plans rather than as a definition in the agreement. Energy demand is not a term included in the proposed agreement, so it was not included in Attachment B.

As for the definitions for each port emission source category to be included in the ZE Plans (i.e., cargo-handling equipment, drayage trucks, local switcher locomotives, harbor craft, and ocean-going vessels), the types of equipment, vehicles, or vessels in each category will be consistent with how the Ports have classified them in their annual emissions inventory reports since 2005. For local switcher locomotives, they refer to the locomotives used for on-port switching

operations in the emissions inventory reports. For drayage trucks, they are referred to in the emissions inventory reports as heavy duty vehicles servicing the Ports' terminals, most of which are also registered in the Ports' Drayage Truck Registry. For more details, please see: <https://www.portoflosangeles.org/environment/air-quality/air-emissions-inventory> (for the Port of Los Angeles) and <https://polb.com/environment/air/#emissions-inventory> (for the Port of Long Beach).

Ports Response to Comment 19-9

The Ports' Boards of Harbor Commissioners are required to prioritize their budgeting and expenditures to operate, and make capital improvements to operate, their respective Ports, as required by their City Charters and Tidelands Trust requirements. As the Ports' budgets have limitations and are affected by changes in available grant opportunities and business circumstances beyond their control, such as international trade and tariff policies and resultant fluctuating cargo volumes, it is possible for necessary operational priorities to reduce the available budget for zero-emissions expenditures. If adjustments due to financial infeasibility affect timelines for meeting interim milestones, South Coast AQMD will be notified and updates will be identified in Annual Reports. If any adjustment due to financial infeasibility will result in modifications to achieving Planning Targets, those modifications will be considered through a public process including requiring action by the Ports' Board of Harbor Commissioners.

Written Comment #20 from Pacific Merchant Shipping Association



Ian MacMillian
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, California 91765

Heather Tomley
Port of Long Beach
415 West Ocean Boulevard
Long Beach, California 90802

David Libatique
Port of Los Angeles
425 South Palos Verdes
San Pedro, California 90731

Delivered via e-mail: ports_comments@aqmd.gov

Subject: Comments on Proposed Cooperative Agreement between South Coast Air Quality Management District and the Ports of Long Beach and Los Angeles

Dear Mr. MacMillian:

Thank you for the opportunity to provide comments on the proposed Cooperative Agreement between the South Coast Air Quality Management District (SCAQMD) and the Ports of Long Beach and Los Angeles. On behalf of its members serving the Ports of Long Beach and Los Angeles, the Pacific Merchant Shipping Association (PMSA) wishes to express its support for the Cooperative Agreement.

The proposed Cooperative Agreement exemplifies the collaborative approach that has successfully reduced diesel emissions in and beyond the San Pedro Bay port complex by 90%. The Cooperative Agreement will plan and implement a zero-emissions infrastructure plan faster and with less uncertainty than what would have been possible through a regulatory approach. In addition, given the recent changes in regulation and policy at a national level and the subsequent follow-on effects in California, a collaborative approach is more sustainable, will engender high levels of participation, and is more likely to succeed at reducing more emissions faster and with less potential disruption.

While PMSA supports the Cooperative Agreement, there are a number of technical issues that should be addressed within the agreement.

Comment
20-1

Protect Business Confidential Information

Marine Terminal Operators and Ocean Carriers compete on a number of bases; this includes environmental performance. PMSA's members have been working on reducing emissions, improving efficiency, managing costs, and facilitating economically feasible decarbonization for over 20 years. To that end, every decarbonization strategy that has been implemented in San Pedro Bay has been unique. This reflects the innovation and competitiveness that the maritime industry brings to finding solutions for complex operational problems. And, decarbonization continues to be among the most challenging and most capital-intensive problems facing the industry today.

As a result of these concerns, and especially because there exists the potential for business winners and losers with respect to the nature, location, timing, and scale of the implementation of port-related infrastructure, the processes embodied by the Cooperative Agreement must protect the confidential business information that is part and parcel of developing a decarbonization strategy.

PMSA strongly recommends that the Cooperative Agreement explicitly protect Business Confidential information. Moreover, whenever any specific private terminal or carrier information is utilized, we request that the Cooperative Agreement direct that a method similar to data collection for the ports' annual emissions inventory be used: engage a third party that to collect data, protect that data through non-disclosure agreements, and submit aggregated, anonymized data through tenant's respective ports. This will ensure that confidential data is protected and provide terminal operators and ocean carriers with the confidence to participate in data collection efforts.

Comment
20-2

Schedules Must Accommodate Any Need to Modify Leases

One outcome of infrastructure planning and development for zero-emissions infrastructure will likely be the need to modify existing leases within the harbor complex, as zero-emissions infrastructure will ultimately require significant investments on the part of both the ports and their tenants. These financial commitments will require a long-term horizon in order to make such investments viable.

The Cooperative Agreement contains an accelerated schedule to develop and begin implementing an infrastructure plan. However, it is unclear how the development of that plan will interact with any future lease modifications that may be required or if the plans themselves would incorporate the impact of future lease negotiations on schedule. Alternatively, it is unclear if the plans intend to avoid addressing lease negotiation timeline considerations by limiting plan scope to areas outside leased premises. Either way, PMSA urges SCAQMD and the ports to address the interplay of the Cooperative Agreement and leases upfront in their infrastructure plans by allowing for schedules to accommodate any needed lease modifications.

Comment
20-3

Addressing Uncertain Technology Pathways and Planning for Demonstration Setbacks

The ultimate zero-emission technologies that will be used throughout San Pedro Bay remain uncertain. One of the outcomes of this technology uncertainty is encountering inevitable technology dead ends.

Comment
20-4

Whether it is operational constraints, range limitations, financial constraints, or other equipment parameters, some of the demonstrations will not be successful. This will result in new deployments starting anew with an upgraded technology platform. While some will view this as a failure, it is, in fact, a feature of technology development. This process is already ongoing in San Pedro Bay and needs to be reflected in any infrastructure planning. For example, several significant zero-emission deployments have already been rendered obsolete and will need to be wholly replaced. However, it is unclear how the Cooperative Agreement or subsequent infrastructure plans will accommodate this process. PMSA encourages SCAQMD and the ports to be explicit in how this normal, natural, and good faith technology development process will be accommodated throughout the term of the agreement.

The recent changes in the regulatory framework nationally and, as a result, in California serve only to increase this uncertainty and, possibly, delay equipment deployments. For example, with respect to cargo-handling equipment, both electrification and hydrogen remain contenders, including a possible mix of technologies. Until terminal operators understand which technologies will meet their operational needs, and which decarbonization pathways may be favorably or unfavorably viewed by regulators and utilities, the infrastructure plans envisioned under the Cooperative Agreement need to be sufficiently adaptable to allow both technologies to be supported.

Similarly, from a vessel perspective, alternative maritime fuels are the most likely candidate to further decarbonization. Approximately 80% of new, large containership orders are natural gas- or methanol-capable. However, their use in San Pedro Bay will be contingent on the availability of alternative fuels in San Pedro Bay. Yet, natural gas or methanol may not be the vessel fuel endpoint, with possibilities such as hydrogen and ammonia among future possible contenders. Again, infrastructure plans must be sufficiently adaptable to allow for this shifting landscape. PMSA requests that the Cooperative Agreement reflect this uncertainty and encourage future infrastructure planning to support the current dual fuel fleets and remain fuel agnostic.

Maintain Flexibility for Changing Circumstances

Over the past five years, the port complex has seen a pandemic, a significant cargo decline, a significant cargo surge, and multiple rounds of tariffs, among the backdrop of all the other issues facing the maritime industry and Southern California. The Cooperative Agreement is a more flexible vehicle to deal with changing economic conditions than a regulatory approach could ever be. That flexibility should be emphasized. Ultimately, an economically successful port is necessary for an environmentally successful port. The transition to zero-emissions will be long and expensive. The only way to ensure the resources are available to fund this transition is by ensuring that this port complex can attract the cargo that will generate the necessary revenue. If the plan is not flexible it will risk cargo diversion. With cargo diversion, Southern California will lose twice. First, the ports and their tenants will lose the resources necessary to fund the transition. Second, it will divert cargo to less environmentally sustainable ports that will further slow decarbonization.

Comment
20-4,
Cont'd

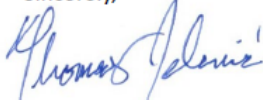
Comment
20-5

Conclusion

PMSA supports the Cooperative Agreement. The transition to zero emissions in San Pedro Bay will be difficult and expensive. This agreement represents the best chance to complete that transition successfully. PMSA encourages SCAQMD and the Ports of Long Beach and Los Angeles to consider the comments presented here that will strengthen the agreement, create agreement resiliency, feasibility, and flexibility, and ensure that the Ports and their customers will be capable of meeting the challenges of future circumstances without damaging our economic competitiveness.

PMSA looks forward to working with the staff of SCAQMD, Port of Long Beach, and Port of Los Angeles through the implementation of the Cooperative Agreement.

Sincerely,

A handwritten signature in blue ink, appearing to read "Thomas Jelenić".

Thomas Jelenić
Vice President

Comment
20-6

Responses to Written Comment #20:

Staff Response to Comment 20-1

Staff acknowledges the significant emission reductions from port sources compared to the 2005 levels. State, federal, and international regulations are important driving forces behind these reductions, which are also facilitated by numerous local efforts including grants and incentives, port and industry initiatives, and community advocacy for actions.

Staff Response to Comment 20-2

In order to fulfill its role of reviewing and verifying plans as specified in the agreement, South Coast AQMD will need terminal level information as it pertains to the content required for the ZE infrastructure plans. South Coast AQMD routinely handles and protects business confidential information for many of the 28,000+ facilities that we regulate, including withholding trade secret information from the public and other facilities, consistent with South Coast AQMD's Guidelines for Implementing the California Public Records Act. (available at:

<https://www.aqmd.gov/docs/default-source/default-document-library/Guidelines/praguidelines.pdf>).

Ports Response to Comments 20-2

If the Ports believe confidential information is included within a plan, annual report, or draft plan modification, the Ports will submit these in two formats. One version shall be unredacted and marked confidential (i.e., trade secret or confidential business information), and another version that has redacted all information that the Port believes should be kept confidential consistent with South Coast AQMD's Guidelines for Implementing the California Public Records Act.

Staff Response to Comment 20-3

The proposed agreement anticipates that in developing their infrastructure plans the Ports may need to work with their tenants to seek negotiations on potential amendments to leases and/or operating agreement if such amendment(s) are deemed necessary by the Port as to its own tenants (see Section I.C.6. of the proposed Cooperative Agreement and Section D.2.a.v. in Attachment A of the agreement). The infrastructure plan development takes into consideration port and tenant operations including any lease negotiations necessary to proceed with zero-emission infrastructure projects on tenant premises (see Section A.3. ZE Plan Considerations in Attachment A). If additional time is needed beyond the draft, revised draft, or proposed final ZE plans to allow the Ports and their tenants to work out any details going into the plan related to any necessary potential lease negotiations, the Ports can request for time extensions to these plan deadlines. If lease negotiation timeline(s) impact the anticipated project delivery timeline(s) and potentially a planning target set in a final approved plan must change, the Ports can prepare a plan modification to accommodate this change.

Staff Response to Comment 20-4

In developing the infrastructure plans, the Ports will need to consider the state of the technology and industry market as well as feasibility for each source category, as provided in Section B.3.j. in Attachment A, and the agreement anticipates that there may be changes in technology pathways as more information becomes known, technologies are tested and/or advanced, and investment decisions change. The agreement has built in processes to accommodate this concern by allowing for plan modifications.

Staff Response to Comment 20-5

Staff recognizes the changing circumstances at the ports as it relates to cargo and the expressed need for flexibility. As stated in Section I.C.3 of the proposed agreement, the proposed agreement is not intended to limit cargo volume. There are processes built into the agreement to allow for flexibility, which include:

- Ability to modify a plan if the original plan is not feasible and the modification(s) is more appropriate;
- A force majeure clause (Section II.J.);
- A walk-away provision stating that at any point during the term of the proposed agreement any party may choose to withdraw from the agreement, provided a 45-day notice; and
- Board Resolution language where the South Coast AQMD Governing Board will direct staff to recommend to the South Coast AQMD Governing Board, before the end of the term of the agreement, to amend or create a new agreement.

Staff Response to Comment 20-6

Please see responses above.



October 22nd, 2025
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

Delivered electronically: ports_comments@aqmd.gov

RE: Comments on Potential Cooperative Agreement with the Ports of Long Beach and Los Angeles; Protecting the Health of Inland Empire Communities

Dear SCAQMD staff,

We, the undersigned organizations serving and representing Inland Empire communities, stand in firm opposition to the proposed Cooperative Agreement in its current form. While collaboration toward clean air goals is essential, this agreement, as written, fails to protect the health of millions of Southern California residents and undermines urgently needed accountability measures. We urge the South Coast Air Quality Management District (SCAQMD) staff to adopt changes that address concerns about the deliverability and lack of accountability that this measure presents.

For decades, communities across the Inland Empire have lived with the consequences of unchecked port pollution. Nearly 40% of the nation's imported goods move through the Ports of Los Angeles and Long Beach¹, traveling east along the I-10, 60, and 215 corridors into our neighborhoods. The result of this high volume goods movement is some of the worst air quality in the country, with children in Riverside and San Bernardino counties suffering some of the highest asthma rates in California², and frontline communities experiencing increasing risk of heart and lung disease, cancer, and premature death.

Our region bears the brunt of the state's goods movement economy, yet we are often left out of decisions made at the ports that shape our air, our health, and our climate future.

¹ https://www.portoflosangeles.org/references/news_091721_speedcargo

² <https://www.lung.org/research/sota/city-rankings/states/california>

Comment
21-1

The proposed Cooperative Agreement and Board resolution would halt new clean air rulemaking for five years without any binding guarantees that meaningful progress will occur during that time. This pause would come at the expense of the most overburdened communities in Southern California, including those of us in the Inland Empire who live with daily freight traffic and diesel exhaust from the port's supply chain.

Comment
21-1,
Cont'd

We cannot afford five more years of delay.

We urge the Ports and SCAQMD to adopt the following amendments before approving this MOU:

Comment
21-2

1. Include a failsafe accountability clause: If either the agreement is nullified before its intended termination date or the Ports consistently fail to meet agreed-upon actions, SCAQMD should automatically restart the PR 2304 rulemaking paused by the Resolution to ensure emission reductions are achieved.
2. Establish mandatory milestones and progress reporting: The agreement should require transparent, public benchmarks for achieving the Clean Air Action Plan (CAAP) 1-5 goals, including regular quantification of emission reductions, technology adoption rates, and community engagement updates. This measure is necessary for SCAQMD, stakeholders, and community to gauge if and how progress is being made compared to agreed-upon actions from the Ports.
3. Set clear emissions targets and independent monitoring: Define measurable air quality outcomes with independent verification to ensure the Ports are truly reducing pollution and not simply shifting emissions elsewhere. Emissions data is also integral to gauging potential health benefits to residents of the air basin.

Comment
21-3

Without these amendments, this Cooperative Agreement risks becoming a shield for inaction, allowing continued harm to the Inland Empire and the broader Southern California region.

Our communities deserve a living agreement, one that drives measurable progress, centers environmental justice, and prioritizes health over convenience. We urge the Ports and the SCAQMD Board to strengthen this MOU before adoption and ensure it reflects real accountability to the residents most affected by port pollution.

Comment
21-4

As SCAQMD considers this and future agreements, a fair, transparent, and inclusive public process must be foundational to ensure that communities most impacted by port-related pollution have a meaningful voice in shaping the decisions and implementation plans that affect their health and quality of life.

Clean air cannot wait another five years.

Sincerely,

Ashley Jackson

Inland Empire Regional Organizer
California Environmental Voters

Jen Larratt-Smith
Chair
Riverside Neighbors Opposing Warehouses (R-NOW)

Ana Gonzalez
Executive Director
Center for Community Action and Environmental Justice (CCA EJ)

Jenna LeComte-Hinely
Chief Executive Officer
HARC, Inc. (Health Assessment and Research for Communities)

Jocelyn Joz Sida
Chapter Director
Sierra Club San Geronimo

Staff Responses to Written Comment #21:

Response to Comment 21-1

Please see Main Response 2 regarding enforceability and accountability in the agreement. Please see Main Response 3 regarding the public process conducted in developing this agreement. Please see Main Responses 6 and 7 regarding the five-year pause on rulemaking.

Response to Comment 21-2

The South Coast AQMD Governing Board has sole decision-making authority on directing staff's priorities. Thus, the agreement cannot include terms regarding current or future South Coast AQMD Governing Board decisions. Due to the South Coast AQMD Board having this sole authority, staff will report to the South Coast AQMD Governing Board on the implementation status of the agreement and recommend to the South Coast AQMD Governing Board, before the end of the term of the agreement, to either extend, amend, or create a new agreement, or to pursue rulemaking. If a future South Coast AQMD Governing Board decision finds that another path, like rulemaking, should be pursued, then the South Coast AQMD Governing Board at that time can direct staff to restart rulemaking.

Response to Comment 21-3

The current proposed Cooperative Agreement focuses on infrastructure planning and implementation, and thus, has mandatory milestones and progress reporting with respect to implementation of the infrastructure plans. Staff will take your suggestions into consideration when we begin negotiations on potential additional measures beyond infrastructure for incorporation into the agreement in Spring 2026.

Response to Comment 21-4

See Main Response 5 on emission reductions. Regarding clear emissions targets and independent monitoring related to air quality outcomes, staff will take your suggestions into consideration

when we begin negotiations on potential additional measures beyond infrastructure for incorporation into the agreement in Spring 2026.

-87-



South Coast Air Quality Management District

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

Public Records Coordinator
Public Records Unit

October 16, 2025

Mr. Harvey Eder

Re: Inquiry on Obtaining Copies of Past-Provided Records

Dear Mr. Eder:

We understand you recently inquired with a member of South Coast AQMD staff about obtaining new copies of certain past-provided records. Specifically, we understand you inquired about copies of the results of prior public records requests that have been fulfilled to you in the last ten years, plus copies of certain documents that you submitted to South Coast AQMD in 2019.

Your inquiry was forwarded to the Public Records Unit for handling in the event you would confirm that you are making a new request for records under the California Public Records Act. To help fulfill and close this as a public records request, however, we would require your coordination and/or advance payment under one or more of the following options:

1. Provide an email address and we can send you a link to the assembled records in digital form.
2. If you do not have or wish to provide an email address, we can enable an in-person inspection of the assembled records at a dedicated computer terminal at South Coast AQMD at no cost to you.
3. We can provide copies of the records on multiple thumb drives at a cost of \$10 per thumb drive. For this option, based on the estimated files sizes, we believe at least eight thumb drives are needed. We would therefore await receipt of a pre-payment of \$80 for eight thumb drives, plus your commitment to pay any follow-on invoices if we identify that more thumb drives are needed.
4. We can also provide copies of the records on an external hard drive of at least 1 TB that you would physically provide to our office at your own cost. Copies of the records would be placed on the external hard drive for physical pick-up or paid mailing to your preferred address.
5. Last, although we could provide you with paper copies of the assembled records, this would be costly considering the voluminousness of the records and require an advance payment at the cost of 15 cents per page. Presently, the estimated cost for printing is \$3,724.50. For this option, we would need to receive your pre-payment of

Page 2

that amount, plus your commitment to pay any supplemental bill to cover the full printing. We estimate the records would fill multiple bankers boxes, so you could arrange for your own pick-up of the records or we would require your payment for shipment.

Absent a response that selects one of the above options by November 7, 2025, we intend to consider your inquiry a closed matter, and it will not be logged or processed as a public records request based on non-response. If you would confirm that you are making a public records request, but under any option that requires pre-payment or the delivery of the external hard drive, we will await action by you for an additional three weeks, or any public records request will also be closed.

To exercise one of the options provided here, please respond and please include mailed payment and/or an external hard drive, as applicable, to:

South Coast AQMD
Public Records Coord./Public Records Unit
21865 Copley Dr.
Diamond Bar, CA 91765

You may also call the Public Records Unit at 909.396.3700 (Attn: Supervisor Stacey Walkowiak)

[Handwritten notes:]

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Staff Response to Written Comment #22:

Due to illegibility of the comment, staff is unable to provide a response.



Kevin Barker
Senior Manager
Energy and Environmental Policy
555 West 5th Street
Los Angeles, CA 90013
Tel: (916) 492-4252
KBarker@socalgas.com

October 23, 2025

The Honorable Vanessa Delgado, Chair
and Governing Board Members
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

Subject: Revised Support for the Proposed Cooperative Agreement with the Ports of Long Beach and Los Angeles

Dear Chair and Members of the Governing Board,

Southern California Gas Company (SoCalGas) appreciates the opportunity to express support for the Proposed Cooperative Agreement among the South Coast Air Quality Management District (South Coast AQMD), the City of Los Angeles Harbor Department, and the City of Long Beach Harbor Department. This forward-looking partnership represents a critical step toward achieving the Clean Air Action Plan (CAAP) and the Air Quality Management Plan (AQMP) goals to reduce emissions from the Ports (Ports of Long Beach and Los Angeles), which are two of the busiest ports in the nation.

The Cooperative Agreement provides a practical and collaborative framework to develop Zero-Emission Infrastructure Plans (ZE Plans) that will enable the transition of drayage trucks, cargo-handling equipment, harbor craft, and vessels to cleaner technologies. SoCalGas strongly supports this effort and believes that Angeles Link, currently envisioned as a 450-mile open-access clean renewable hydrogen utility-operated pipeline system, can play a foundational role in realizing the Agreement's vision. By coordinating the development of Angeles Link with the Ports' ZE Plans, South Coast AQMD and the harbor departments can further accelerate the shift to zero-emission operations. This collaboration could help enable the achievement of State Implementation Plan creditable emissions reductions to advance federal air quality attainment milestones.

Angeles Link's Support for Port Operations

Angeles Link is envisioned as a non-discriminatory, open access pipeline system dedicated to public use that could transport clean renewable hydrogen from regional third-party production and

storage sites to end users across Central and Southern California, including in the Los Angeles Basin and the Ports. End-use sectors include hard-to-electrify industries, such as medium- and heavy-duty transportation and industrial operations at the Ports.¹ By transporting a reliable, at-scale clean renewable hydrogen supply, Angeles Link could enable deployment of fuel cell drayage trucks, hydrogen-powered cargo-handling equipment, and hydrogen-derived fuels for maritime and rail applications.

Key benefits Angeles Link could enable include:

- Scalable, zero-emission fueling capacity – Angeles Link could potentially deliver enough clean renewable hydrogen to displace up to 850,000 gallons of diesel per day in the transportation sector, significantly reducing nitrogen oxide (NO_x) and particulate emissions from port operations.²
- Support for 24/7 operations – Hydrogen refueling takes minutes, rather than the hours required for electric vehicle charging, making it well suited for high-utilization fleets and around-the-clock port activity.³
- Infrastructure efficiency – A dedicated pipeline system minimizes truck transport of hydrogen and supports long-term reliability and cost-effectiveness for ZE infrastructure.
- Regional air quality benefits – Angeles Link could support significant air quality and decarbonization benefits, including the potential reduction of approximately 5,200 tons per year of NO_x emissions by 2045, while eliminating diesel particulate matter from heavy-duty port applications, thereby furthering South Coast AQMD's Air Quality Management Plan goals.⁴
- Support for necessary emissions reductions – As highlighted in the cooperative agreement “absent further federal actions including federal waivers and authorizations for applicable CARB regulations, state and local actions are limited in achieving substantial yet necessary emission reductions from port-related mobile sources.”⁵ In 2045, Angeles Link could

¹ SoCalGas. *Angeles Link Overview*. <https://www.socalgas.com/sustainability/innovation-center/angeles-link>.

² Southern California Gas Company. (2024, December). *Angeles Link Phase 1 Nitrogen Oxides and Other Air Emissions Assessment Final Report* [PDF]. [https://www.socalgas.com/sites/default/files/alproject/Angeles-Link-Phase-1-Final-Nitrogen-Oxides-\(NOx\)-and-Other-Air-Emissions-Assessment.pdf](https://www.socalgas.com/sites/default/files/alproject/Angeles-Link-Phase-1-Final-Nitrogen-Oxides-(NOx)-and-Other-Air-Emissions-Assessment.pdf). Calculations based on Appendix D.2: Mobility. Total hydrogen market potential savings are about 3 million gallons of diesel per day.

³ Port of Los Angeles. (2023, March 16). California Regional Clean Hydrogen Hubs: Proposed project presentation [PDF]. https://kentico.portoflosangeles.org/getmedia/e80ffc81-44e2-42df-9bec-dffb9c841185/item-h2_hydrogen-hub-presentation

⁴ Southern California Gas Company. (2024, December). Testimony Chapter 2: Angeles Link and Summary of Phase 1 Studies (p. 12) [PDF]. https://www.socalgas.com/sites/default/files/alproject/phase2/A.24-12-XXX_TestimonyCh.2-AngelesLinkandSummaryofPhase1Studies_N.Navin_PDFA.pdf

⁵ South Coast Air Quality Management District. (2025, October 10). Proposed cooperative agreement among the South Coast Air Quality Management District, the City of Long Beach Harbor Department, and the City of Los Angeles Harbor Department (p. 6).

supply about 25% of the hydrogen demand, aiding in the significant reduction of NOx emissions from port-related sources.⁶

Alignment with the Cooperative Agreement's Goals

The Cooperative Agreement calls for a phased, data-driven approach to zero-emission infrastructure planning at the Ports, emphasizing flexibility, accountability, and collaboration among the Ports, South Coast AQMD, and stakeholders. Angeles Link could directly support these objectives by:

- Providing fuel diversity that complements electrification and supports resilience against grid constraints.
- Enabling scalable infrastructure deployment that aligns with ZE Plan milestones in the long term, beyond 2030.
- Supporting a quantifiable emissions reduction pathway through metered hydrogen delivery and transparent reporting.

Conclusion

SoCalGas commends the South Coast AQMD Governing Board for its leadership in advancing this Cooperative Agreement. Angeles Link represents an unprecedented opportunity to deliver clean renewable hydrogen at the scale needed to improve air quality and public health across Southern California, decarbonize the Ports, and strengthen regional energy infrastructure.

We look forward to continued collaboration with South Coast AQMD, the Ports of Los Angeles and Long Beach, and other partners to support the successful implementation of this Agreement and to help achieve the shared vision of a zero-emission future for the Ports.

Respectfully,

/s/ Kevin Barker

Kevin Barker
Senior Manager
Energy and Environmental Policy

https://www.aqmd.gov/docs/default-source/planning/fbmsm-docs/proposed-ca_101025_agreement_clean.pdf?sfvrsn=3ed16c7e_2

⁶ Southern California Gas Company. (2024, December). Angeles Link Phase 1 Final Nitrogen Oxides (NOx) and Other Air Emissions Assessment (p. 11.2) [PDF]. [https://www.socalgas.com/sites/default/files/alproject/Angeles-Link-Phase-1-Final-Nitrogen-Oxides-\(NOx\)-and-Other-Air-Emissions-Assessment.pdf](https://www.socalgas.com/sites/default/files/alproject/Angeles-Link-Phase-1-Final-Nitrogen-Oxides-(NOx)-and-Other-Air-Emissions-Assessment.pdf)

Staff Response to Written Comment #23:

Staff appreciates the information provided on the Angeles Link clean renewable hydrogen pipeline system. If the proposed Cooperative Agreement is approved, the Ports and South Coast AQMD staff will take this information into consideration when implementation of the agreement begins as well as in future discussions when beginning negotiations on the additional measures beyond infrastructure for incorporation into the agreement in Spring 2026.

Written Comments #24 from Coalition for Clean Air et al.



October 24, 2025

Board Member Veronica Padilla-Campos

Chair, Environmental Justice Advisory Group

South Coast Air Quality Management District (South Coast AQMD)

21865 Copley Drive

Diamond Bar, CA 91765

RE: Recent South Coast AQMD actions regarding the San Pedro Bay Ports and Environmental Justice

Dear Board Member Padilla-Campos,

We are writing to express our deep frustration with and strong opposition to the South Coast AQMD's recent actions relating to the San Pedro Bay Ports and the proposed "cooperative agreement" (hereafter referred to as "MOU.") In just a matter of four months, South Coast AQMD has elected to abandon a years-long public rulemaking process in favor of a closed-door deal negotiated with the ports – the largest single source of NOx emissions in the region. The communities impacted by port pollution were not afforded a seat at the table, and there was zero consultation with South Coast AQMD's environmental justice bodies prior to the district making the decision. It is worth

Comment
24-1

noting that the pivot back towards negotiating an MOU with the ports coincides with the recent revelation that port emissions have increased over the past year.

AB 617 (C. Garcia, 2017) charged the California Air Resources Board and the local air districts with developing an emissions reduction plan for environmentally burdened communities. Port emissions and the associated goods movement operations throughout the region harm every South Coast AB 617 community. The ports were one of the highest priorities in the Wilmington, Carson and West Long Beach (WCWLB) Community Emissions Reduction Plan (CERP). Additionally, many of the community participants across multiple Community Steering Committees (CSCs) voiced strong support for a ports rule and opposition to merely voluntary measures, as noted in the written and verbal comments provided during the CERP development process.

Despite this community support, however, the district has long been reluctant to regulate the ports. In 2019, South Coast AQMD used the WCWLB CERP to endorse voluntary agreements with the ports over the objections of community stakeholders. Though the COVID Pandemic interrupted the first port MOU negotiations, progress had already stalled by that time. Throughout 2021-2022, South Coast AQMD wasted a year trying to salvage the second MOU effort, despite the ports' unwillingness to compromise with the district. And most recently from 2022-2025, prior to the pivot to the current MOU, South Coast AQMD repeatedly delayed and pared back the scope of Proposed Rule 2304 by sacrificing all emission reduction requirements in a futile attempt to satisfy rule opponents. This was despite the district's commitment to adopting an emissions-focused port regulation by 2023.

Given this history, we do not find it surprising that South Coast AQMD abandoned rulemaking. It is, however, extremely disappointing and more importantly, deeply corrosive of the trust communities put into South Coast AQMD. Community, environmental, environmental justice and public health advocates worked in good faith, accepted compromises and half measures and mobilized repeatedly for the rule over the years. We provided forthright and realistic comments and suggestions and made tremendous efforts to uplift the voices of vulnerable, disenfranchised communities. Yet, despite this, the district instead chose to abandon us in favor of a last-minute offer to cut a deal with the ports and cities.

Compounding our frustration is that the district made its decision without even consulting the AB 617 CSCs and the Environmental Justice Advisory Group (EJAG). South Coast AQMD staff only informed the members of the WCWLB CSC the week after the district chose to abandon the rule. Outside of WCWLB, no other AB 617 CSC has discussed the district's actions. South Coast AQMD staff have indicated the other CSCs would not discuss the MOU since their CERPs do not include the ports, even though members of multiple CSCs have express interest in port pollution. Further, the

Comment
24-1,
Cont'd

MOU was not agendized for either the August or October EJAG meetings, depriving that body of having any meaningful discussion or comment about it. While staff have cited the Brown Act as preventing such discussion, at least one other South Coast AQMD advisory group has within the past year not only agendized discussion on but also voted to oppose proposed rules. At best, this represents an unequal enforcement of the law. Clearly, instead of working with impacted communities, South Coast AQMD has fallen back on the path of “decide, announce and defend.”

Comment
24-1,
Cont’d

Unfortunately, this action only underscores South Coast AQMD’s increasing lack of commitment to AB 617 and those members of the public who live, work, and play in our most polluted communities. Though AB 617 was influential in multiple rulemaking processes early on, it has since largely devolved into little more than quarterly updates on the district’s activities. Also notable is the South Coast AQMD Board’s lack of discussion or concern for AB 617 and environmental justice in general. Despite community advocates repeatedly bringing up AB 617 in the ports and other policy-making processes, Board Members rarely, if ever, discuss AB 617. At this point, it appears South Coast AQMD sees AB 617 as a source of state funding rather than an actual commitment to environmental justice communities.

Moreover, by abandoning Rule 2304, the South Coast AQMD Governing Board has now voted twice to renege on its 2022 Air Quality Management Plan commitments. By rejecting Rules 1111 and 1121, which would have regulated furnaces and water heaters, the board chose to forgo up to 10 tons per day of NOx emission reductions. Now, the district is abandoning its commitment to implement a ports indirect source rule and is instead relying on a voluntary infrastructure plan and a promise to eventually flesh out the details of the ports’ previous commitments. With just these two actions, the district has eliminated any possibility of being able to attain national and state air quality standards. Additionally, the district has also chosen to ignore requirements in state law to adopt and implement “all feasible measures as expeditiously as practicable” to meet state ambient air quality standards. (17 CCR § 70600(b)(5)(A)). These failures will disproportionately affect AB 617 communities, which already suffer from some of the dirtiest air in the nation.

Comment
24-2

We are currently faced with an incredibly challenging moment for environmental justice. Yet, when we needed leadership and resolve from our agencies, South Coast AQMD has instead chosen acquiescence to polluters. While moving forward with the ports’ proposed agreement may have been politically expedient, it fails to meet the bare minimum of what should be considered environmental justice or even basic good governance.

The health and lives of more than 17 million depend on the district fulfilling its mission. South Coast AQMD can and must do better.

Sincerely,

Chris Chavez

Coalition for Clean Air

Wilmington, Carson and West Long Beach AB 617 CSC

Theral Golden

West Long Beach Association

Wilmington, Carson and West Long Beach AB 617 CSC

Alicia Rivera

Communities for a Better Environment

Wilmington, Carson and West Long Beach AB 617 CSC

Magali Sanchez-Hall

EMERGE

Wilmington, Carson and West Long Beach AB 617 CSC

Mary Valdamar

The Mother Earth Co-Op at ChICCCAA

San Bernardino/Muscoy AB 617 CSC

Marven Norman

Center for Community Action and Environmental Justice

Peter Warren

San Pedro Peninsula Homeowners Coalition

Jane Williams

California Communities Against Toxics

Alison Hahn

NRDC

Cristhan Tapia-Delgado

Pacific Environment

Ashley Jackson

California Environmental Voters

Eli Lipman

MoveLA

Cc:

Members of the South Coast AQMD Governing Board

Wayne Nastri, Executive Officer, South Coast AQMD

Susan Nakamura, Chief Operating Officer

Sarah Rees, Ph. D. Deputy Executive Officer, Planning, Rule Development and Implementation, South Coast AQMD

Ian MacMillan, Assistant Deputy Executive Officer, Planning, Rule Development and Implementation, South Coast AQMD

Asnissa Heard-Johnson, Ed. D, Deputy Executive Officer/ Community Engagement and Air Programs, South Coast AQMD

Staff Responses to Written Comments #24:

Response to Comment 24-1

Staff thanks you for your comments and appreciates the signatories and their organizations engagement and dedication over many years on this and other air quality issues. Regarding public process, please refer to Main Responses 1 and 3. The Ports of Long Beach and Los Angeles are within the AB 617 community of Wilmington Carson West Long Beach (WCWLB). Negotiations for the draft Cooperative Agreement were limited to the Ports of Long Beach and

Los Angeles, the Cities of Long Beach and Los Angeles and South Coast AQMD. During the 45-day negotiation process, South Coast AQMD hosted a community meeting to provide an interim update on the status of negotiations. At that time there were many issues not resolved, but this provided an opportunity for the public to provide comments during the negotiation process. After the parties reached consensus, staff conducted smaller meetings with environmental and community groups, office hours, another community meeting, and a presentation to the WCWLB Community Steering Committee. Staff also presented to the WCWLB CSC four other times during rule development for PR 2304, including on the pivot to an infrastructure-focused rule concept, whose scope was the same as the proposed Cooperative Agreement.

Response to Comment 24-2

The development of any requirements for the Ports of Long Beach and Los Angeles has been very challenging. For several decades, South Coast AQMD has tried various approaches starting with a Backstop rule, moving to a Memorandum of Understanding, then back to rulemaking, and now the draft Cooperative Agreement. Through this process, the scope for PR 2304 evolved from a port-wide regulatory approach to infrastructure planning and implementation. This evolution was based on extensive stakeholder feedback during the rule development process of PR 2304 that infrastructure planning and implementation were a fundamental first step in facilitating the transformation to zero-emissions technology and cleaner vehicles, equipment, and vessels.

Local air agencies have limited regulatory authority over mobile sources, which largely belongs to the federal and state government. While the South Coast AQMD has indirect source authority, leveraging that authority in the form of an Indirect Source Rule requires careful consideration, as opponents may still seek to challenge the legality of such rules, as occurred in the warehouse rule (Rule 2305) litigation. Staff understands the urgency to move forward, and after years of work, the draft Cooperative Agreement will be the first step forward to establish requirements for the Ports of Long Beach and Los Angeles. The draft Cooperative Agreement incorporates the key elements in PR 2304 for zero-emission infrastructure planning and implementation. Staff understands based on this comment letter and comments from CSC members during the development of the WCWLB CERP that CSC members and the commentors strongly believe that the Ports should be subject to an Indirect Source Rule instead of a MOU. It should be clear that the draft Cooperative Agreement will require the Ports to submit a Zero-Emission Infrastructure Plan for all port sources and to implement that Plan. The draft Cooperative Agreement is an enforceable agreement that stipulates the enforcement triggers and an escalation of financial consequences up to \$200,000 per default for the most severe payment and has provisions where the South Coast AQMD can exit at any time, provided there is a 45-day notice. Staff understands that the commentors strongly prefer a regulatory approach, but regardless of the instrument the draft Cooperative Agreement will achieve the same objectives as PR 2304. South Coast AQMD staff disagrees that there is a lack of commitment to AB 617. It is largely because of AB 617 and the voices of the AB 617 WCWLB community that staff has been persistent in working through the challenges with establishing requirements for marine ports. It is because of the voices of the WCWLB community that staff negotiated to incorporate specific opportunities for the public to participate in the development of infrastructure plans. Recent revisions to the draft Cooperative Agreement are a direct result of comments received from the community including from WCWLB CSC members for items such as decommissioning existing conventional fuel infrastructure, reducing the noticing time from 90 to 45 days to exit the Agreement, and doubling payment amounts for financial consequences. The WCWLB has been

included on the distribution list to receive all invitations for community meetings, office hours, release of proposed rules, and drafts of the Cooperative Agreement. In addition, the WCWLB CSC has been briefed on the draft Cooperative Agreement. In short, the Cooperative Agreement provides the same benefits and results that had been contemplated by PR 2304. While an incremental step, it is a fundamental one that will facilitate the zero-emission transformation required to achieve substantial emission reductions at the ports.

Written Comments #25 - #551 from Multiple Individuals (Received 10/21/2025 – 10/27/2025)

From: [REDACTED]
Sent: Tuesday, October 21, 2025 9:47 AM
To: Ports Comments <ports_comments@aqmd.gov>
Subject: [EXTERNAL] Clean air in SoCal can't wait five years!

Dear Board South Coast AQMD,

As a Californian and someone who believes that clean air is essential, I urge you to protect the health of millions of Southern California residents by fixing the proposed Cooperative Agreement.

Our communities deserve an agreement that drives measurable progress, centers climate justice, and prioritizes public health. Before adopting this Cooperative Agreement, the SCAQMD Board needs to strengthen it to reflect real accountability and concrete emissions targets.

Clean air across Southern California needs to be a priority to protect our communities that live with some of the worst air in the nation. I urge the SCAQMD to fix this Cooperative Agreement and protect the air we breathe.

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]

This comment letter, or a variation of this comment letter, was submitted by:

Emily Montero	Joanne Britton	Nancy Glassberg	Janet Heinle
Genevieve K Guzman	Silas Andrews	Marjory Keenan	Tim Enloe
Christophe Xavier ayizoa meke	Joan Hebert	Shereen Hawkins	Samantha Cuff
Dudley and Candace Campbell	Ettie Councilman	Tracy Shortle	Larry Steen
Gale McNeeley	Terri Mann	Ryan Davis	Teresa Murguia
Jeff Greif	Danielle Miele	Marilyn Levine	Rachel Wolf
Joanne Tenney	Gerald Kelly	Penelope Ward	Karen Lull
Nancee Noel	David Moore	Anne Munitz	Martin Horwitz
Lisa Marvin	Justin Chernow	Cassie A. Murphy	Pam Brown
James Ring	Jean Nunamaker	John Harter	Jerid Anderson
John Carroll	Leanne Abbott	Kenneth Nahigian	Ree Whitford
BETH HERNDOBLER	Jessica Dardarian	Rohana McLaughlin	Kenneth Lapointe
Karynn Merkel	Inger Acking	Rebecca Martin	Robert Reed
Florence Silverstein	Bill Wood	Tim Barrington	Dierdre Geraci
Naomi Foss-Alfke	Marianna Mejia	Tia TRIPLETT	Kevin Slauson
Colin Epstein	Rosalba Cofer	Lydia Tinder	Kaylah Sterling
Dave Dimond	Sylvia Vairo	Irene Sriboonwong	JL Angell
John Ferrante	Marcus Maloney	Tracy Gilbert	Adam Bernstein
Kermit Cuff	Aerie Youn	Anthony Totaro	Kenneth Althiser
Jerry Schneider	Deborah Santone	Anthony Gahr	kent morris
Richard Yasuda	Stephen LaDochy	Frank Simmons	Neal Steiner

Susan Lea	Lily Leung	Esther Mooncrest	Andrew Mueckenberger
Carol Patton	Jessica Krakow	Natalie Mar	Michael Brown
Clark Shetter	katharine Kehr	Twyla M Meyer	T. Cassidy
Mark Weinberger	Nathan Vogel	Lauren Beebe	Ana Herold
Carol Kuelper	Nancy Treffry	Dale Riehart	Lynette Coffey
Prudence Moore	David Harris	Nina Berry	Jim Haley
Steven Hoelke	Terri Wright	Linda Weiner	David Prina
James Quinn	gerrit woudstra	BARBARA MESNEY	Dena Schwimmer
Joel Davidson	DG Sifuentes	Barbara Armstrong-Magwood	Bridgett Heinly
Carol Schaffer	James Roe	Carol Kinser	Terri Wiley
Heather Knight	Jason Allison	Michael Fanning	Wayne Steffes
Christine Borje	Rus Postel	Elizabeth Darovic	Marc Silverman
Paul Katz	David Howard	Joe Glaston	James Patton
Tim Guisinger	diana horowitz	Francine Kubrin	Noah Levin
Friend Friend	Judy Kukuruza	Erh-yen To	James Eversole
James Dawson	James Harris	Marsha Jarvis	Rebecca Lee
Soraya Barabi	Laurie Barre	Ron Fransz	Mark Lolli
Valerie Carrick	Darcy Skarada	Nancy Hartman	Mariano Svidler
Louis Priven	Tobey Wiebe	Chuck Rocco	Donna Crane
Brett O'Sullivan	Vic Bostock	Susan P. Walp	Andrew Okun
Camille Gilbert	Stephanie Hagiwara	Deborah Cosentino	Lisa Gherardi
Erich Rex	Sandy Williams	Carmen Klucor	Caephren McKenna
Du Ng	BARBARA MASON	Maria Nesheim	Edwin Aiken
Connor Chesus	Donald Holcomb	Dana May	Lois Chappell
Greg D	Nicholas Esser	Barbara Harper	Michael Hogan
Sally Allen	Elise Beliak	Alexa Pallas	Robert Blackey
Derek Okada	Christopher Ware	Myra Schegloff	Felena Puentes
Candi Ausman	Michael Denton	William Pevec	Bruce Richman
Natalie Beebe	Michele Sanderson	Greg Thomson	William Kwok
Krister Olsson	Glenda Dugan	Phoenix Giffen	Marilyn Shepherd
Richard Gallo	Eric Thein	Claude Duss	Dale Haas
Natalia Spornik	Charles B.	Jean Crossley	Edward Sullivan
Susan Hathaway	Suzie Saso	Sarah Hawkinson	Jose Rodriguez
Donna Fung	Patricia Kerner	Ken Bruer	Henry Schlinger
Janet Bieber	Jessica Likens	Rick Edmondson	John Everett
Michael McMahan	Jim Lieberman	Trish Webb	Bret Polish
Cody Capella	Harlan Lebo	Dalia Salgado	Pam Montroy
Geneva Foster	Nina Skyeras	Evangeline Obrero	Patricia Blackwell-Marchant
peter reimer	Susan Reid	Hillary Ostrow	Tony Veg
Darrell Clarke	Ruth Sheldon	Warren M. Gold	Scott Jung
janice yudell	Sharon Paltin	Ellen Wade	F. R. Eguren

Richard Kornfeld	Penelope LePome	Karin Schmidt	Brenda Lee
Robin Tung	Jan Jones	Jake Gutman	Lisa Perry
Rolf Johnson	Chris Swenning	Megan Pruiett	Anne Lakota
Mark Gallegos	Darlene Ross	William Crist	Jomay Skeoch
Deimile Mockus	Sherry Vatter	Karla Mortimer	Jay Lefkowitz
Dee Sifuentes	Michele Munde	MaryAnne Glazar	Grace Silva
Alessia Cowee	George Munoz	charles myers	Winston Williams
Beth Stein	Madeleine Wulffson	jason nolasco	Barb Endicott
Todd Struthers	casee maxfield	Marla Flores-Jauregui	Janice Baxter
Barry Lovinger	Jane Spini	Patricia Law	michael gertz
Mark Salamon	Sonia Noemi Cross	Sean Hall	Gail Tinsley
Scott Barlow	Celeste Hong	Andrew Philpot	Theresa Corrigan
Jessica Heiden	Noah Mabon	Carlos Nunez	Ronald Bridge
Caleb Ellis	Ken Coker	Nancy Pichiotino	Alena Jorgensen
Perry Gx	Sara Fogan	Ron Nieberding	Chip Goldstein
Russell Burke	Cristina sheppard	Claudia Previn Stasny	Nicole Fountain
Joe LeBlanc	Jeffrey Jenkins	Gary Goetz	Blake Wu
Lynn Ryan	Susan Allen	Marilyn Eng	Keith Christy
Winke Self	barb linc	Vanessa Quintero	AJ cho
PENNY LUCE	Steven Chasen	Justin Truong	Linc Conard
Jimmie Lunsford	edith wander	Conrad Taylor	lynn hoang
Sue Hall	Luci Ungar	Huguette Moran	Dana Trick
Steven Foss	Max Kaehn	Pamela Saulter	Joanna Tang
Murray Kaufman	Carolina Felix	Christopher Rice	Mark Stannard
Yazmin Gonzalez	Aimee Morein	Carson Saporta	Raquel Narvios
Indee Brooke	Marilyn Price	Jamie Green	Rebecca Dailey
Geoff Regalado	Andrea Frankel	Wendy Pearson	Connie Perez Moreno
Therese DeBing	Michael Curtis	Shelley Aanerud	Todd Snyder
Seth Picker	Lea Park	Sharon Nicodemus	Maryellen Redish
david bezanson	Maryfrances Careccia	Paige Ziehler-Martin	Patricia Goodson
Tem Narvios	Diane Lamont	Joan Murray	Kathleen Powell
Nancy Swearngen	Ann Dorsey	Robert McDonnell	Mark Escajeda
Eric Nichandros	Mary Finch	Lesly Derbyshire	Lynda Marin
Julie Smith	Lauren Mortenson	Sandy Templin	STACIE CHARLEBOIS
Anita Liao	Patrick Reid	Valerie Shideler	Melissa Waters
Jessica Johnson	Russell Weisz	Dan Kletter	Maggie Hughes
Steven Standard	Susan Randerson	Rosemary Graham-Gardner	David Peterson
Alison Denning	Patrice Wallace	Kelly Andrada	Romona Czichos-Slaughter
Charles Tribbey	Marguerite Wilhelm-Safian	Melodi Gulsen	Ked Garden

Irene Julian	Joe Salazar	Martin Marcus	Carlos Arnold
Shawn Jones	Querido Galdo	Tim Humphreys	sharon bambridge
Victoria Wu	Christina Roe	M Dean Griswold Jr	Terri Gedo
F. Carlene Reuscher	Gary Pischke	Allan Campbell	Barbara Ginsberg
Jennifer Febo	Sarada Cleary	Lynnette Simon	Lacey Levitt
Abbie Bernstein	Kevin Hearle	Harold Mann	Soraya Dosaj
Laurel Brewer	Nancy Freedland	Craig Nelson	Richard Bejarano
Catherine Simonton	Jared Leavitt	Shaun Snyder	Nelson Molina
kim Nero	Pamela Hamilton	George Brewer	Susan Abby
J. Barry Gurdin	N Cook	Carolyn Pettis	judy dutil
Barbara Ballenger	melvin taylor	Julie Adelson	Alison Buist
Janice Burstin	John Wrobel	Daniel Heffernan	Ellen Little
Kim Halizak	Karla Devine	Laura Overmann	Susan Alpern
Rev.Robert Bartlett	Marc Azar	Laurek Blossom	Jonathan Chu
Vera Georgieff	Sandra Christopher	Shea santillanes	Janice Goldberg
Gina Ness	Erin Moilanen	Ester Deel	Sue GRAHAM
Hope Nelson	Nancy Arbuckle	Linda Elyad	Julie Kanoff
Vanessa abel	Michael House	Karen Wood	Judith Smith
Licita Fernandez	Mariana Mellor	Lanelle Lovelace	D Brenum
Janet M. Thompson	Evan Jane Kriss	Paul Glassner	Deborah Temple
Zina Josephs	jeanette King	Amanda Hoehler	J. TURRIGIANO
Rachael Denny	Gary and Seraphina Landgrebe	A.J. Averett	Felix Wang
David Dutton	Shellee Davis	Rosalie Preston	Ellen Franzen
Anastasia Nicole	Sam Butler	Betty Kissilove	Linda Kade
Nicole Padron	Margaret Alreck-Anthony	Davin Peterson	Tiana Lee
Kalpana Pot	Anh Nguyen	Tom Nulty Jr	Karen McCaw
Robert Sharp	Rhea Kuhlman	Jonathon Schumacher	Jessica Robbins
Lynn Pique	Cathy Holden	Linda Howie	Patricia Pigman
Emma Wallerstein	Lara Ingraham	Tarun Bishop	Susan King
Julie Osborn	Vicki Bingo	Lisa Paynemiller	Jonathan Sampson
Bruce Burns	Pol Hermes	Sandra Rhoades	

Staff Response to Written Comments #25 through #551

Please see Main Response 2 regarding enforceability of the proposed Cooperative Agreement and Main Response 5 regarding emission reductions.

Unanswered Verbal Questions Raised at Public Meetings and Office Hours That Are Not Addressed in Main Responses or in Responses to Written Comments

Comment P-1 from Cristhian Tapia, Pacific Environment

How will South Coast AQMD ensure all comments are meaningfully heard and integrated into the Cooperative Agreement if the agreement will be brought to the South Coast AQMD Governing Board for approval on November 7, 2025?

Staff Response to Comment P-1

Please see Main Response 3 for a discussion on public participation and community input. Staff has actively listened and noted stakeholder comments and input throughout the process. Many stakeholder suggestions have been incorporated into the current proposed Cooperative Agreement and staff continues to bring input and suggestions from the public to the Ports to negotiate potential inclusion in the agreement.

Comment P-2 from Ranji George, Retired South Coast AQMD Program Supervisor

What is the role of hydrogen in the Plans?

Ports Response to Comment P-2

Hydrogen fueling is one energy source that may be included in the Plans.

Comment P-3 from Alex Moutoux and Alex Spataru, The Adept Group

What is the role of utilities in Plan development, and what about microgrids for resiliency purposes?

Ports Response to Comment P-3

Utilities are not parties to the Cooperative Agreement, but may be a Project / Energy Delivery Entity specified in the Plans, and may be consulted by the Ports to prepare the On-Port Energy Supply Capacity Analysis in the Plans. Resiliency and use of microgrids are not specifically required as Plan elements, but may be addressed either within and/or outside of the Plans, as appropriate.

Comment P-4 from Anonymous

The “Zero-Emissions Infrastructure Plans” for 2030 list Harbor Craft, even though they have the highest Tier engines installed, and even though there is no shore connection or carbon capture technology for Articulated Tug Barges. Can you provide more reasoning/explanation as to why/how this will be achieved, given this limitation?

Staff Response to Comment P-4

In developing the infrastructure plans, the Ports will consider the state of the technology and industry market as well as feasibility for each of the source categories, as provided in Section B.3.j. in Attachment A. Within each source category, including but not limited to harbor craft, technology feasibility and market readiness may vary by duty cycle and market segment. Due to the current understanding of the state of harbor craft technology, the agreement has been revised to designate the infrastructure plans for harbor craft to be included in the Phase 2 Plan, which is to be finalized no later than December 31, 2028. During plan development, the Ports are

expected to work with harbor craft operators, technology providers, energy providers, and other relevant industry partners to determine projects that should go into the infrastructure plan.

Comment P-5 from Cristhian Tapia, Pacific Environment

What do fines look like if emissions increase even if infrastructure plans are on track?

Staff Response to Comment P-5

Please see Main Response 5 for a discussion on emission reduction commitments. Emission reduction requirements are outside of the scope of this current agreement, which solely focuses on infrastructure planning and implementation.

Comment P-6 from Antonio Torres, Student at University of California, Riverside

How can the Cooperative Agreement guarantee accountability if there is a 90-day exit clause?

Staff Response to Comment P-6

The proposed Cooperative Agreement includes enforcement provisions, with financial consequences for contract defaults, and dispute resolution processes such as executive officer involvement, mediation, and court injunction to hold the Ports accountable. Under Section II.L.3 of the proposed Cooperative Agreement, where payment for contract default is specified, the contract provision II.L.3.a. specifically states that “[u]nsatisfied obligations for payment will survive the termination of this Agreement.” In other words, the Ports will continue to be held accountable for their contract obligations, including incurring financial consequences for defaulting on contract obligation due before the Agreement is terminated. Moreover, as discussed in Main Response 6, the 45-day early exit clause also maintains the ability for South Coast AQMD through future South Coast AQMD Governing Board action to quickly withdraw from the agreement and pivot to pursue other mechanisms, such as rulemaking.

Comment P-7 from Anonymous

Has there been any discussion of backstop or contingency measures if promises in the agreement do not deliver?

Staff Response to Comment P-7

Enforcement provisions, which include financial consequences for contract defaults and dispute resolution processes, are incorporated into the agreement to ensure Port accountability to the agreement terms and conditions. If the South Coast AQMD Governing Board finds that the Ports are not meeting the terms and conditions of the agreement, even after enforcement provisions are utilized, the agreement provides for the ability for any party to exit early from the agreement. As stated in Main Response 6, the South Coast AQMD Governing Board retains the discretion to direct staff to initiate rulemaking as part of the early-exit consideration or at any time.

Comment P-8 from Chris Chavez, Coalition for Clean Air

Could staff quantify how much of the Ports' emission reductions came from California Air Resources Board (CARB) regulations rather than their own good intentions?

Staff Response to Comment P-8

The Ports' CAAP actions include several facilitating actions for the implementation of CARB regulations. Examples of such actions include early land-side shore power installations ahead of CARB's At-Berth Regulation compliance schedule, and the initial introduction of the Clean Truck Program in 2008 to encourage early action by fleet owner/operator to comply with CARB's Drayage Truck Regulation. Even though early actions do not result in surplus emission reductions in later years when the regulation is fully implemented, they nevertheless complement CARB regulations by accelerating the pace of emission reductions and helping realize emission reduction benefits earlier than intended by the regulations. Other actions such as the Ports' Vessel Speed Reduction (VSR) program has been documented to have a high participation rate, thereby reducing fuel consumption from slow steaming vessels and leading to quantifiable emission reductions for pollutants that are emitted proportionally to fuel consumption.

While CARB's regulations have been the primary action that have mandated emission reductions, there are many other facilitating actions that have occurred to contribute to those same reductions. In the example of diesel particulate matter reductions, this required technology development efforts on diesel particulate traps, updating diesel fuel requirements and supplies to remove sulfur so that diesel particulate traps can function without being damaged by higher sulfur fuels, and significant incentive funding to help retrofit and replace diesel engines. Staff is unaware of a quantification analysis that separates which emission reductions are specifically attributable to each action.

ATTACHMENT G

CEQA ANALYSIS OF THE PROPOSED COOPERATIVE AGREEMENT BETWEEN SOUTH COAST AQMD AND THE PORTS OF LONG BEACH AND LOS ANGELES

INTRODUCTION AND SUMMARY OF THE PROPOSED COOPERATIVE AGREEMENT

CEQA ANALYSIS OF THE DEVELOPMENT AND IMPLEMENTATION OF THE CHARGING AND FUELING INFRASTRUCTURE PLANS

AQMP Control Measures Seeking Emission Reductions from Port Sources

*Analyses of Environmental Impacts Conducted for the 2022 AQMP and 2016
AQMP*

Use with Later Activities

Summary of Environmental Impacts

Environmental Topic Areas with Potentially Significant Impacts

Environmental Topic Areas with Less than Significant or No Impacts

*Conclusion of the CEQA Analysis of the Development and Implementation of
the Charging and Fueling Infrastructure Plans*

CEQA ANALYSIS OF THE COST RECOVERY PROVISIONS

CEQA ANALYSIS OF THE CLEAN AIR MITIGATION FUND

REFERENCES

INTRODUCTION AND SUMMARY OF THE PROPOSED COOPERATIVE AGREEMENT

South Coast AQMD, in collaboration with the Ports of Long Beach and Los Angeles (Ports), has developed a proposed Cooperative Agreement that: 1) requires the Ports to prepare and implement charging and fueling infrastructure plans; 2) incorporates provisions for South Coast AQMD to recover reasonable costs for staff expenses; and 3) establishes a Clean Air Mitigation Fund for payments if a Port fails to complete actions within their control. This section summarizes these three components of the proposed Cooperative Agreement, and the following sections examine the applicability of California Environmental Quality Act (CEQA), and analyzes the potential environmental impacts, if any.

For reference, CEQA is comprised of Public Resources Code Section 21000 et seq. and the CEQA Guidelines which are codified at Title 14 California Code of Regulations, Section 15000 et seq. CEQA requires the evaluation of all potential adverse environmental impacts of proposed projects, and the identification and implementation of methods to reduce or avoid significant adverse environmental impacts of these projects, if feasible. (Public Resources Code Section 21061.1 and CEQA Guidelines Section 15364 define feasible.) The purpose of the CEQA process is to inform decision makers, public agencies, and interested parties of potential adverse environmental impacts that could result from implementing a proposed project and to identify feasible mitigation measures or alternatives, when an impact is significant.

Development and Implementation of the Charging and Fueling Infrastructure Plans in Accordance with the Proposed Cooperative Agreement

The proposed Cooperative Agreement requires the Ports to implement the Clean Air Action Plan (CAAP) Plus Measure of Port Zero-Emission (ZE) Infrastructure Plans. Each Port must develop plans that cover on-port charging and fueling infrastructure for ocean-going vessels, drayage trucks, cargo handling equipment, harbor craft, and local switcher locomotives. The plans must include the following information: 1) baseline description of existing charging and fueling infrastructure on Port-managed property; 2) planning targets for each port source category (i.e., the aggregate capacity and anticipated timeline for when the planned infrastructure will become operational), which are set based on each Port's own policies; 3) project-level details including costs and potential funding sources, roles and responsibilities for ports and other project delivery entities, and implementation milestones; and 4) various analyses of the planned infrastructure including on-port energy supply, construction workforce needs, and disposition of conventional fueling infrastructure. After a plan is approved by the Port's Board, the Port is required to implement the plan and achieve milestones within its control as outlined in the plan. During plan implementation, the Ports are required to submit annual implementation reports to South Coast AQMD starting January 2029 and present to their Boards any plan modifications that change a planning target or address a part of the plan made invalid due to a new state or federal requirement. South Coast AQMD will release the annual reports publicly and annually provide status reports to the Board.

Cost Recovery Provisions in the Proposed Cooperative Agreement

The cost recovery provisions in the proposed Cooperative Agreement between South Coast AQMD and the Ports of Long Beach and Los Angeles establish the payments which are to be paid

by the Ports in order for South Coast AQMD to recover its reasonable costs associated with review and verification of revised draft Port ZE Infrastructure Plans, draft modified Port ZE Infrastructure Plans, time extension requests, and annual reports. The cost recovery provisions, which apply to the Ports of Long Beach and Los Angeles, specify: 1) hourly rates to recover expenses for the cost of reviewing and verifying each revised draft Port ZE Infrastructure Plan, draft modified Port ZE Infrastructure Plans, time extension requests, and reports; and 2) payment cap of \$100,000 per review.

The Clean Air Mitigation Fund of the Proposed Cooperative Agreement

The proposed Cooperative Agreement establishes the creation of a fund, titled the “Clean Air Mitigation Fund,” which the Ports agree to pay into in the event of failure to complete specified actions within their control as defined in the proposed Cooperative Agreement. Enforcement provisions consist of financial consequences for contract defaults, as outlined in the Port ZE Infrastructure Plans measure, with payment amounts determined by the severity of each default. The contract defaults, or enforcement triggers, include failure to meet plan submission or approval deadlines, failure to carry out the required public process during plan preparation, modifying plans without adhering to the procedures specified in the agreement, and failure to achieve milestones within the Port’s control during implementation. Funds collected from such defaults will be deposited into the South Coast AQMD-managed Clean Air Mitigation Fund. The Clean Air Mitigation Fund is a government funding mechanism without involving a commitment to any specific project that could result in a potentially significant physical impact on the environment.

CEQA ANALYSIS OF THE DEVELOPMENT AND IMPLEMENTATION OF THE CHARGING AND FUELING INFRASTRUCTURE PLANS

The proposed Cooperative Agreement was born from South Coast AQMD needing to seek emission reductions from commercial marine ports. To achieve the emission reductions needed to meet federal air quality standards, port-related mobile sources must shift from current, mainly diesel-fueled technology, to cleaner fuels, including zero emissions where feasible. Development and implementation of charging and fueling infrastructure is a first step to support the transition to the next generation of cleaner port technologies, and will result in direct physical changes in the environment. Initiatives to encourage this transition to cleaner technology were considered under control measures within South Coast AQMD's adopted Air Quality Management Plans (AQMPs) in 2016 and 2022. The environmental impacts associated with implementation of control measures were analyzed in the Final Program Environmental Impact Reports (Program EIRs) for each AQMP. This section compares the potential environmental impacts anticipated from activities associated with developing and implementing charging and fueling infrastructure plans to the potential environmental impacts previously analyzed in the Final Program EIRs for the 2016 AQMP and 2022 AQMP for the port-related control measures.

AQMP Control Measures Seeking Emission Reductions from Port Sources

Development of the 2016 AQMP¹ included potential emission reduction strategies which contained a suite of facility-based mobile source measures. In particular, Control Measure MOB-01 – Emission Reductions at Commercial Marine Ports, of the 2016 AQMP built upon the Ports of Los Angeles and Long Beach's implementation of the Clean Air Action Plan (CAAP) initiated in 2006 and, at the time, was undergoing an update. The Ports of Los Angeles and Long Beach had exceeded CAAP emission reduction goals, and the updated plan was expected to support timely attainment of air quality standards. Although many of the actions implemented under the CAAP are voluntary and not committed to in the State Implementation Plan (SIP), they have, over time, been incorporated into regulatory frameworks by California Air Resources Board (CARB), U.S. Environmental Protection Agency (U.S. EPA), or international entities such as the International Maritime Organization, resulting in early emission reductions.

In December 2022, to address attainment of the 2015 8-hour ozone standard, the South Coast AQMD Governing Board adopted the 2022 AQMP.² The development of the 2022 AQMP continued the emphasis on facility-based mobile source measures first introduced in the 2016 AQMP, with Control Measure MOB-01 continuing to address emissions from commercial marine ports. The 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as developing a rule or regulation, accelerating the deployment of available cleaner technologies (e.g., zero emissions technologies, when cost-effective and feasible, and low NO_x technologies in other applications), implementing best management practices, accounting for co-benefits from existing programs (e.g., climate and energy efficiency), providing incentives, and implementation of other Clean Air Act (CAA) measures to achieve the 2015 8-hour ozone standard. Control Measure MOB-01 in the 2022 AQMP builds

¹ South Coast AQMD, 2016 Air Quality Management Plan, March 2017. <https://www.aqmd.gov/home/air-quality/air-quality-management-plans/final-2016-aqmp>

² South Coast AQMD, 2022 Air Quality Management Plan, December 2022. <https://www.aqmd.gov/home/air-quality/air-quality-management-plans/air-quality-mgt-plan>

upon its 2016 counterpart by expanding efforts aimed at reducing emissions of nitrogen oxides (NO_x), volatile organic compounds (VOC), and particulate matter (PM) associated with port-related operations at the Ports of Los Angeles and Long Beach, emphasizing rulemaking and incentive and/or other voluntary programs designed to facilitate infrastructure development for zero-emission fueling and charging, encourage rapid adoption of the cleanest available technologies, and mitigate emissions from both direct and indirect port sources. The 2022 AQMP also included Control Measure MOB-15 – Zero Emission Infrastructure for Mobile Sources, which proposed the development of a work plan to support and accelerate the deployment of zero-emission infrastructure needed for the widespread adoption of zero-emission vehicles and equipment. Such action involves substantial collaboration with state agencies, local utilities and various other stakeholders involved in the planning, design, permitting, construction, operation, and maintenance of zero emission infrastructure in the South Coast AQMD. The South Coast AQMD would closely coordinate with local utilities on their energy demand analyses and identify prioritized locations for zero emission infrastructure, including the level of upgrades needed. In addition, the South Coast AQMD would coordinate with city/county jurisdictions, as needed, on any potential land use issues.

Analyses of Environmental Impacts Conducted for the 2022 AQMP and 2016 AQMP

At the time the 2022 AQMP and 2016 AQMP were developed, each plan was considered a “project” as defined by CEQA Guidelines Section 15378 and South Coast AQMD was the lead agency under CEQA because it was the “public agency that has the principal responsibility for carrying out or approving a project that may have a significant effect upon the environment.” (Public Resources Code Section 21067.) Further, since the South Coast AQMD Governing Board had the primary responsibility for approving the entirety of both projects, South Coast AQMD was the most appropriate public agency to act as lead agency for the projects. (CEQA Guidelines Section 15051(b).)

The 2022 AQMP and 2016 AQMP each: 1) had environmental impacts which were evaluated in a Final Program EIR; and 2) were discretionary actions which were individually considered and approved by the South Coast AQMD Governing Board.

Therefore, the development and implementation of the charging and fueling infrastructure plans in accordance with the proposed Cooperative Agreement are integrally related to the 2022 AQMP and the 2016 AQMP for which two previous environmental analyses have been prepared: 1) the Final Program EIR for the 2022 AQMP which was certified by the South Coast AQMD Governing Board on December 2, 2022³; and 2) the Final Program EIR for the 2016 AQMP which was certified by the South Coast AQMD Governing Board on March 3, 2017.⁴

The Final Program EIRs for the 2022 AQMP and 2016 AQMP identified potentially significant impacts, and mitigation measures were adopted for each plan. Further, since mitigation measures were adopted for the 2022 AQMP and 2016 AQMP, Mitigation, Monitoring, and Reporting Plans,

³ South Coast AQMD, Final Program Environmental Impact Report for the 2022 Air Quality Management Plan, December 2022. <https://www.aqmd.gov/docs/default-source/ceqa/documents/aqmd-projects/2022/2022-aqmp-final-peir.pdf>

⁴ South Coast AQMD, Final Program Environmental Impact Report for the 2016 Air Quality Management Plan, March 2017. <https://www.aqmd.gov/docs/default-source/ceqa/documents/aqmd-projects/2016/2016aqmpfpeir.pdf>

pursuant to Public Resources Code Section 21081.6 and CEQA Guidelines 15097 were also required and adopted.

Further, because the Final Program EIRs for both AQMPs concluded that implementation of these two projects would have potentially significant and unavoidable adverse impacts on the environment, Findings were made pursuant to CEQA Guidelines Section 15091, and Statements of Overriding Considerations pursuant to CEQA Guidelines Section 15093 were adopted.

The 2022 AQMP, along with the December 2022 Final Program EIR for the 2022 AQMP (State Clearinghouse No. 2022050287) and its corresponding Findings, Statement of Overriding Considerations, and Mitigation, Monitoring, and Reporting Plan, and the 2016 AQMP along with the March 2017 Final Program EIR for the 2016 AQMP (State Clearinghouse No. 2016071006) and its corresponding Findings, Statement of Overriding Considerations, and Mitigation, Monitoring, and Reporting Plan, upon which analysis of the development and implementation of the charging and fueling infrastructure plans in accordance with the proposed Cooperative Agreement relies, are incorporated by reference pursuant to CEQA Guidelines Section 15150 and are available from the South Coast AQMD's website at:

December 2022 Final Program EIR for the 2022 AQMP

Master webpage

<https://www.aqmd.gov/home/research/documents-reports/lead-agency-scaqmd-projects/south-coast-aqmd-projects---year-2022>

December 2022 Final Program EIR for the 2022 AQMP (including Appendices)

<https://www.aqmd.gov/docs/default-source/ceqa/documents/aqmd-projects/2022/2022-aqmp-final-peir.pdf>

Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Plan

<https://www.aqmd.gov/docs/default-source/ceqa/documents/aqmd-projects/2022/2022-aqmp-attachment1toresolution.pdf>

2022 AQMP

<https://www.aqmd.gov/home/air-quality/air-quality-management-plans/air-quality-mgt-plan>

March 2017 Final Program EIR for the 2016 AQMP

Master webpage

<http://www.aqmd.gov/home/research/documents-reports/lead-agency-scaqmdprojects/scaqmd-projects---year-2017>

March 2017 Final Program EIR for the 2016 AQMP (without Appendices)

<https://www.aqmd.gov/docs/default-source/ceqa/documents/aqmd-projects/2016/2016aqmpfpeir.pdf>

Appendices A through C

https://www.aqmd.gov/docs/default-source/ceqa/documents/aqmd-projects/2016/2016aqmpfpeir_appendicesac.pdf

Appendices D through E

https://www.aqmd.gov/docs/default-source/ceqa/documents/aqmd-projects/2016/2016aqmpfpeir_appendicesde.pdf

Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Plan

<https://www.aqmd.gov/docs/default-source/ceqa/documents/aqmd-projects/2017/att2toresolutionfor-2016aqmp.pdf>

2016 AQMP

<https://www.aqmd.gov/home/air-quality/air-quality-management-plans/final-2016-aqmp>

Copies of these documents may also be obtained from:

Lisa Tanaka, Deputy Executive Officer/Public Advisor
South Coast AQMD 21865 Copley Drive, Diamond Bar, CA 91765
Phone: (909) 396-2432
Email: publicadvisor@aqmd.gov

For both of these projects, a Program EIR was considered to be the appropriate document for each AQMP as set forth in CEQA Guidelines Section 15168 (a)(3) because each AQMP constituted a series of actions that can be characterized as one large project in connection with the issuance of rules, regulations, plans, or other general criteria required to govern the conduct of a continuing program. In addition, the use of a Program EIR had the following advantages by:

- Providing an occasion for a more exhaustive consideration of effects and alternatives than would be practical in an EIR on an individual action;
- Ensuring a consideration of cumulative impacts that might be slighted in a case-by-case analysis;
- Avoiding duplicative reconsideration of basic policy considerations;
- Allowing consideration of broad policy alternatives and program-wide mitigation measures at an early time when the Lead Agency has greater flexibility to deal with basic problems of cumulative impacts; and
- Allowing its use with a later activity if the later activity is within the scope of the project analyzed in the Program EIR without requiring further environmental documents.

Use with Later Activities

Because the portion of the proposed Cooperative Agreement which pertains to the development and implementation of the infrastructure plans implements the previously adopted 2016 AQMP Control Measure MOB-01 and the 2022 AQMP Control Measures MOB-01 and MOB-15, this

Attachment examines whether the development and implementation of infrastructure plans qualify as a later activity within the scope of the previous analyses conducted in the certified Final Program EIRs for the 2022 AQMP and the 2016 AQMP pursuant to CEQA Guidelines 15168 (c) – Use with Later Activities. Specifically, this Attachment: 1) compares the proposed later activity of the development and implementation of infrastructure plans with the previously approved programs, Control Measures MOB-01 and MOB-15 which were adopted in the 2022 AQMP, and Control Measure MOB-01 which was adopted in the 2016; 2) summarizes the environmental impacts analyzed in the Final Program EIRs for the 2022 AQMP and 2016 AQMP for Control Measures MOB-01 and MOB-15; 3) identifies the differences, if any, between the analyses of environmental impacts in the Final Program EIRs for the 2022 AQMP and 2016 AQMP for the applicable control measures and the development and implementation of infrastructure plans and, as needed, identifies any other impact areas which may require further analysis; and 4) considers the evidence and determines whether: a) the development and implementation of infrastructure plans is a later activity within the scope of the programs approved earlier for the 2022 AQMP and 2016 AQMP; and b) the Final Program EIRs for the 2022 AQMP and the 2016 AQMP adequately describe the later activity of the development and implementation of infrastructure plans for the purposes of CEQA such that no new environmental document is required.

SUMMARY OF ENVIRONMENTAL IMPACTS

The CEQA Guidelines require environmental documents to identify significant environmental effects that may result from a proposed project. (CEQA Guidelines Section 15126.2(a).) Direct and indirect significant effects of a project on the environment should be identified and described, with consideration given to both short- and long-term impacts. The discussion of environmental impacts may include, but is not limited to, the resources involved; physical changes; alterations of ecological systems; health and safety impacts caused by physical changes; and other aspects of the resources involved including water, scenic quality, and public services. If significant adverse environmental impacts are identified, the CEQA Guidelines require a discussion of measures that could either avoid or substantially reduce any adverse environmental impacts to the greatest extent feasible. (CEQA Guidelines Section 15126.4.)

The categories of environmental impacts to be studied in a CEQA document are established by CEQA (Public Resources Code Section 21000 et seq.) and the CEQA Guidelines (codified in Title 14 California Code of Regulations Section 15000 et seq.). Under the CEQA Guidelines Appendix G: Environmental Checklist Form, there are 20 environmental topic areas categories in which potential adverse impacts from a project are evaluated. The South Coast AQMD, as lead agency, has taken into consideration the environmental checklist questions in Appendix G, but has reorganized the contents to consolidate the environmental topic areas to avoid repetition. For example, South Coast AQMD's customized the environmental checklist by: 1) combining the topics of "air quality" and "greenhouse gas emissions" (GHG) into one section; 2) combining the topics of "cultural resources" and "tribal cultural resources" into one section; 3) separating the "hazards and hazardous materials" topic into two sections: "hazards and hazardous materials" and "solid and hazardous waste;" and 4) distributing the questions from the topic of "utilities/service systems" into other more specific environmental areas such as "energy," "hydrology and water quality," and "solid and hazardous waste." For each environmental topic area, per CEQA Guidelines Section 15064.7(a), "[a] threshold of significance is an identifiable quantitative, qualitative, or performance level of a particular environmental effect, noncompliance with which means the effect will normally be determined to be significant by the agency and compliance with which means the effect normally will be determined to be less than significant." The South Coast AQMD has developed unique thresholds of significance for the determination of significance in accordance with CEQA Guidelines Section 15064.7(b).

The CEQA Guidelines also include provisions for the preparation of Program EIRs in connection with the issuance of plans, such as the 2022 AQMP and 2016 AQMP, to govern the conduct of a continuing program, including adoptions of broad policy programs as distinguished from those prepared for specific types of projects such as land use projects, for example. (CEQA Guidelines Section 15168.) A Program EIR also allows for the consideration of broad policy alternatives and program-wide mitigation measures at an early time when an agency has greater flexibility to deal with basic problems or cumulative impacts. (CEQA Guidelines Section 15168 (b)(4).) Lastly, a Program EIR also plays an important role in establishing a structure within which a CEQA review of future related actions can be effectively conducted. A Program EIR, by design, provides the basis for future environmental analyses and will allow future project specific CEQA documents, if necessary, to focus solely on the new effects or detailed environmental issues not previously considered. If an agency finds that no new effects could occur, or no new mitigation measures would be required, the agency can approve the activity as being within the scope of the project

covered by the Program EIR and no new environmental document would be required. (CEQA Guidelines Section 15168(c)(2).)

The Final Program EIR for the 2016 AQMP analyzed the impacts of the 2016 AQMP project on 18 environmental topic areas: aesthetics, agriculture and forestry resources, air quality and GHG emissions, biological resources, cultural resources, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, solid and hazardous waste, transportation and traffic, and mandatory findings of significance. In 2019, the CEQA Guidelines were amended to add the environmental topic areas of tribal cultural resources and wildfires, and the transportation analysis was changed from Level of Service (LOS) to Vehicle Miles Traveled (VMT) with a corresponding update to the name of the environmental topic area from “transportation and traffic” to “transportation.” Thus, the Final Program EIR for the 2022 AQMP analyzed the impacts of implementing the various control measures in the 2022 AQMP on 19 environmental topic areas: aesthetics, agriculture and forestry resources, air quality and GHG emissions, biological resources, cultural and tribal cultural resources, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, solid and hazardous waste, transportation, wildfire, and mandatory findings of significance.

The Final Program EIR for the 2022 AQMP concluded that the implementation of all of the control measures in the 2022 AQMP would result in potentially significant impacts for the following environmental topic areas: air quality and GHG emissions, energy, hazards and hazardous materials, hydrology and water quality, noise, and solid and hazardous waste. All other environmental topic areas were either concluded to have less than significant impacts or no impact. Mitigation measures to minimize significant impacts from implementation of the 2022 AQMP were adopted in the Mitigation, Monitoring, and Reporting Plan which can be found in Attachment 1 to the Governing Board Resolution for the Final Program EIR for the 2022 AQMP.⁵

The Final Program EIR for the 2016 AQMP concluded that the implementation of all of the control measures in the 2016 AQMP would result in potentially significant impacts for the following environmental topic areas: aesthetics, air quality and GHG emissions, energy, hazards and hazardous materials, hydrology and water quality, noise, solid and hazardous waste, and transportation and traffic. All other environmental topic areas were either concluded to have less than significant impacts or no impact. Mitigation measures to minimize significant impacts from implementation of the 2016 AQMP were adopted in the Mitigation, Monitoring, and Reporting Plan which can be found in Attachment 2 to the Governing Board Resolution for the Final Program EIR for the 2016 AQMP.⁶

Table 1 summarizes Control Measures MOB-01 and MOB-15 of the 2022 AQMP, and Control Measure MOB-01 of the 2016 AQMP, upon which the development and implementation of

⁵ South Coast AQMD, Attachment 1 to the Governing Board Resolution for the Final Program Environmental Impact Report for the 2022 Air Quality Management Plan, December 2022. <https://www.aqmd.gov/docs/default-source/ceqa/documents/aqmd-projects/2022/2022-aqmp-attachment1toresolution.pdf>

⁶ South Coast AQMD, Attachment 2 to the Governing Board Resolution for the Final Program Environmental Impact Report for the 2016 Air Quality Management Plan, March 2017. <https://www.aqmd.gov/docs/default-source/ceqa/documents/aqmd-projects/2017/att2toresolutionfor-2016aqmp.pdf>

infrastructure plans relies, their effect of implementation and nature of potential impact(s), and which of the environmental topic areas are potentially adversely impacted by their implementation. It should be noted that Control Measure MOB-01 was concluded in the Final Program EIR for the 2022 AQMP to have potential adverse impacts related to the environmental topic areas of air quality and GHG, energy, hazards and hazardous materials, noise, and solid and hazardous waste, but no potential adverse impacts to the environmental topic area of hydrology and water quality. However, for other control measures in the 2022 AQMP, the Final Program EIR for the 2022 AQMP concluded that there would be potential adverse impacts to hydrology and water quality. In contrast, Control Measure MOB-15 of the 2022 AQMP was concluded not to have potential adverse impacts on any environmental topic area because it was administrative in nature. Control Measure MOB-01 was concluded in the Final Program EIR for the 2016 AQMP to have potential adverse impacts related to the environmental topic areas of aesthetics, air quality and GHG, energy, hazards and hazardous materials, hydrology and water quality, noise, solid and hazardous waste, and transportation and traffic.

Tables 2 and 3 summarize the analyses in the Final Program EIRs for the 2022 AQMP and 2016 AQMP associated with Control Measure MOB-01: physical changes expected, environmental topic areas affected according to level of significance impact, and the applicable mitigation measures. Because Control Measure MOB-15 of the 2022 AQMP is administrative in nature, no environmental impacts were expected from its implementation.

Table 4 summarizes the physical changes expected, environmental topic areas affected, and the applicable mitigation measures associated with development and implementation of infrastructure plans and compares the similarities to those analyzed for Control Measure MOB-01 in both the Final Program EIRs for the 2022 AQMP and 2016 AQMP. It should be noted that, while Control Measure MOB-01 of the 2016 AQMP contemplated the use of barge-based bonnet technology to reduce emissions from ocean going vessels, the development and implementation of infrastructure plans in accordance with the Proposed Cooperative Agreement, does not consider its use. Therefore, the environmental impacts resulting from use of barge-based bonnet technology (i.e., potentially significant aesthetics impacts) will not occur under the development and implementation of infrastructure plans.

Table 1. Environmental Topic Areas with Potential Adverse Impacts from Port-Related Control Measures

Control Measure Number	Title	Effect of Implementation and Nature of Potential Impact(s)	Potential Adverse Impact(s)							
			Aesthetics	Air Quality/ GHG	Energy	Hazards/ Hazardous Materials	Hydrology/ Water Quality	Noise	Solid/ Hazardous Waste	Transportation/ Traffic
MOB-01 in 2022 AQMP	Emission Reductions at Commercial Marine Ports	Infrastructure development required to achieve emission reductions at commercial marine ports from on-road heavy-duty vehicles, OGVs, cargo handling equipment, locomotives, and harbor craft may cause impacts to: 1) air quality and GHGs from construction activities, 2) energy due to increased demand for electricity, natural gas, and hydrogen, 3) hazards and hazardous materials from storage and handling of alternative fuels, and engine replacements, 4) noise during construction, and 5) solid and hazardous waste associated with engine replacements.	-	X	X	X	-	X	X	-
MOB-15 in 2022 AQMP	Zero Emission Infrastructure for Mobile Sources	Development of a work plan to support and accelerate the deployment of zero emission infrastructure needed for the widespread adoption of zero emission vehicles and equipment is administrative and does not require physical changes or construction activities. Therefore, it will not result in environmental impacts.	-	-	-	-	-	-	-	-
MOB-01 in 2016 AQMP	Emission Reductions at Commercial Marine Ports	Enforceable actions to achieve emission reductions may involve construction of infrastructure to provide support for new cleaner equipment or vehicles; use of bonnet systems on barges; increased use of natural gas, electricity, and alternative fuels; and early retirement of equipment.	X	X	X	X	X	X	X	X

Table 2. Analysis of Control Measure MOB-01 in the Final Program EIR for the 2022 AQMP

	Physical Changes Expected From MOB-01	Environmental Topic Areas with Potentially Significant Impacts	Adopted Mitigation Measures	Environmental Topic Areas with Less than Significant Impacts	Environmental Topic Areas with No Impacts
Construction	Construction and installation of charging and alternative fueling infrastructure for electricity and the storage and dispensing of alternative fuels for use in on-road heavy-duty vehicles, off-road equipment, locomotives, and marine vessels.	• Air Quality • Noise • Solid and Hazardous Waste	• Air Quality: AQ-1 to AQ-26 • Noise: NS-1 to NS-14 • Solid and Hazardous Waste: SHW-1 to SHW-3	• GHG	• Aesthetics • Agriculture and Forestry Resources • Biological Resources • Cultural and Tribal Cultural Resources • Geology and Soils • Hydrology and Water Quality • Land Use and Planning • Mineral Resources • Population and Housing • Public Services • Recreation • Transportation • Wildfire
Operation	Increased demand for electricity and natural gas, and increased production and use of alternative fuels. Potential acceleration in the purchase of zero-emission or low-NOx emitting equipment and vehicles that would replace older equipment and vehicles, thereby increasing the scrapping of equipment and vehicles faster than would normally occur could result in physical changes.	• Energy • Hazards and Hazardous Materials	• Energy: E-1 to E-12	• Air Quality and GHG	

Table 3. Analysis of Control Measure MOB-01 in the Final Program EIR for the 2016 AQMP

	Physical Changes Expected From MOB-01	Environmental Topic Areas with Potentially Significant Impacts	Adopted Mitigation Measures	Environmental Topic Areas with Less than Significant Impacts	Environmental Topic Areas with No Impacts
Construction	Construction of infrastructure to provide support for new cleaner equipment or vehicles.	• Air Quality • Noise • Solid and Hazardous Waste • Transportation and Traffic	• Air Quality: AQ-1 to AQ-23 • Noise: NS-1 to NS-17 • Transportation and Traffic: TR-1	• GHG	• Agriculture and Forestry Resources • Biological Resources
Operation	Use of barge-based bonnet systems to capture emissions from ocean-going vessels.	• Aesthetics • Transportation and Traffic	• Aesthetics: AE-1 to AE-5	• None	• Cultural and Tribal Cultural Resources
	Increased demand for electricity and natural gas, and increased production and use of alternative fuels and fuel additives.	• Energy	• Energy: E-1 to E-7	• Air Quality and GHG • Hazards and Hazardous Materials • Hydrology and Water Quality	• Geology and Soils • Land Use and Planning • Mineral Resources • Population and Housing
	Potential acceleration in the purchase of zero-emission or low-NOx emitting equipment and vehicles that would replace older equipment and vehicles, thereby increasing the scrapping of equipment and vehicles faster than would normally occur could result in physical changes.	• Solid and Hazardous Waste • Transportation and Traffic	None	• Hydrology and Water Quality	• Public Services • Recreation • Wildfire

Table 4. Comparison of Environmental Impacts between MOB-01 and the Development and Implementation of Infrastructure Plans

Physical Change Expected from the Infrastructure Plans		Similarity to Environmental Topic Areas with Potentially Significant Impacts	Applicability of Adopted Mitigation Measures	Similarity to Environmental Topic Areas with Less than Significant Impacts	Similarity to Environmental Topic Areas with No Impacts
Construction	Construction and installation of charging and alternative fueling infrastructure for electricity, and the storage and dispensing of alternative fuels for use in on-road heavy-duty vehicles, off-road equipment, locomotives, and marine vessels.	• Air Quality • Noise • Solid and Hazardous Waste • Transportation and Traffic <i>While the exact scope of the future actions that may be identified in the infrastructure plans is speculative at this time, the development and implementation of infrastructure plans as required by the Cooperative Agreement could have the same or fewer potentially significant impacts as anticipated for construction and installation of charging and alternative fueling infrastructure from Control Measure MOB-01 of the 2022 and 2016 AQMPs.</i>	• Air Quality and GHG: AQ-1 to AQ-26 of the Final Program EIR for the 2022 AQMP; and AQ-1 to AQ-23 of the Final Program EIR for the 2016 AQMP • Noise: NS-1 to NS-14 of the Final Program EIR for the 2022 AQMP; and NS-1 to NS-17 of the Final Program EIR for the 2016 AQMP • Solid and Hazardous Waste: SHW-1 to SHW-3 of the Final Program EIR for the 2022 AQMP • Transportation: TR-1 of the Final Program EIR for the 2016 AQMP <i>The mitigation measures minimizing impacts from Control Measure MOB-01 of the 2022 and 2016 AQMPs are expected to apply to the development and implementation of infrastructure plans.</i>	• GHG <i>While the exact scope of the future actions that may be identified in the infrastructure plans is speculative at this time, the development and implementation of infrastructure plans as required by the Cooperative Agreement could have the same or fewer less than significant impacts as anticipated for construction and installation of charging and alternative fueling infrastructure from Control Measure MOB-01 of the 2022 and 2016 AQMPs.</i>	• Aesthetics • Agriculture and Forestry Resources • Biological Resources • Cultural and Tribal Cultural Resources • Energy • Geology and Soils • Hazards and Hazardous Materials • Hydrology and Water Quality • Land Use and Planning • Mineral Resources • Population and Housing • Public Services • Recreation • Wildfire <i>Same as for construction and installation of charging and alternative fueling infrastructure from Control Measure MOB-01 of the 2022 and 2016 AQMPs.</i>

**Table 4. Comparison of Environmental Impacts between MOB-01
and the Development and Implementation of Infrastructure Plans (continued)**

Physical Change Expected from the Agreement		Similarity to Environmental Topic Areas with Potentially Significant Impacts	Applicability of Adopted Mitigation Measures	Similarity to Environmental Topic Areas with Less than Significant Impacts	Similarity to Environmental Topic Areas with No Impacts
Operation	Increased demand for electricity and natural gas, and increased production and use of alternative fuels.	• Energy • Hazards and Hazardous Materials <i>While the exact scope of the future actions that may be identified in the infrastructure plans is speculative at this time, the development and implementation of infrastructure plans as required by the Cooperative Agreement could have the same or fewer potentially significant impacts anticipated for increased demand for electricity, natural gas, and alternative fuels from Control Measure MOB-01 of the 2022 and 2016 AQMPs.</i>	Energy: - E-1 to E-12 of the Final Program EIR for the 2022 AQMP; and - E-1 to E-7 of the Final Program EIR for the 2016 AQMP <i>The mitigation measures minimizing impacts on increased demand for electricity, natural gas, and alternative fuels from Control Measure MOB-01 of the 2022 and 2016 AQMPs are expected to apply to the development and implementation of infrastructure plans.</i>	• Air Quality and GHG • Hydrology and Water Quality <i>While the exact scope of the future actions that may be identified in the infrastructure plans is speculative at this time, the development and implementation of infrastructure plans as required by the Cooperative Agreement could have the same or fewer less than significant impacts anticipated for increased demand for electricity, natural gas, and alternative fuels from Control Measure MOB-01 of the 2022 and 2016 AQMPs.</i>	• Aesthetics • Agriculture and Forestry Resources • Biological Resources • Cultural and Tribal Cultural Resources • Geology and Soils • Land Use and Planning • Mineral Resources • Noise • Population and Housing • Public Services • Recreation • Solid and Hazardous Waste • Transportation • Wildfire <i>Same as for increased demand for electricity, natural gas, and alternative fuels from Control Measure MOB-01 of the 2022 and 2016 AQMPs.</i>

**Table 4. Comparison of Environmental Impacts between MOB-01
and Development and Implementation of Infrastructure Plans (concluded)**

Physical Change Expected from the Agreement		Similarity to Environmental Topic Areas with Potentially Significant Impacts	Applicability of Adopted Mitigation Measures	Similarity to Environmental Topic Areas with Less than Significant Impacts	Similarity to Environmental Topic Areas with No Impacts
Operation	Potential acceleration in the purchase of zero-emission or low-NOx emitting equipment and vehicles that would replace older equipment and vehicles, thereby increasing the scrapping of equipment and vehicles faster than would normally occur could result in physical changes.	• Solid and Hazardous Waste • Transportation and Traffic	• Solid and Hazardous Waste: SHW-1 to SHW-3 of the Final Program EIR for the 2022 AQMP	• Air Quality and GHG • Hydrology and Water Quality	• Aesthetics • Agriculture and Forestry Resources • Biological Resources • Cultural and Tribal Cultural Resources • Energy • Geology and Soils • Hazards and Hazardous Materials • Land Use and Planning • Mineral Resources • Noise • Population and Housing • Public Services • Recreation • Wildfire
		<i>While the exact scope of the future actions that may be identified in the infrastructure plans is speculative at this time, the development and implementation of infrastructure plans as required by the Cooperative Agreement could have the same or fewer potentially significant impacts anticipated for the potential acceleration in scrapping of equipment and vehicles from Control Measure MOB-01 of the 2022 and 2016 AQMPs.</i>	<i>The mitigation measures minimizing impacts on the potential acceleration in scrapping of equipment and vehicles from Control Measure MOB-01 of the 2022 and 2016 AQMPs are expected to apply to the development and implementation of infrastructure plans.</i>	<i>While the exact scope of the future actions that may be identified in the infrastructure plans is speculative at this time, the development and implementation of infrastructure plans as required by the Cooperative Agreement could have the same or fewer less than significant impacts anticipated for the potential acceleration in scrapping of equipment and vehicles from Control Measure MOB-01 of the 2022 and 2016 AQMPs.</i>	<i>Same as for the potential acceleration in scrapping of equipment and vehicles from Control Measure MOB-01 of the 2022 and 2016 AQMPs.</i>

The development and implementation of infrastructure plans implement Control Measures MOB-01 and MOB-15 of the 2022 AQMP, and Control Measure MOB-01 of the 2016 AQMP by seeking emission reductions at the Ports, including through deployment of zero emission infrastructure. Implementation of the Infrastructure Plans could generate increased demand for electricity and alternative fuels to support Port operation in the South Coast Air Basin. Consequently, existing utility supply and distribution systems may require capacity upgrades to meet this demand. These enhancements would constitute off-site infrastructure improvements, encompassing electricity generation resources, transmission capacity, and distribution system capacity (such as additional substations and circuits), along with hydrogen fuel production, storage, and distribution systems. The development and implementation of infrastructure plans will also likely accelerate the purchase of zero emission capable or low-NOx emitting equipment and vehicles that would replace older equipment and vehicles and thus, increase the scrapping of equipment and vehicles faster than would normally occur. All of these impacts associated with these infrastructure improvements and acceleration of cleaner technologies were previously analyzed in the Final EIRs for the 2022 AQMP and the 2016 AQMP.

The precise level of zero emission infrastructure through time that would be associated with the development and implementation of infrastructure plans is unknown. The type of zero emissions infrastructure may vary (e.g., fast or slow charging electrification, fast or slow fueling of hydrogen, etc.). Under the proposed Cooperative Agreement, the Ports must quantify the approximate number of equipment or vehicles by source category, describe the existing operational charging and fuel infrastructure, and set planning targets for further zero emission infrastructure, including timeline for when the associated infrastructure will become operational. The Ports, who are subject to the proposed Cooperative Agreement, have not provided any site-specific details regarding any additional potential modifications and associated environmental impacts that could potentially occur. It is speculative to determine what impacts will occur with any more precision than what has been previously forecasted and already analyzed in accordance with CEQA Guidelines Section 15144 in the Final Program EIRs for the 2022 AQMP and 2016 AQMP. Predicting what the Ports would do without firm evidence based on facts to support the analysis would require speculation or conjecture that is inappropriate and prohibited by CEQA (CEQA Guidelines Section 15145.). When project-level details and corresponding environmental information is not available and a particular impact is too speculative for evaluation, as is the case with the Ports, who are subject to the proposed Cooperative Agreement, no additional analysis is required for potential modifications that may occur at individual sites which are speculative (CEQA Guidelines Section 15145.). Thus, the previous analyses of the environmental impacts for Control Measures MOB-01 and MOB-15 of the 2022 AQMP in their Final Program EIR, and Control Measure MOB-01 of the 2016 AQMP in its Final Program EIR cover the breadth of impacts that are expected to result from the development and implementation of infrastructure plans such that no additional environmental impacts need to be evaluated at this time.

The analyses in the Final Program EIR for the 2022 AQMP determined that implementation of Control Measure MOB-01 has the potential to generate significant adverse impacts to air quality from construction, energy, hazards and hazardous waste, noise, and solid and hazardous waste; less than significant impacts to operational air quality and GHG; and no impacts to all other environmental topic areas. The analyses in the Final Program EIR for the 2016 AQMP determined that implementation of Control Measure MOB-01 has the potential to generate significant adverse

impacts to aesthetics, air quality from construction, energy, noise, solid and hazardous waste, and transportation and traffic; less than significant impacts to operational air quality and GHG, hazards and hazardous materials and hydrology and water quality; and no impacts to all other environmental topic areas.

At such time when the Ports propose specific charging and fueling infrastructure projects with future defined actions (e.g., locations, equipment details, and timelines, etc.), the Ports will need to evaluate the potential environmental impacts of these future defined actions and determine whether a new or modified CEQA document is needed. The Ports may elect to rely on the environmental analyses conducted by South Coast AQMD in the Final Program EIRs for the 2022 AQMP and 2016 AQMP, or conduct new CEQA analyses.

ENVIRONMENTAL TOPIC AREAS WITH POTENTIALLY SIGNIFICANT IMPACTS

The Final Program EIR for the 2022 AQMP concluded that the implementation of all of the control measures in the 2022 AQMP would result in potentially significant impacts for the following environmental topic areas: air quality and GHG emissions, energy, hazards and hazardous materials, hydrology and water quality, noise, and solid and hazardous waste. Specific to the implementation of Control Measure MOB-01, the Final Program EIR for the 2022 AQMP analyzed and concluded potentially significant impacts to the environmental topic areas of air quality from construction, energy, hazards and hazardous materials, noise, and solid and hazardous waste.

The Final Program EIR for the 2016 AQMP concluded that the implementation of all of the control measures in the 2016 AQMP would result in potentially significant impacts for the following environmental topic areas: aesthetics, air quality and GHG emissions, energy, hazards and hazardous materials, hydrology and water quality, noise, solid and hazardous waste, and transportation and traffic. Specific to the implementation of Control Measure MOB-01, the Final Program EIR for the 2016 AQMP analyzed and concluded potentially significant impacts to the environmental topic area of aesthetics, air quality from construction, energy, noise, solid and hazardous waste, and transportation and traffic.

It should be noted that, while Control Measure MOB-01 of the 2016 AQMP contemplated the use of barge-based bonnet technology to reduce emissions from ocean going vessels, the development and implementation of infrastructure plans does not consider its use. Therefore, the environmental impacts resulting from use of barge-based bonnet technology (i.e., potentially significant aesthetics impacts) will not occur under the development and implementation of infrastructure plans. As such, the environmental topic area of aesthetics is discussed in the section entitled “Environmental Topic Areas with Less than Significant or No Impacts.”

The following section summarizes the analyses of potentially significant impacts from the implementing Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP, upon which the development and implementation of infrastructure plans relies, for the topics of air quality from construction, energy, hazards and hazardous materials, noise, solid and hazardous waste, and transportation and traffic. The significance criteria, potential impacts, applicable mitigation measures, and cumulative impacts will be discussed for each environmental topic area.

Air Quality from Construction

Implementing control measures from both the 2022 AQMP and 2016 AQMP is expected to decrease operational emissions of criteria pollutants over the long-term, resulting in a benefit to air quality. However, in order to realize this benefit, various types of construction activities will be necessary to implement most control measures including Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP. However, construction is generally characterized as a temporary, short-term activity which will contribute to adverse air quality impacts. Potentially significant impacts to air quality from construction will be discussed in this section, while less than significant impacts to air quality from operation and GHG emissions will be discussed in a later section entitled “Environmental Topic Areas with Less than Significant or No Impacts.” The Final Program EIR for the 2022 AQMP considered and evaluated the construction and installation of infrastructure to support use of additional electricity and alternative fuels from Control Measure MOB-01. Similarly, the Final Program EIR for the 2016 AQMP evaluated construction impacts from Control Measure MOB-01 along with a suite of other control measures associated with installing infrastructure to provide support for new cleaner equipment or vehicles. The Final Program EIR for 2016 AQMP analyzed the potential air quality impacts from constructing infrastructure to provide support for new cleaner equipment or vehicles by focusing on the following key components: 1) development of baseline and future regional emission inventories for all quantifiable emissions sources in the Basin, as detailed in 2016 AQMP Appendix IV-A⁷, which form the basis for understanding the magnitude of emissions associated with various construction phases; 2) assumption that all off-road equipment used in construction activities, including grading, paving, and the installation of air pollution control devices, contribute to construction emissions; 3) quantification of estimated emission from construction activities for each phase, including emissions from on-road vehicles transporting workers, vendors, and materials to and from construction sites; 4) comparison of estimated emissions from construction activities to established thresholds set by the South Coast AQMD to determine whether emissions are considered significant and could potentially lead to adverse localized air quality impacts; and 5) recognition that while emissions from individual construction projects at specific facilities may not exceed significance thresholds, concurrent, overlapping construction activities across multiple sites could exceed the significance thresholds. Based on the analysis, the Final Program EIR for the 2016 AQMP concluded significant construction air quality impacts and as such, identified and adopted mitigation measures to reduce construction emissions. These mitigation measures were designed to minimize the adverse environmental impacts while supporting the AQMP’s goal of achieving and maintaining compliance with the national and state ambient air quality standards across the region.

Significance Criteria

A threshold of significance is an identifiable quantitative, qualitative, or performance level of a particular environmental effect. Proposed projects that do not exceed the significance threshold for the effect under evaluation normally will be determined to be less than significant. Exceeding any significance threshold means the effect will normally be determined to be significant by the lead agency. (CEQA Guidelines Sections 15064(a) and (b)(2); Section 15064.7(a).)

⁷ South Coast AQMD, Appendix IV-A for the 2016 Air Quality Management Plan; <https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/appendix-iv-a.pdf>

To determine whether air quality and GHG emissions impacts from the 2022 AQMP and the 2016 AQMP were significant, the Final Program EIRs for the 2022 AQMP and 2016 AQMP estimated the potential emissions of criteria pollutants, toxic air contaminants, and GHGs and compared those estimates to the significance criteria in Table 5.

Table 5. South Coast AQMD Air Quality Significance Thresholds

Mass Daily Thresholds ^(a)		
Pollutant	Construction	Operation
NOx	100 lb/day	55 lb/day
VOC	75 lb/day	55 lb/day
PM10	150 lb/day	150 lb/day
PM2.5	55 lb/day	55 lb/day
SOx	150 lb/day	150 lb/day
CO	550 lb/day	550 lb/day
Lead	3 lb/day	3 lb/day
Toxic Air Contaminants, Odor, and GHG Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden ≥ 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic and Acute Hazard Index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to South Coast AQMD Rule 402	
GHG	10,000 MT/yr CO ₂ eq for industrial facilities	
Ambient Air Quality for Criteria Pollutants ^(b)		
NO2 1-hour average annual arithmetic mean	South Coast AQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state) and 0.0534 ppm (federal)	
PM10 24-hour average annual average	10.4 µg/m ³ (construction) ^(c) and 2.5 µg/m ³ (operation) 1.0 µg/m ³	
PM2.5 24-hour average	10.4 µg/m ³ (construction) ^(c) and 2.5 µg/m ³ (operation)	
SO2 1-hour average 24-hour average	0.25 ppm (state) and 0.075 ppm (federal – 99th percentile) 0.04 ppm (state)	
Sulfate 24-hour average	25 µg/m ³ (state)	
CO 1-hour average 8-hour average	South Coast AQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	
Lead 30-day average Rolling 3-month average	1.5 µg/m ³ (state) 0.15 µg/m ³ (federal)	

a) Source: South Coast AQMD CEQA Handbook (South Coast AQMD, 1993)

b) Ambient air quality thresholds for criteria pollutants based on South Coast AQMD Rule 1303, Table A-2 unless otherwise stated.

c) Ambient air quality threshold based on South Coast AQMD Rule 403.

KEY: lb/day = pounds per day

ppm = parts per million

µg/m³ = microgram per cubic meter $\geq$ = greater than or equal toMT/yr CO₂eq = metric tons per year of CO₂ equivalent

> = greater than

Revision: March 2023

Air Quality Impacts from Construction⁸

The Final Program EIR for the 2022 AQMP considered that implementation of Control Measure MOB-01 requires construction of infrastructure for fuel/energy producing facilities to be able to supply electricity, hydrogen, and natural gas for alternative-fueled off- and on-road vehicles and equipment (see Final Program EIR for the 2022 AQMP, Table 4.2-3). While the scope of what it would take to build the additional electricity generating equipment and alternative fuels production equipment at either existing or new facilities is unknown, emissions from major construction activities associated with capital improvement projects are typically greater and for a longer period of time than construction emissions resulting from the installation of air pollution control equipment. To illustrate potential overlapping construction activities on a peak day, the Final Program EIR for the 2022 AQMP presented a compilation of the estimated construction emissions typical of equipment replacement in residential and commercial settings, air pollution control equipment installations, with construction emission estimates for producing renewable or alternative fuels. While individually, most components of the construction activities would not have emissions exceeding the South Coast AQMD's air quality significance thresholds, it is foreseeable and likely that on any given day, construction activities associated with one or more new or existing air pollution control devices overlapping with other types of construction activities associated with producing alternative fuels in order to comply with the 2022 AQMP could occur at more than one facility. Based on the size of any single project, or if more than one facility were concurrently constructed on any given day, the emissions would exceed the South Coast AQMD's air quality significance thresholds. Therefore, construction emissions were considered potentially significant.

Because the construction air quality impacts from implementing the 2022 AQMP were concluded to be significant, feasible mitigation measures AQ-1 to AQ-26 for reducing impacts related to construction were adopted in the Final Program EIR for the 2022 AQMP, and these mitigation measures apply to Control Measure1 MOB-01, upon which the development and implementation of infrastructure relies (see pages 4.2-22 to 4.2-24 of the Final Program EIR for the 2022 AQMP). Even after mitigation measures AQ-1 to AQ-26 were applied, the Final Program EIR for the 2022 AQMP concluded that construction air quality impacts would remain significant.

The Final Program EIR for the 2016 AQMP considered that implementation of Control Measure MOB-01 had the potential to generate construction emission impacts from constructing infrastructure to provide support for new cleaner equipment or vehicles. The Final Program EIR for the 2016 AQMP analyzed a typical construction scenario of an air pollution control device at an existing facility which consisted of the following phases and associated on-road and off-road construction equipment:

- Grading/Site Preparation: Rubber Tired Dozers, Tractors/Loaders/Backhoes, Construction Workers' Vehicles, and Medium Duty Trucks
- Paving: Pavers, Cement/Mortar Mixers, Rollers, Construction Workers' Vehicles, and Medium Duty Trucks

⁸ See Section 4.2.5.1 Criteria Pollutants – Construction Activities of the Final Program EIR for the 2022 AQMP and Section 4.1.6.1 Criteria Pollutants – Construction Activities of the Final Program EIR for the 2016 AQMP

- Installing/Constructing Air Pollution Control Device(s): Cranes, Forklifts, Tractors/Loaders/Backhoes, Construction Workers' Vehicles, and Medium Duty Trucks

Construction emissions were estimated for these various construction phases associated with the installation of air pollution control devices. In addition, criteria pollutant emissions were calculated for all on-road vehicles transporting workers, vendors, and material removal and delivery. The analysis assumed that each phase must be entirely completed before the next phase can commence such that there would be no overlap of construction phases for the construction of the new control devices. Table 6, which is Table 4.1-3 Typical Peak Daily Construction Emissions for Control Devices in the Basin (lbs/day) from the Final Program EIR for the 2016 AQMP, summarizes the construction emissions that would be expected to occur as a result of installing one air pollution control device at one facility. Although the construction emissions at each individual facility might not exceed the South Coast AQMD's air quality significance thresholds, it was foreseeable and likely that on any given day, construction of one or more control devices in order to comply with the 2016 AQMP could occur at more than one facility. Based on the results in Table 6, if more than four facilities or more than four control devices were concurrently constructed on any given day, the emissions would exceed the South Coast AQMD air quality significance thresholds. Therefore, construction emissions were considered significant.

**Table 6. Typical Peak Daily Construction Emissions
for Control Devices in the Basin (lbs/day)**

Source Category	VOC	NO_x	CO	SO_x	PM₁₀	PM_{2.5}
Grading/Site Preparation	2.7	25	11	0.0	3.9	1.6
Paving	0.2	12	8	0.01	0.7	0.7
Device Installation	3.4	30	15	0.0	1.4	1.3
Maximum Emissions (1 Facility)	3.4	30	15	0.01	3.9	1.6
Maximum Emissions (4 Facilities)	13.6	120	60	0.04	15.6	6.4
South Coast AQMD Air Quality Significance Thresholds	75	100	550	150	150	55
Significant? (YES/NO)	NO	YES	NO	NO	NO	NO

Because the analysis Final Program EIR for the 2016 AQMP concluded that the construction air quality were significant, feasible mitigation measures AQ-1 to AQ-23 for reducing impacts related to construction were adopted, and these mitigation measures are applicable to Control Measure MOB-01, upon which the development and implementation of infrastructure plans relies (see pp. 4.1-54 to 4.1-56 of the Final Program EIR for the 2016 AQMP). Even after mitigation measures AQ-1 to AQ-23 were applied, the Final Program EIR for the 2016 AQMP concluded that construction air quality impacts would remain significant.

Mitigation Measures Adopted in the Final Program EIRs for the 2022 AQMP and 2016 AQMP for Construction Air Quality⁹

Mitigation measures AQ-1 to AQ-26 of the Final Program EIR for the 2022 AQMP and mitigation measures AQ-1 to AQ-23 of the Final Program EIR for the 2016 AQMP are presented side-by-side in Table 7. Because the analysis conducted in the Final Program EIR for the 2022 AQMP reflects the most recent best practices, owners and operators of equipment required to mitigate air quality impacts from construction are recommended to utilize the mitigation measures of the Final Program EIR for the 2022 AQMP in the event of a conflict between mitigation measures that would apply in a given situation.

⁹ See Section 4.2.5.1 Criteria Pollutants – Construction Activities of the Final Program EIR for the 2022 AQMP and Section 4.7.1 Mitigation Measures of the Final Program EIR for the 2016 AQMP

**Table 7. Mitigation Measures Adopted in the Final Program EIRs for the 2022 AQMP and 2016 AQMP
for Construction Air Quality**

2022 AQMP	2016 AQMP
AQ-1 Develop a Construction Emission Management Plan to minimize emissions from vehicles including, but not limited to: consolidating truck deliveries so as to minimize the number of trucks on a peak day; scheduling deliveries to avoid peak hour traffic conditions; describing truck routing; describing deliveries including logging delivery times; describing entry/exit points; identifying locations of parking; identifying construction schedule; and prohibiting truck idling in excess of five consecutive minutes or another time-frame as allowed by the California Code of Regulations, Title 13 Section 2485 – CARB’s Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling. The Construction Emission Management Plan shall be submitted to South Coast AQMD – PRDI/CEQA for approval prior to the start of construction. At a minimum, the Construction Emission Management Plan would include the following types of mitigation measures and Best Management Practices. AQ-2 Tune and maintain all construction equipment to be in compliance with the manufacturer’s recommended maintenance schedule and specifications that optimize emissions without nullifying engine warranties. All maintenance records for each equipment and their construction contractor(s) shall be made available for inspection and remain onsite for a period of at least two years from completion of construction.	AQ-1 During construction, require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export). If the Lead Agency determines that 2010 model year or newer diesel trucks cannot be obtained, the Lead Agency shall instead require the use of trucks that meet EPA 2007 model year NOx emissions requirements. AQ-2 Require all on-site construction equipment to meet the following: - All off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. - A copy of each unit’s certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment. - Encourage construction contractors to apply for SCAQMD “SOON” funding incentives. The “SOON” program provides funds to accelerate the cleanup of off-road diesel vehicles, such as heavy-duty construction equipment. More information on this program can be found at the following website: http://www.aqmd.gov/tao/Implementation/SOONProgram.htm.

**Table 7. Mitigation Measures Adopted in the Final Program EIRs for the 2022 AQMP and 2016 AQMP
for Construction Air Quality (continued)**

2022 AQMP	2016 AQMP
AQ-3 Survey and document the construction areas and identify all construction areas that are served by electricity. Onsite electricity, rather than temporary power generators, shall be used in all construction areas that are demonstrated to be served by electricity. This documentation shall be provided as part of the Construction Emissions Management Plan. AQ-4 Require the use of electric or alternative-fueled (i.e., renewable combustion fuels and hydrogen) construction equipment, if available, including but not limited to, concrete/industrial saws, pumps, aerial lifts, material hoist, air compressors, forklifts, excavator, wheel loader, and soil compactors. AQ-5 Require all off-road diesel-powered construction equipment rated greater than 50 hp to meet Tier-4 off-road emission standards at a minimum. In addition, if not already supplied with a factory-equipped diesel particulate filter, all construction equipment shall be outfitted with Best Available Control Technology (BACT) devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. Construction equipment shall incorporate, where feasible, emissions-reducing technology such as hybrid drives and specific fuel economy standards. In the event that any equipment required under this mitigation measure is not available, the project proponent shall provide documentation in the Construction Emissions Management Plan or associated subsequent status reports as information becomes available.	AQ-3 Prohibit vehicles and construction equipment from idling longer than five minutes at the construction site by including these restrictions in the construction company contract(s) and by posting signs on-site, unless the exceptions in the CARB regulations which pertain to idling requirements are applicable. AQ-4 All on-road heavy-duty diesel trucks or equipment with a gross vehicle weight rating (GVWR) of 19,500 pounds or greater shall comply with EPA 2007 on-road emission standards for PM and NOx (0.01 gram per brake horsepower – hour (g/bhp-hr) and at least 0.2 g/bhp-hr, respectively). AQ-5 Maintain construction equipment tuned up and with two to four-degree retard diesel engine timing or tuned to manufacturer’s recommended specifications that optimize emissions without nullifying engine warranties. AQ-6 The project proponent shall survey and document the proposed project’s construction areas and identify all construction areas that are served by electricity. Onsite electricity, rather than temporary power generators, shall be used in all construction areas that are demonstrated to be served by electricity. AQ-7 Provide temporary traffic controls such as a flag person, during all phases of significant construction activity to maintain smooth traffic flow. AQ-8 Provide dedicated turn lanes for the movement of construction trucks and equipment on- and off-site.

**Table 7. Mitigation Measures Adopted in the Final Program EIRs for the 2022 AQMP and 2016 AQMP
for Construction Air Quality (continued)**

2022 AQMP	2016 AQMP
AQ-6 Require the use of zero-emission (ZE) or near-zero emission (NZE) on-road haul trucks such as heavy-duty trucks with natural gas engines that meet CARB'S adopted optional NO_x emissions standard. AQ-7 Provide electric vehicle (EV) charging stations or at a minimum, provide the electrical infrastructure and electrical panels which shall be appropriately sized. Electrical hookups should be provided for trucks to plug in any onboard auxiliary equipment. AQ-8 Provide temporary traffic controls such as a flag person, during all phases of significant construction activity to maintain smooth traffic flow, where necessary. AQ-9 Provide dedicated turn lanes for the movement of construction trucks and equipment on- and off-site, where applicable. AQ-10 Clearly identify truck routes with trailblazer signs to guide and ensure that the route shall avoid congested streets and sensitive land uses (e.g., residences, schools, day care centers, etc.), where applicable. AQ-11 Improve traffic flow by signal synchronization, where applicable and ensure that check-in point for trucks is inside the project site. AQ-12 Ensure that vehicle traffic inside the project site is as far away as feasible from sensitive receptors.	AQ-9 Re-route construction trucks away from congested streets or sensitive receptor areas. AQ-10 Improve traffic flow by signal synchronization. AQ-11 Reduce traffic speeds on all unpaved roads to 15 mph or less. AQ-12 Prohibit truck idling in excess of five minutes, on- and off-site. AQ-13 Schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the extent practicable. AQ-14 Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 mph. AQ-15 Suspend all construction activities that generate air pollutant emissions during first stage Smog alerts. AQ-16 Configure construction parking to minimize traffic interference. AQ-17 Use alternative clean fueled off-road equipment or give extra points in the bidding process for contractors committing to use such equipment. AQ-18 Require covering of all trucks hauling dirt, sand, soil, or other loose materials.

**Table 7. Mitigation Measures Adopted in the Final Program EIRs for the 2022 AQMP and 2016 AQMP
for Construction Air Quality (continued)**

2022 AQMP	2016 AQMP
AQ-13 Restrict overnight truck parking in sensitive land uses by providing overnight truck parking inside the project site. AQ-14 Design the project such that truck entrances and exits are not facing sensitive receptors and trucks will not travel past sensitive land uses to enter or leave the project site. AQ-15 Reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less. AQ-16 Prohibit truck idling in excess of five minutes, on- and off-site. AQ-17 Schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the extent practicable. AQ-18 Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 mph. AQ-19 Suspend use of all construction activities that generate air pollutant emissions during first stage smog alerts. AQ-20 Configure construction parking to minimize traffic interference. AQ-21 Require covering of all trucks hauling dirt, sand, soil, or other loose materials.	AQ-19 Install wheel washers where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site for each trip. AQ-20 Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more). AQ-21 Replace ground cover in disturbed areas as quickly as possible to minimize dust. AQ-22 Pave road and road shoulders. AQ-23 Sweep streets at the end of the day with SCAQMD Rule 1186 and 1186.1 compliant sweepers if visible soil is carried

**Table 7. Mitigation Measures Adopted in the Final Program EIRs for the 2022 AQMP and 2016 AQMP
for Construction Air Quality (concluded)**

2022 AQMP	2016 AQMP
AQ-22 Install wheel washers where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site for each trip. AQ-23 Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more). AQ-24 Replace ground cover in disturbed areas as quickly as possible to minimize dust. AQ-25 Pave road and road shoulders, where applicable. AQ-26 Sweep streets at the end of the day with sweepers compliant with South Coast AQMD Rules 1186 and 1186.1 if visible soil is carried onto adjacent public paved roads (recommend water sweepers that utilize reclaimed water).	

Cumulative Impacts¹⁰

The Final Program EIR for the 2022 AQMP concluded that implementation of the 2022 AQMP control measures could result in significant adverse air quality impacts during construction because it is foreseeable and likely that on any given day, construction activities associated with one or more new or existing air pollution control devices overlapping with other types of construction activities associated with producing alternative fuels in order to comply with the 2022 AQMP could occur at more than one facility, and based on the size of any single project, or if more than one facility were concurrently constructed on any given day, the emissions would exceed the South Coast AQMD's air quality significance thresholds. When combined with past, present, and reasonably foreseeable activities, in particular with transportation projects projected in the Southern California Association of Governments (SCAG) Connect SoCal Plan¹¹ and the CARB 2022 State SIP Strategy¹², the 2022 AQMP would contribute to cumulatively considerable impacts to air quality related to criteria pollutant emissions during construction, a significant, unavoidable cumulative impact. No additional mitigation measures to reduce the significant cumulative impacts to air quality from construction were identified. Cumulative impacts to air quality from construction for past, present, and reasonably foreseeable future projects would remain significant and unavoidable.

The Final Program EIR for 2016 AQMP concluded that implementation of the 2016 AQMP control measures would result in significant adverse air quality impacts during construction because it is foreseeable and likely that on any given day, construction of one or more control devices in order to comply with the 2016 AQMP could occur at more than one facility, and if more than four facilities or more than four control devices were concurrently constructed on any given day, the emissions would exceed the South Coast AQMD's air quality significance thresholds. The 2016 AQMP control measures would result in significant adverse air quality impacts during construction and, when combined with past, present, and reasonably foreseeable activities, and in particular with transportation projects projected in the 2016 Regional Transportation Plan/ Sustainable Communities Strategy (2016 RTP/SCS)¹³, would contribute to cumulatively considerable impacts to air quality impacts during construction identified in the 2016 RTP/SCS, therefore resulting in a significant cumulative impact. No additional mitigation measures to reduce the significant cumulative impacts to air quality impacts during construction were identified. Cumulative impacts to air quality impacts during construction from implementation of the 2016 AQMP would remain significant and unavoidable.

Summary of Construction Air Quality Analyses

Table 8 presents a summary of the construction air quality analyses conducted in the Final Program EIRs for the 2022 AQMP and 2016 AQMP.

¹⁰ See Section 4.2.7 Cumulative Air Quality and GHG Emissions Impacts and Mitigation Measures of the Final Program EIR for the 2022 AQMP and Section 5.4.1 Cumulative Impacts of the Final Program EIR for the 2016 AQMP

¹¹ Southern California Association of Governments, Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy), May 2020. <https://scag.ca.gov/read-plan-adopted-final-connect-socal-2020>

¹² California Air Resources Board, 2022 State Strategy for the State Implementation Plan (2022 State SIP Strategy), 6. <https://ww2.arb.ca.gov/resources/documents/2022-state-strategy-state-implementation-plan-2022-state-sip-strategy>

¹³ SCAG, The 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy, April 2016, <https://scag.ca.gov/sites/main/files/file-attachments/f2016rtppscs.pdf>.

**Table 8. Summary of Air Quality from Construction Analyses
in the Final Program EIRs for the 2022 AQMP and 2016 AQMP**

Significance Criteria	Potentially Significant Impacts	Adopted Mitigation Measures	Cumulative Impacts
Air Quality impacts are significant if any of the following conditions occur: • A project and/or projects that exceed(s) significance threshold identified by the lead agency. - <i>Air Quality impacts are considered significant under specific conditions.</i> - <i>Significance is determined by exceeding identified quantitative, qualitative, or performance thresholds for environmental effects.</i> - <i>Projects that have emissions less than these thresholds are typically deemed less than significant.</i> - <i>The evaluation of air quality and GHG emissions impact compares estimated emissions to air quality significance thresholds in Table A-5.</i>	Implementation of Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP would cause potentially significant air quality impacts from: • Construction of infrastructure for zero-emission technologies and electricity, and support for new cleaner equipment or vehicles, • Increase in electricity demand due to increased usage of zero-emission technologies installed at the commercial marine ports, • Installation of air pollution devices at the commercial marine ports, and • Increase in natural gas demand to produce electricity	• AQ-1 to AQ-26 of the Final Program EIR for the 2022 AQMP; and • AQ-1 to AQ-23 of the Final Program EIR for the 2016 AQMP	Cumulative impacts to air quality for past, present, and reasonably foreseeable future projects would remain significant and unavoidable for criteria pollutant emissions during construction.

Energy

Both the Final Program EIR for the 2022 AQMP and the Final Program EIR for the 2016 AQMP identified the following physical changes associated with implementation of Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP, upon which the development and implementation of infrastructure plans relies, to cause potential adverse energy impacts: 1) increase in electricity demand due to increased usage of zero-emission technologies, 2) increase in natural gas demand to produce electricity, and 3) increased production and use of alternative fuels (e.g. hydrogen).

Significance Criteria

Energy impacts are significant if any of the following conditions occur:

- The project conflicts with adopted energy conservation plans or standards.
- The project results in substantial depletion of existing energy resource supplies.
- An increase in demand for utilities impacts the current capacities of the electric and natural gas utilities.
- The project uses non-renewable energy resources in a wasteful and/or inefficient manner.

Energy Impacts from Electricity Demand¹⁴

The Final Program EIR for the 2022 AQMP analyzed potential increases in electricity demand according to the types of sources, and Control Measure MOB-01, which seeks to identify actions that will result in additional emission reductions at commercial ports, was grouped with other mobile sources. Table 9 is a subset of Table 4.3-3 Potential Electricity Use for Mobile Sources Relying on Incentive Programs, from the Final Program EIR for the 2022 AQMP, and illustrates that the vehicles affected by Control Measure MOB-01 contribute to an estimated increase of Basin-wide annual electricity use by approximately 160.5 gigawatt-hours (GWh) per year.

¹⁴ See Section 4.3.3.2 Electricity of the Final Program EIR for the 2022 AQMP and Section 4.2.4.1 Electricity of the Final Program EIR for the 2016 AQMP

**Table 9. Potential Electricity Use for Mobile Sources Relying on Incentive Programs
Related to Control Measure MOB-01**

Mobile Source Sector	Project Type	Affected Population	Electricity Rate	Potential Electricity Use (GWh/year)
Heavy-Duty Vehicles	Replacement	8,214	1 kWh/mile at 16,600 miles/year	136.4
Off-Road Construction	Repower	656	1 kWh/mile at 16,600 miles/year	10.9
Off-Road Construction	Replacement	365	1 kWh/mile at 16,600 miles/year	6.1
Other Off-Road and CHE	Replacement	428	1 kWh/mile at 16,600 miles/year	7.1
Total				160.5

Key: kWh = kilowatt-hour; GWh = gigawatt-hour

The Final Program EIR for the 2022 AQMP considered Basin-wide electricity use as a basis for analyzing the potential energy impacts due to electricity demand. Statewide electricity consumption was more than 279,000 GWh in 2020, with approximately 118,200 GWh (42 percent) in the South Coast Air Basin. (California Energy Commission (CEC), 2021.) CEC estimated an increase in electricity demand of about 1.6 percent annually through 2035. (CEC, 2021.) By applying that growth rate, the total electricity use in California would be approximately 354,000 GWh by 2035. Approximately 150,000 GWh (42 percent) of that would be within the South Coast Air Basin (assuming the percentage attributed to the South Coast Air Basin remains the same). The 2022 AQMP control measures would then increase the electricity demand by an additional estimated 13,429 GWh (approximately 11 percent over 2020 consumption and nine percent over the CEC projected growth) and this amount does not consider the electricity that may be needed to operate additional air pollution control equipment or to convert combustion equipment to fully electric. Thus, the overall potential increase in electricity demand could be higher.

In order for utilities to be able to provide sufficient electricity to meet future demands, the use of additional energy storage systems (e.g., battery arrays) is also a key component for being able to store electricity at the time when resources are available (e.g., when the sun shines and the wind blows), and to use that stored electricity at a later time. Further, the analysis in the Final Program EIR for the 2022 AQMP conservatively assumed that all sources affected by a control measure with the potential to increase demand for electricity, would use electricity rather than other forms of energy. In addition, any increase in electricity demand would likely result in a concurrent reduction in demand for other types of fuels, particularly petroleum fuels. Because the control measures in the 2022 AQMP were developed with the goal of attaining the federal ozone standard, the successful implementation of some of the control measures relied on the use of electricity in order to reduce NO_x emissions, an overall air quality benefit for the region. Therefore, the 2022

AQMP was expected to result in a substantial depletion of existing energy (specifically electricity) resource supplies.

Even with energy conservation programs in effect in California, additional electricity would be needed, and power plants would be required to supply the projected increase in electricity demand and general population growth. While increased demand for electricity would occur due to general population growth, additional increases in electricity demand beyond general population growth would be expected if all of the control measures in the 2022 AQMP were implemented. The implementation of all the control measures was expected to result in an overall increase of greater than the approximately 11 percent of the existing electricity use for residential, commercial, and mobile sources. This increase, along with the increases in electricity associated with other state programs and mandates, was expected to exceed the electrical generating capacity of the system. Thus, the electricity demand impacts from implementing the 2022 AQMP were concluded in the Final Program EIR to be significant.

Because the energy impacts from implementing the 2022 AQMP were expected to be significant for electricity demand, feasible mitigation measures E-1 to E-12 for reducing impacts related to potential electricity demand were adopted in the Final Program EIR for the 2022 AQMP (see pp. 4.3-21 to 4.3-22 of the Final Program EIR for the 2022 AQMP). Even after mitigation measures E-1 to E-12 were applied, electricity demand impacts would remain significant.

The Final Program EIR for the 2016 AQMP similarly anticipated that the mobile source control measures in the 2016 AQMP would increase the electricity demand in the Basin, and the analysis relied on Basin-wide electricity use to evaluate the potential energy impacts from electricity demand. The anticipated shift of cars, trucks, off-road vehicles, and marine vessels from gasoline and diesel fuels to electricity was projected to create an additional electrical load demand.

At the time of developing the 2016 AQMP, the estimated baseline electricity use in 2014 (the baseline year relied upon for the analysis) in Los Angeles, Orange, Riverside, and San Bernardino counties was about 120,960 GWh (CEC, 2016, see Table 3.3-1 of the Final Program EIR for the 2016 AQMP.) The Final Program EIR for the 2016 AQMP concluded that the amount of electricity that would be needed to charge vehicles represented a relatively small portion of the overall electricity used (about 1 percent) in the four counties. At the time, the CEC estimated an increase in electricity demand of about 1 to 1.3 percent per year through 2026. (CEC, 2016a.) Based on that growth rate, the total projected electricity use was projected to be approximately 135,475 to 140,000 GWh by 2024 and approximately 141,532 to 147,692 GWh by 2031. As explained earlier in this section, a similar analysis and calculations which relied on more recent baseline data and growth factors were conducted in the Final Program EIR for the 2022 AQMP and those estimates supersede the estimates contained in the Final Program EIR for the 2016 AQMP.

Relative to the existing electricity use and the projected future peak electricity demand, implementation of all the control measures was expected to result in an overall increase of 7.86 percent of the existing electricity use by 2024 and 12.7 percent of the existing electricity use by 2031. While these projected increases were expected to be within the electric generating capacity of the region at the time the analysis of the 2016 AQMP was conducted, an increase in electricity of one percent or greater is considered to exceed the South Coast AQMD's energy significance

threshold. Further, there was potential for electrical requirements for other control measures for which the electrical demand could not be estimated at the time of the 2016 AQMP. Thus, the energy impacts resulting from potential increases in electricity demand as part of implementing the 2016 AQMP were concluded to be significant.

The peak daily demands for increased electricity associated with further electrification of mobile sources and the energy impacts could be minimized by charging electric vehicles or other equipment at night when the electricity demand is low. Further, the analysis assumed that all sources affected by a control measure with the potential to increase the demand for electricity and would use electricity rather than substituting other types of energy. In addition, any increase in electricity demand would likely result in a concurrent reduction in demand for other types of fuels, particularly petroleum-based fuels. The 2016 AQMP was not expected to result in the use of large amounts of fuel or energy resources or result in the use of fuel or energy resources in a wasteful manner. However, the 2016 AQMP included incentives to shift from using diesel and gasoline fuels to increasing the electrification of stationary and mobile sources. Depending on the location and the amount of energy needed, the electricity portions of existing energy conservation plans that have been adopted by facilities would need to be updated. Therefore, the 2016 AQMP was determined to potentially conflict with existing adopted energy conservation plans. Because the 2016 AQMP could result in a substantial increase in electricity demand at a level greater than one percent of the existing electricity use in the Basin, the projected increases to electricity demand were concluded to be potentially significant.

Because the electricity demand impacts from implementing the 2016 AQMP were concluded to be significant, feasible mitigation measures E-1 to E-7 for reducing these impacts were adopted in the Final Program EIR for the 2016 AQMP (see page 4.2-24 of the Final Program EIR for the 2016 AQMP). Even after mitigation measures E-1 to E-7 were applied, the electricity demand impacts would remain significant.

Energy Impacts from Natural Gas Demand¹⁵

Control measures in the 2022 AQMP were expected to result in an increase in demand for natural gas primarily associated with the production of electricity in the short term. While the electrical grid needs to generate electricity that is comprised of 100 percent renewable energy by 2045 per Senate Bill 100 (SB 100, De León)¹⁶ (and short-term natural gas usage for the production of electricity will cease), additional sources of electricity would be required in order to meet the 2035 goals of the 2022 AQMP.

There are critical interdependencies between electricity and the natural gas system reliability in California. Natural gas-fired electricity generation has been an integral part of the electricity system, providing baseload power. It has also served as the backstop during drought conditions that reduce the availability of hydroelectric power generation. The role of natural gas-fired electricity generation in the electricity system is shifting with the addition of large amounts of renewable generation, primarily solar and wind. The large influx of renewable energy on the grid has reduced natural gas produced electricity from 53 percent of total electric generation in 2010 to

¹⁵ See Section 4.3.3.3 Natural Gas of the Final Program EIR for the 2022 AQMP and Section 4.2.4.2 Natural Gas of the Final Program EIR for the 2016 AQMP

¹⁶ Senate Bill 100, https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201720180SB100.

48 percent in 2020. Renewables have displaced a portion of daytime generation previously provided by natural gas, but the intermittency of solar and wind resources necessitates flexible resources that can quickly come on-line when the sun sets, or winds stop blowing. (CEC, 2021.) Some of the control measures in the 2022 AQMP may result in an increase in the use of natural gas in medium- and heavy-duty on road vehicles. Expanded use of alternative fuels in medium-duty and heavy-duty trucks using more efficient, advanced natural gas engine technologies would be expected to reduce the use of diesel fuel. Natural gas-fired medium- and heavy-duty vehicles are an attractive option to diesel-fueled vehicles because they emit fewer criteria pollutants and toxic components without emitting diesel PM.

Ultimately, as natural gas is and continues to be generally widely available, natural gas supplies are not expected to be limited as a result of implementing the 2022 AQMP. The combined increase in natural gas demand needed for producing electricity and hydrogen and for fueling vehicles could be somewhat offset over the long-term by a decrease in demand for natural gas appliances in commercial and residential setting. However, over the short-term, the natural gas demand is expected to increase. Based upon these considerations, significant adverse energy impacts relating to natural gas demand were expected from implementing the 2022 AQMP.

Because the natural gas demand impacts from implementing the 2022 AQMP were concluded to be significant, feasible mitigation measures E-8 to E-9 for reducing these impacts were adopted in the Final Program EIR for the 2022 AQMP (see page 4.3-26 of the Final Program EIR for the 2022 AQMP). Even after mitigation measures E-8 and E-9 were applied, natural gas demand impacts would remain significant.

The Final Program EIR for the 2016 AQMP similarly projected that the control measures in the 2016 AQMP would increase the natural gas demand in the Basin. Specifically, the mobile source control measures were seen as having the potential for encouraging the use of natural gas as a fuel to offset the use of petroleum fuels while the projected increased demand for electricity would also require additional natural gas since most of the power plants in California generate electricity from equipment that uses natural gas. However, the Final Program EIR for the 2016 AQMP noted that natural gas supplies were abundant as a result of technological innovations, and the natural gas outlook, which in 2007 predicted that 700 trillion cubic feet of natural gas would be economically recoverable, was increased to nearly 1,400 trillion cubic feet of natural gas, a 100 percent increase. (CEC, 2013.) Therefore, the Final Program EIR for the 2016 AQMP concluded that implementation of the 2016 AQMP would have a less than significant impact to energy from natural gas demand. Because the natural gas demand impacts were concluded to be less than significant, mitigation measures were not required or adopted.

Energy Impacts from Hydrogen Demand¹⁷

Both the Final Program EIRs for the 2022 AQMP and 2016 AQMP considered a Basin-wide shift from conventional petroleum fuels to alternative fuels: electricity, natural gas, biodiesel and renewable diesel, ethanol and ethanol blends, hydrogen, propane, methanol, and renewable energy. While the proposed Cooperative Agreement does not specify or require particular alternative fuels to be used, electricity and hydrogen are expected to be the primary choices for zero emission

¹⁷ See Section 4.3.3.5.4 Hydrogen of the Final Program EIR for the 2022 AQMP and Section 4.2.4.4.3 Hydrogen of the Final Program EIR for the 2016 AQMP

options. The topic of electricity was previously discussed in this Attachment, so the following section summarizes the analysis conducted in the Final Program EIRs for the 2022 AQMP and 2016 AQMP relative to hydrogen.

There is growing interest and financial support for the use of hydrogen-powered fuel cells to power cars, trucks, homes, and businesses. As opposed to alternative fuel vehicles which burn fuel in a combustion engine to produce usable energy, a hydrogen fuel cell electric vehicle (FCEV) relies on an electrochemical reaction between hydrogen (from the fuel tank) and oxygen to produce useful electrical energy along with water and heat as waste products. Current hydrogen vehicles in California consist of demonstration fuel cell passenger cars, internal combustion engine passenger cars, fuel cell buses, and hybrid fuel cell buses. Despite continuing improvements in performance and fuel cell system durability, challenges remain for broad commercialization of FCEV technology. These include system integration and optimization, and access to and price of hydrogen fuel (a big hurdle to the use of fuel cell vehicle adoption). (CEC, 2021.)

The deployment of both FCEVs and the associated hydrogen fueling infrastructure is mainly for commercial applications in California, with a growing commercial deployment. As such, hydrogen fueling for transportation vehicles is not widely offered for retail sale. Executive Order B-48-18 requires the development of 200 hydrogen stations in California by 2025.¹⁸ At the time the 2022 AQMP was developed, there were 55 public and private hydrogen fueling stations operating in the United States and only 10 of these offered public fueling. There were 23 hydrogen fueling stations operating in California, with nine accessible to the public. However, there are ongoing CEC-funded projects which increased the total number of publicly available hydrogen stations in California to 54 which will help support the deployment of FCEVs in urban retail markets. CEC expects that hydrogen infrastructure will first be deployed in a few select urban markets and then phased into a wider set of strategic urban areas before it is expanded into a nationwide network. (CEC, 2021a.) The California Fuel Cell Partnership provides an on-line hydrogen fuel station map (<https://cafcp.org/stationmap>) which shows the status of fueling locations as open, off-line, under construction, in-process for permitting, or planned. Data from the CEC's website currently show that 30 publicly available hydrogen fueling stations are open in the South Coast Air Basin with 18 in Los Angeles County, 11 in Orange County, one in Riverside County and none in San Bernardino County.¹⁹ However, data pertaining to the amount of hydrogen available at each location is not available. Hydrogen suppliers are expected to include major oil companies that currently provide gasoline fuel to retail stations, many of which also operate hydrogen plants to produce hydrogen as a transportation fuel. However, existing hydrogen plants currently operate at full capacity, largely to produce petroleum fuels. Therefore, additional hydrogen would need to be produced to support the use of hydrogen as an alternative fuel.

One goal of the 2022 AQMP was to shift from conventional petroleum fuels to low NO_x or zero emission technologies, including hydrogen. The 2022 AQMP does not mandate hydrogen fuel use by fleet operators, and further technology demonstration and deployment of hydrogen vehicles larger than passenger cars (i.e., medium- and heavy-duty vehicles) is still needed. The hybrid and

¹⁸ Executive Order B-48-18, <https://www.library.ca.gov/wp-content/uploads/GovernmentPublications/executive-order-proclamation/39-B-48-18.pdf>

¹⁹ CEC, Hydrogen Refueling Stations in California, <https://www.energy.ca.gov/data-reports/energy-almanac/zero-emission-vehicle-and-infrastructure-statistics-collection/hydrogen>, data last updated May 23, 2024, website accessed June 27, 2024.

electric vehicle technologies and deployment are much further developed than the hydrogen fuel cell vehicles for industrial and commercial uses (i.e., heavy-duty truck uses). Therefore, early advancement of light-duty FCEVs along with the further development of heavy-duty FCEVs is expected to increase hydrogen demand for mobile sources. Little excess capacity is available to meet the increase in hydrogen demand and additional production facilities will be necessary. Thus, the increased demand for hydrogen fuel was concluded to have significant impacts.

Because the hydrogen demand impacts from implementing the 2022 AQMP were concluded to be significant, the Final Program EIR for the 2022 AQMP adopted feasible mitigation measures E-10 to E-12 for reducing energy impacts related to hydrogen demand (see page 4.3-33 of the Final Program EIR for the 2022 AQMP). Even after mitigation measures E-10 to E-12 are applied, the hydrogen demand impacts would remain significant.

The Final Program EIR for the 2016 AQMP similarly analyzed the growing interest and support for the use of hydrogen-powered fuel cells. However, at the time of adoption of the 2016 AQMP, the development and market deployment of hybrid and electric vehicles was much further along than for hydrogen fuel cell vehicles such that projected hydrogen demand was not expected to require additional hydrogen capacity. Therefore, the Final Program EIR for the 2016 AQMP concluded that implementation of the 2016 AQMP would have less than significant energy impacts relative to hydrogen demand. Since the hydrogen demand impacts were concluded to be less than significant, mitigation measures were not required or adopted.

Mitigation Measures Adopted in the Final Program EIRs for the 2022 AQMP and 2016 AQMP for Energy Impacts²⁰

Mitigation measures E-1 to E-12 of the Final Program EIR for the 2022 AQMP and mitigation measures E-1 to E-7 of the Final Program EIR for the 2016 AQMP are presented side-by-side in Table 10. Because the analysis conducted for the Final Program EIR for the 2022 AQMP reflects the most recent best practices, owners and operators of equipment required to mitigate energy impacts are recommended to utilize the mitigation measures of the Final Program EIR for the 2022 AQMP in the event of a conflict between mitigation measures that would apply in a given situation.

²⁰ See Section 4.3.3 Potential Energy Impacts and Mitigation Measures of the Final Program EIR for the 2022 AQMP and Section 4.2.5 Mitigation Measures of the Final Program EIR for the 2016 AQMP

Table 10. Mitigation Measures Adopted in the Final Program EIRs for the 2022 AQMP and 2016 AQMP for Energy

2022 AQMP	2016 AQMP
E-1 Project sponsors should pursue incentives to encourage the use of energy efficient equipment and vehicles and promote energy conservation during electricity generation. E-2 Utilities should increase capacity of existing transmission lines to meet forecast demand that supports sustainable growth where feasible and appropriate in coordination with local planning agencies. E-3 Project sponsors should submit projected electricity calculations to the local electricity provider for any project anticipated to require substantial electricity consumption. Any infrastructure improvements necessary should be completed according to the specifications of the electricity provider. E-4 Project sponsors should include energy analyses in environmental documentation with the goal of conserving energy through the wise and efficient use of energy. E-5 Project sponsors should evaluate the potential for reducing peak energy demand by encouraging charging of electrical vehicles and other mobile sources during off-peak hours. E-6 Project sponsors should evaluate the potential for reducing peak energy demand by encouraging the use of catenary or way-side electrical systems developed for transportation systems to operate during off-peak hours.	E-1 Project sponsors should pursue incentives to encourage the use of energy efficient equipment and vehicles and promote energy conservation. E-2 Utilities should increase the capacity of existing transmission lines to meet forecast demand that supports sustainable growth, where feasible and appropriate, in coordination with local planning agencies. E-3 Project sponsors should submit projected electricity calculations to the local electricity provider for any project anticipated to require substantial electricity consumption. Any infrastructure improvements necessary should be completed according to the specifications of the electricity provider. E-4 Project sponsors should include energy analyses in environmental documentation (e.g., CEQA document) with the goal of conserving energy through the wise and efficient use of energy. E-5 Project sponsors should evaluate the potential for reducing peak energy demand by encouraging the charging of electrical vehicles and other mobile sources during off-peak hours. E-6 Project sponsors should evaluate the potential for reducing peak energy demand by encouraging the use of catenary or way-side electrical systems developed for transportation systems to operate during off-peak hours.

**Table 10. Mitigation Measures Adopted in the Final Program EIRs for the 2022 AQMP and 2016 AQMP
for Energy (concluded)**

2022 AQMP	2016 AQMP
E-7 Project sponsors should evaluate the potential for reducing peak energy demand by encouraging the use of electrified stationary sources during off-peak hours. E-8 Projects that require a substantial increase in natural gas demand should consider the use of renewable gas, where available and feasible, including biofuel landfill gas and gas produced from renewable fuels projects. E-9 Project sponsors should submit projected natural gas demand use to the local natural gas provider for any project anticipated to require substantial natural gas consumption. Any infrastructure improvements necessary should be completed according to the specifications of the natural gas provider. E-10 Project sponsors should pursue incentives to encourage the use of energy efficient equipment and vehicles, and promote energy conservation associated with hydrogen production. E-11 Project sponsors should site new facilities in areas where infrastructure exists to reduce the amount of energy necessary to build new hydrogen production facilities. E-12 Project sponsors should pursue hydrogen production and delivery through the most energy efficient, least environmentally impactful methods, where feasible.	E-7 Project sponsors should evaluate the potential for reducing peak energy demand by encouraging the use of electrified stationary sources during off-peak hours (e.g., cargo handling equipment).

Cumulative Impacts²¹

The Final Program EIR for the 2022 AQMP concluded that implementation of the 2022 AQMP could result in significant adverse electricity consumption impacts because the potential electricity usage increase would exceed baseline electricity consumption by an estimated 11 percent. Significant impacts were also concluded for natural gas and hydrogen demand. When combined with the Connect SoCal Plan, the SIP strategies, state policies, and other past, present, and reasonably foreseeable activities, the analysis in the Final Program EIR concluded that implementation of the 2022 AQMP control measures would result in a significant increase in electricity, natural gas, and hydrogen demand which may not currently be available, and would contribute to cumulatively considerable impacts. No additional mitigation measures to reduce the significant cumulative impacts to energy were identified. Cumulative impacts to energy demand for past, present, and reasonably foreseeable future projects would remain significant and unavoidable for electricity, natural gas, and hydrogen demand.

The Final Program EIR for 2016 AQMP concluded that implementation of the 2016 AQMP control measures would result in significant adverse electricity consumption impacts because the potential electricity usage increase would exceed baseline electricity consumption by 7.8 to 12.7 percent. No significant impacts on natural gas supplies and petroleum fuels associated with the 2016 AQMP were identified because of the anticipated reduction in future demand and wide availability of natural gas. No significant impacts on hydrogen were identified because hydrogen demand was not expected to require additional hydrogen capacity. The 2016 AQMP control measures would result in significant adverse energy demand impacts and, when combined with past, present, and reasonably foreseeable activities, and in particular with transportation projects projected in the 2016 RTP/SCS, would contribute to cumulatively considerable impacts to energy identified in the 2016 RTP/SCS, therefore resulting in a significant cumulative impact. No additional mitigation measures to reduce the significant cumulative impacts to energy were identified. Cumulative impacts to energy from implementation of the 2016 AQMP would remain significant and unavoidable.

Summary of Energy Analyses

Table 11 presents a summary of the energy analyses conducted in the 2022 AQMP and 2016 AQMP.

²¹ See Section 4.3.5 Cumulative Energy Impacts and Mitigation Measures of the Final Program EIR for the 2022 AQMP and Section 5.7.1 Cumulative Impacts of the Final Program EIR for the 2016 AQMP

Table 11. Summary of Energy Analyses in the Final Program EIRs for the 2022 AQMP and 2016 AQMP

Significance Criteria	Potentially Significant Impacts	Mitigation Measures	Cumulative Impacts
Energy impacts are significant if any of the following conditions occur: • The project conflicts with adopted energy conservation plans or standards. • The project results in substantial depletion of existing energy resource supplies. • An increase in demand for utilities impacts the current capacities of the electric and natural gas utilities. • The project uses non-renewable energy resources in a wasteful and/or inefficient manner.	Implementation of Control Measure MOB-01 from the 2022 AQMP would cause potentially significant energy impacts from: • Increase in electricity demand due to increased usage of zero-emission technologies • Increase in hydrogen demand in mobile sources, and • Increase in natural gas demand to produce electricity Implementation of Control Measure MOB-01 from the 2016 AQMP would cause potentially significant energy impacts from: • Increase in electricity demand due to increased usage of zero-emission technologies • Increase in alternative fuels and fuel additives demand, and • Increase in natural gas demand to produce electricity	• E-1 to E-12 of the Final Program EIR for the 2022 AQMP; and • E-1 to E-7 of the Final Program EIR for the 2016 AQMP	Cumulative impacts to energy demand for past, present, and reasonably foreseeable future projects would remain significant and unavoidable for electricity, hydrogen, and natural gas demand.

Hazards and Hazardous Materials

Both the Final Program EIR for the 2022 AQMP and the Final Program EIR for the 2016 AQMP identified the increased use of alternative fuels to be a potential adverse hazards and hazardous materials impact associated with implementation of Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP, upon which the development and implementation of infrastructure plans relies. The Final Program EIR for the 2022 AQMP also identified and analyzed potential adverse hazards and hazardous materials impacts associated with production of hydrogen. While the proposed Cooperative Agreement does not specify or require particular alternative fuels to be used, batteries (electricity) and hydrogen are expected to be the primary choices for zero emission options. The following discussion will summarize the analysis conducted for the use of batteries in electric vehicles and hydrogen in the Final Program EIRs for the 2022 AQMP and 2016 AQMP.

Significance Criteria

Hazards and hazardous materials impacts are significant if any of the following conditions occur:

- Non-compliance with any applicable design code or regulation.
- Non-conformance to National Fire Protection Association standards.
- Non-conformance to regulations or generally accepted industry practices related to operating policy and procedures concerning the design, construction, security, leak detection, spill containment, or fire protection.
- Exposure to hazardous chemicals in concentrations equal to or greater than the Emergency Response Planning Guideline (ERPG) 2 levels.

Hazards and Hazardous Materials Impacts from Use of Batteries in Electric Vehicles²²

The control measures in the 2022 AQMP focus on maximizing the implementation of zero emission and low NO_x technologies which are expected to include electrification of mobile sources (light-duty vehicles, medium-duty vehicles, and heavy-duty vehicles). Electric and hybrid vehicles (hybrids) both use electricity as part of their fuel system. Electric vehicles rely purely on electric power stored in batteries. Hybrids also use batteries as part of their fuel supply; however, hybrids supplement their electric demand by using gasoline engines to generate either mechanical or electric power on demand. Since gasoline is a conventional fuel, any difference in hazards associated with hybrid and electric vehicles would be from the batteries.

Battery technologies in electric vehicles have primarily included nickel-metal hydride (NiMH) and lithium ion (Li-ion). Electric vehicles require high-energy batteries (i.e., batteries that store significant quantities of energy, retain it efficiently, and discharge it at a high rate). Li-ion batteries are the most commonly used batteries in electric vehicles because of their high energy density which allows them to store large amounts of energy, low self-discharge rate which allows them to retain a charge, and excellent electrochemical potential which allows high-power discharge). (NTSB, 2020.) Li-ion batteries are also lighter in weight than other battery types used in electric vehicles.

²² See Section 4.4.3.2.1 Electric and Hybrid Vehicles of the Final Program EIR for the 2022 AQMP and Section 4.3.4.2.7 Electric/Hybrid of the Final Program EIR for the 2016 AQMP

NiMH batteries can generate hydrogen gas if overcharged, which can lead to explosions without proper venting. In 1996, the International Center for Technology Assessment (ICTA) conducted a comprehensive review of the safety concerns associated with the use of electric vehicles. The ICTA found that risk of hydrogen emissions during stressful conditions has been virtually eliminated by the use of seals and proper valve regulation. By following the National Electric Codes (NECs) and the Society of Automotive Engineers (SAE) recommended safety practices and guidelines for the operation and maintenance of electric vehicles and hybrids, any hydrogen gas risk during battery recharging would be eliminated. (ICTA, 1996.)

Fires in electric vehicles powered by high-voltage Li-ion pose a risk of electric shock in the event of a damaged Li-ion battery. A further risk is that damaged cells in the battery can experience uncontrolled increases in temperature and pressure (thermal runaway), which can lead to hazards such as battery reignition and fire. The risks of electric shock and battery reignition/fire arise from the stranded energy that remains in a damaged battery and the fires can generate large amounts of acrid smoke. (NTSB, 2020.)

In response to fires in electric vehicles, the National Transportation Safety Board (NTSB) performed an investigation on the fire hazards associated with Li-ion batteries in electric vehicles and concluded the following:

1. Manufacturers' emergency response guides provide sufficient vehicle-specific information for disconnecting an electric vehicle's high-voltage system when the high-voltage disconnects are accessible and undamaged by crash forces.
2. Crash damage and resulting fires may prevent first responders from accessing the high-voltage disconnects in electric vehicles.
3. The instructions in most manufacturers' emergency response guides for fighting high-voltage Li-ion battery fires lack vehicle-specific details on suppressing the fires.
4. Thermal runaway and multiple battery reignitions after initial fire suppression are safety risks in high-voltage Li-ion battery fires.
5. The energy remaining in a damaged high-voltage Li-ion battery (stranded energy) poses a risk of electric shock and creates the potential for thermal runaway that can result in battery reignition and fire.
6. High-voltage Li-ion batteries in electric vehicles, when damaged by crash forces or internal battery failure, present special challenges to first and second responders because of insufficient information from manufacturers on procedures for mitigating the risks of stranded energy.
7. Storing an electric vehicle with a damaged high-voltage Li-ion battery inside the recommended 50-foot radius clear area may be infeasible at tow or storage yards.
8. Electric vehicle manufacturers should use the International Organization for Standardization standard 17840 template to present emergency response information.
9. Action by the National Highway Traffic Safety Administration (NHTSA) to incorporate scoring relative to the availability of a manufacturer's emergency response guide and its adherence to the International Organization for Standardization standard 17840 and SAE

International recommended practice J2990 into the U.S. New Car Assessment Program, would be an incentive for manufacturers of vehicles sold in the United States with high-voltage Li-ion battery systems to comply with those standards.

10. Although existing standards address damage sustained by high-voltage Li-ion battery systems in survivable crashes, they do not address high-speed, high-severity crashes resulting in damage to high-voltage Li-ion batteries and the associated stranded energy.

Based on their findings, the NTSB made the following recommendations:

1. The NHTSA when determining a vehicle's U.S. New Car Assessment Program score, should factor in the availability of a manufacturer's emergency response guide and its adherence to the International Organization for Standardization standard 17840 and SAE International recommended practice J2990.
2. The NHTSA should convene a coalition of stakeholders to continue research on ways to mitigate or deenergize the stranded energy in high-voltage Li-ion batteries and to reduce the hazards associated with thermal runaway resulting from high-speed, high severity crashes.
3. Electric vehicle manufacturers should model the emergency response guides on International Organization for Standardization standard 17840 (as included in SAE International recommended practice J2990) and incorporate vehicle-specific information on: 1) fighting high-voltage Li-ion battery fires; 2) mitigating thermal runaway and the risk of high-voltage Li-ion battery reignition; 3) mitigating the risks associated with stranded energy in high-voltage Li-ion batteries, both during the initial emergency response and before moving a damaged electric vehicle from the scene; and 4) safely storing an electric vehicle that has a damaged high-voltage Li-ion battery.
4. The National Fire Protection Association (NFPA), the International Association of Fire Chiefs, the International Association of Fire Fighters, the National Alternative Fuels Training Consortium, the National Volunteer Fire Council, and the Towing and Recovery Association of America should inform members about the circumstances of the fire risks described in this report and provide guidance to emergency personnel who respond to high-voltage Li-ion battery fires in electric vehicles.

While electric cars may have fire risks, a recent study shows that they are less likely to cause a vehicle fire than either gas-powered or hybrid vehicles. Data from the NTSB was used to track the number of car fires, and it was compared to sales data from the Bureau of Transportation Statistics. The data showed that for every 100,000 vehicles sold, hybrid-powered vehicles (which use gasoline) were involved in about 3,475 fires and conventional gasoline-powered vehicles were involved in approximately 1,530 fires while electric vehicles were involved in approximately 25 fires. Gasoline-powered vehicles and hybrid vehicles rely on combustion, in whole or in part, respectively, to function, while the electric cars rely on 100 percent electricity. (AutoinsuranceEZ, 2022.) Based on the results from the study, electric vehicles were concluded to not be inherently more dangerous than conventional gasoline-fueled or hybrid vehicles, but electric vehicle fires tend to be more difficult than gasoline fires to extinguish. (AutoinsuranceEZ, 2022.)

The likelihood to overheat or ignite is increased if the batteries are poorly packaged, damaged, or exposed to a fire or a heat source. However, when packaged and handled properly, Li-ion batteries pose a minimal threat to the environment.²³ (DOT, 2014.) As noted in the aforementioned study, internal combustion engines also can result in fires and other hazards; therefore, switching to battery power would not likely result in an increased fire risk. Therefore, the Final Program EIR for the 2022 AQMP concluded that implementation of the 2022 AQMP would have a less than significant impact to hazards and hazardous materials from use of electric vehicles and batteries. Because impacts were concluded to be less than significant, mitigation measures were not required or adopted.

The Final Program EIR for the 2016 AQMP similarly analyzed NiMH and Li-ion as the most common battery technologies used in modern EVs and hybrids. The Final Program EIR noted that there had been in a shift away from nickel metal hydride batteries in EV's to lithium-ion batteries (UN, 2010.) NHTSA performed an investigation on the fire hazards associated with Li-ion batteries in EVs, and concluded that EVs do not pose a greater risk of fire than gasoline-powered vehicles. When Li-ion batteries are being charged, they can generate hydrogen gas that is explosive in certain concentrations, but this hazard exists with lead-acid batteries as well as other types of batteries so the hazards associated with charging Li-ion batteries are expected to be similar to the hazards associated with lead-acid batteries. Overall, the fire hazards associated with an electric vehicle were expected to be less than a conventional vehicle because there would be no leak or spills of petroleum fuel (gas or diesel) that is flammable in the event of an accident. All electrical propulsion vehicles must comply with Federal Motor Vehicle Safety Standard (FMVSS) 305, which specifies performance requirements for limiting electrolyte spillage, retaining propulsion batteries, and electrically isolating the chassis from the high-voltage system during a crash event. FMVSS assures that accidents involving an EV or hybrid would cause no more electrical hazard than a gasoline- or diesel-powered vehicle. Therefore, the Final Program EIR for the 2016 AQMP concluded that implementation of the 2016 AQMP would have a less than significant impact to hazards and hazardous materials from use of electric vehicles and batteries. Because impacts were concluded to be less than significant, mitigation measures were not required or adopted.

Hazards and Hazardous Materials Impacts from Use of Hydrogen²⁴

The physical hazards associated with bulk liquid transport and storage are similar to liquified natural gas (LNG), as they are both cryogenic liquids. The physical hazards associated with distributing hydrogen via pipeline and steam reformer hydrogen stations are similar to CNG as they are both compressed gases. In general, the fire hazards associated with hydrogen spills or leaks are higher than conventional fuels due to the wide flammability range and low ignition energy of hydrogen. However, hydrogen tanks are fabricated according to more rigorous standards than conventional fuel tanks, which helps reduce the likelihood of spills or leaks. The main additional hazard associated with the use of hydrogen versus conventional fuels is the difficulty in being able to recognize a hydrogen fire when it is happening. Hydrogen burns with a pale blue flame that is almost invisible during daylight hours making hydrogen fires are almost impossible to see with the naked eye. Hydrogen fires have low radiant heat, so it may be difficult to sense the

²³ Department of Transportation, Pipeline and Hazardous Materials Safety Administration, 2014. 49 CFR Parts 171, 172, 173, et al., *Hazardous Materials: Transportation of Lithium Batteries*, Federal Register Volume 79, Issue 151 (79 FR pp. 46011-46032).

²⁴ See Section 4.4.3.2.2 Hydrogen of the Final Program EIR for the 2022 AQMP and Section 4.3.4.2.6 Hydrogen of the Final Program EIR for the 2016 AQMP

presence of a flame until you are very close to it. Thus, the potential of a large fire stemming from a release of hydrogen in the case of an accident (e.g., a tanker truck accident) could pose challenges for fire-fighting personnel. Although hydrogen fires do not produce smoke themselves, burning of nearby combustible materials can result in smoke which help visual clues to a fire. Normally hydrogen fires are not extinguished until the supply of hydrogen has been shut off or exhausted since there is a danger of re-ignition and explosion. Firefighting personnel are trained in the characteristics of hydrogen fires and proper procedures for dealing with them. For the same fire hazard reasons, another potentially significant hazard is the release of hydrogen in an enclosed space (e.g., garage or vehicle maintenance facility).

Compared with diesel fuel and gasoline, the following can be stated about hydrogen:

- Diesel fuel and gasoline are toxic to the skin and lungs while hydrogen is non-toxic and non-reactive, so if released, it does not present a health hazard to humans.
- Diesel fuel and gasoline vapors are heavier than air (for specific gravity of air = 1, diesel fuel is >4.0, gasoline is 3.4) while hydrogen is 14 times lighter than air. If released, hydrogen will quickly rise and dissipate into the atmosphere greatly reducing the risk of ignition at ground level.
- Hydrogen has an extremely low ignition energy requirement; about 20 microjoules can ignite hydrogen/air, which is about 10 times less than what is required to ignite a gasoline/air mixture. Gasoline can be explosive at oxygen concentrations between one and three percent while hydrogen can be explosive with oxygen concentrations between 18 and 59 percent. This means that gasoline has greater risk for explosion than hydrogen for any given environment with oxygen. (PNL, 2004.)
- Hydrogen has a lower radiant heat when compared to gasoline, meaning the air around the hydrogen flame is not as hot as around a gasoline flame. Therefore, the risk of hydrogen secondary fires is lower.
- Hydrogen is clear, odorless, and tasteless. It burns with an extremely hot, but nonluminous flame which is difficult to see during the day. The flame of burning hydrogen has few warning properties.
- Hydrogen has an unusually large flammability range and can form ignitable mixtures between four and 75 percent by volume in air. Given confinement and good mixing, hydrogen can be detonated over the range of 18 to 59 percent by volume in air.

Based upon the preceding information, hazards associated with hydrogen are approximately equivalent or less when compared to conventional fuels. In addition, fire hazards associated with hydrogen when compared to fires involving conventional fuels are equivalent but will require different firefighting protocols due to the nature of hydrogen. Therefore, both the Final Program EIR for the 2022 AQMP and the Final Program EIR for the 2016 AQMP concluded that no significant increase in hazards would be expected from using hydrogen in mobile sources when compared to conventional fuels. Because impacts were concluded to be less than significant, mitigation measures were not required or adopted.

Use of alternative fuels requires additional knowledge and training of owners/operators of fueling stations regarding maintaining and operating alternative fuel refueling stations and emergency responders. Further, as use of alternative fuels increases within the South Coast AQMD's jurisdiction, use of conventional fuels such as gasoline and diesel will decline. As a result, explosion and flammability hazards associated with conventional fuels will also decline. In addition, hazards and hazardous clean-up associated with accidental releases of conventional fuels, especially diesel, will be reduced as the use of alternative fuels increases. For the storage and dispensing of alternative fuels, compliance with existing regulations and recommended safety procedures will ensure that any potential hazards impacts associated with alternative clean-fuels are expected to be the same or less than those of conventional fuels. Accordingly, the Final Program EIRs for the 2022 AQMP and 2016 AQMP concluded that the hazards impacts from the increased use of alternative fuels would be similar to or less than hazards associated with conventional fuels, and that no significant increase in hazards would be expected from using alternative fuels in mobile sources when compared to conventional fuels. Because impacts were concluded to be less than significant, mitigation measures were not required or adopted.

Hazards and Hazardous Materials Impacts from Production of Hydrogen²⁵

The Final Program EIR for the 2022 AQMP analyzed risk associated with hydrogen production. More than 95 percent of U.S.-produced hydrogen is made in central plants via a steam methane reforming process using natural gas, refinery fuel gas, coal, and water electrolysis. In the early stages, expanded hydrogen production will likely rely on natural gas feedstock, as this approach offers a low-cost pathway to producing hydrogen. Over time, hydrogen fuel production could evolve from this natural gas dominance to a more diversified production mix, such as a lower-carbon production mix that includes natural gas reformation with carbon capture and storage, coal with carbon capture and storage (for hydrogen production outside of California), biofuels, waste resources, nuclear (for hydrogen production outside of California), and water electrolysis using renewable electric power. This shift is anticipated because it is expected that there will be a significant push to de-carbonize transportation fuels. Hydrogen may also be produced from renewable energy resources and waste streams using low-carbon-emitting processes (e.g., biomass gasification, water electrolysis using renewable electricity, and reformation of renewable natural gas)²⁶. (CEC, 2021.)

A recent hazard analysis was conducted for a proposed new hydrogen plant at a renewable fuels facility in Southern California. The results of the analysis indicated that the worst-case hazard zones associated with an upset of the hydrogen plant and related pipelines were related to a torch fire and would create hazards to surrounding areas within approximately 90 feet of the fire. The rupture of a related natural gas pipeline that would feed the hydrogen plant was also identified as a potential torch fire risk which could create hazards to surrounding areas within approximately 183 feet of a release. Since the construction of any new hydrogen plants would be expected to be constructed within existing industrial facilities that would likely have at least 90 feet to the closest off-site receptor, less than significant impacts would be expected relative to risk associated with hydrogen production. Existing natural gas pipelines provide service to most existing facilities, but

²⁵ See Section 4.4.3.2.2 Hydrogen of the Final Program EIR for the 2022 AQMP and Section 4.3.4.2.6 Hydrogen of the Final Program EIR for the 2016 AQMP

²⁶ CEC, 2021. Final 2021 Integrated Energy Policy Report, Volume II, Ensuring Reliability in a Changing Climate. CEC-101-2021-001-V2 February, 2022. <https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2021-integrated-energy-policy-report>

the construction of new natural gas pipelines could be significant if located offsite of a facility where a new hydrogen production facility may be located, as the precise location of new natural gas pipelines cannot be forecasted. Natural gas pipelines are located throughout urban areas, including within residential areas and adjacent to sensitive receptors.

New natural gas pipelines are subject to a number of regulatory requirements, including the following:

- Hydrostatic testing to 125 percent of the operating pressure is required by the state Fire Marshal prior to operation of a pipeline. Additional periodic testing is required for pipelines, with the frequency of testing based on pipeline age, use of cathodic protection, and release history;
- New pipelines are required to accommodate instrumented internal inspection devices (commonly referred to as “smart pigs”). “Smart pigs” detect where corrosion or other damage has affected the wall thickness or shape. Additionally, to ensure the pipeline is operating properly and the total volume of material shipped is received, monitoring of operations during transfer of material is required and may include pressure indicators along the pipeline route, as well as flow meters at both the shipping and receiving ends of the pipeline;
- Cathodic protection is required for new pipelines. Cathodic protection is a technique used to control the corrosion of a metal surface by making it the cathode of an electrochemical cell. Avoiding corrosion protects the integrity of the pipeline and minimizes that potential for releases; therefore, installation of cathodic protection helps to prevent pipeline releases;
- Federal regulations require the installation and maintenance of line marker posts so that the pipeline is easily identifiable. In addition, annual inspections are required to look for corrosion and other issues;
- Pipelines are registered with the USA North 811 underground service alert system. Contractors contact this organization prior to beginning excavation activities. The organization notifies the owners of underground facilities in the area of the proposed construction activities. The owners and contractors can then discuss the proposed construction activities. Owners typically mark the exact location of the pipelines and communicate the locations to the contractors. Participation in the USA system minimizes the potential for damage and meets the requirements of the operator’s damage prevention program pursuant to 49 CFR Part 192 requirements;
- 49 CFR Part 192, Subpart N, requires minimum training requirements for operators of pipeline facilities. These requirements assure that individuals working on the pipeline would have appropriate training and experience;
- The operation of pipelines is required to have an Emergency Response Plan that identifies specific measures that would be implemented in the event of upset conditions. The Emergency Response Plan identifies responsible parties for the incident command and supporting agencies and organizations; and
- New natural gas pipeline may require the installation of safety blowdown equipment at one location along the designated route. The blowdown equipment will allow for the controlled

release and dispersion of gas in the pipeline in the event of an upset condition. Blowdown equipment is part of the PHMSA requirements.

These extensive state and federal requirements on new (and existing) natural gas pipelines, are expected to be implemented and enforced. Implementation of these extensive requirements is expected to minimize the severity of potential hazard impacts of natural gas pipeline releases should they occur. As such, no mitigation measures were identified or adopted in the Final Program EIR for the 2022 AQMP that would be capable of reducing impacts beyond the existing state and federal requirements in place for this environmental topic area. The operational impacts associated with the new natural gas pipeline would remain significant as a release could potentially impact receptors, including residences, and would be a new or intensified hazard. Therefore, the Final Program EIR for the 2022 AQMP concluded that hazards associated with the potential increase in transmission of natural gas via pipeline to service hydrogen plants would be potentially significant.

At the time of writing the Final Program EIR for the 2016 AQMP, additional hydrogen production was not expected to be required to meet the projected hydrogen demand. Therefore, hazards and hazardous materials impacts from hydrogen production as a result of implementing control measures such as MOB-01 were not identified.

Regarding Mitigation Measures for Hazards and Hazardous Materials Impacts in the Final Program EIR for the 2022 AQMP²⁷

The Final Program EIR for the 2022 AQMP concluded that production of hydrogen would result in potentially significant hazards and hazardous materials impacts. More specifically, based on the results of a recent hazards analysis, construction of new natural gas pipelines to service hydrogen production facilities may be a potential torch fire risk which could create hazards to surrounding areas within approximately 183 feet of a release. Because there are extensive state and federal requirements on new and existing natural gas pipelines, and implementation of these requirements are expected to minimize the severity of potential hazard impacts of natural gas pipeline releases should they occur, no mitigation measures were identified or adopted in the Final Program EIR for the 2022 AQMP that would be capable of reducing impacts beyond the existing state and federal requirements in place for this environmental topic area.

Cumulative Impacts²⁸

The Final Program EIR for the 2022 AQMP concluded that implementation of Control Measure MOB-01 could result in significant adverse hazards and hazardous materials impacts from the construction of new natural gas pipelines to service hydrogen plants. No mitigation measures were identified for construction of a new natural gas pipeline. When combined with the Connect SoCal Plan, the SIP strategies, state policies, and other past, present, and reasonably foreseeable activities, the 2022 AQMP would result in significant hazards and hazardous materials impacts and would contribute to cumulatively considerable impacts. No additional mitigation measures to reduce the significant cumulative impacts to hazards and hazardous materials were identified. Therefore, the Final Program EIR concluded that cumulative impacts to hazards and hazardous

²⁷ See Section 4.4.5 Cumulative Hazards and Hazardous Materials Impacts and Mitigation Measures of the Final Program EIR for the 2022 AQMP

²⁸ See Section 4.4.5.3 Summary of Cumulative Hazards and Hazardous Materials Impacts of the Final Program EIR for the 2022 AQMP and Section 5.9.1 Cumulative Impacts of the Final Program EIR for the 2016 AQMP

materials for past, present, and reasonably foreseeable future projects would remain significant and unavoidable.

The Final Program EIR for 2016 AQMP concluded that implementation of Control Measure MOB-01 would not result in significant adverse hazards and hazardous materials impacts. Other 2016 AQMP control measures, however, would result in significant adverse hazards and hazardous materials impacts and, when combined with past, present, and reasonably foreseeable activities, and in particular with transportation projects projected in the 2016 RTP/SCS, would contribute to cumulatively considerable impacts to hazards and hazardous materials identified in the 2016 RTP/SCS, therefore resulting in a significant cumulative impact. No additional mitigation measures to reduce the significant cumulative impacts to hazards and hazardous materials were identified. Cumulative impacts to hazards and hazardous materials from implementation of the 2016 AQMP would remain significant and unavoidable.

Summary of Hazards and Hazardous Materials Analyses

Table 12 presents a summary of the hazards and hazardous materials analyses conducted in the 2022 AQMP and 2016 AQMP.

**Table 12. Summary of Hazards and Hazardous Materials Analyses
in the Final Program EIRs for the 2022 AQMP and 2016 AQMP**

Significance Criteria	Potentially Significant Impacts	Mitigation Measures	Cumulative Impacts
Hazards and hazardous materials impacts are significant if any of the following conditions occur: • Non-compliance with any applicable design code or regulation. • Non-conformance to National Fire Protection Association standards. • Non-conformance to regulations or generally accepted industry practices related to operating policy and procedures concerning the design, construction, security, leak detection, spill containment, or fire protection. • Exposure to hazardous chemicals in concentrations equal to or greater than the Emergency Response Planning Guideline (ERPG) 2 levels.	Implementation of Control Measure MOB-01 in the 2022 AQMP would cause potentially significant hazards and hazardous materials impacts from: • Increased production and use of alternative fuels (e.g., hydrogen). No potentially significant hazards and hazardous impacts were identified for Control Measure MOB-01 from the 2016 AQMP.	No hazards and hazardous materials mitigation measures were adopted for Control Measure MOB-01 in the Final Program EIR for the 2022 AQMP. No hazards and hazardous materials mitigation measures were adopted for Control Measures MOB-01 in the Final Program EIR for the 2016 AQMP.	Cumulative impacts to hazards and hazardous demand for past, present, and reasonably foreseeable future projects would remain significant and unavoidable for construction of new natural gas pipelines to service hydrogen plants.

Noise

Various types of construction activities will be necessary to implement most control measures including Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP. The Final Program EIR for the 2022 AQMP evaluated the construction and installation of infrastructure to support the use of additional electricity and alternative fuels from Control Measure MOB-01. The Final Program EIR for the 2016 AQMP evaluated construction of infrastructure to provide support for new cleaner equipment or vehicles.

Significance Criteria

Noise impacts are significant if any of the following conditions occur:

- Construction noise levels exceed the local noise ordinances or, if the noise threshold is currently exceeded, project noise sources increase ambient noise levels by more than three decibels (dBA) at the site boundary. Construction noise levels will be considered significant if they exceed federal Occupational Safety and Health Administration (OSHA) noise standards for workers.
- The proposed project operational noise levels exceed any of the local noise ordinances at the site boundary or, if the noise threshold is currently exceeded, project noise sources increase ambient noise levels by more than three dBA at the site boundary.

Noise Impacts from Construction²⁹

The Final Program EIR for the 2022 AQMP considered that implementation of Control Measure MOB-01 would require installing charging and alternative fueling infrastructure for the storage and dispensing of alternative fuels for use in on-road heavy-duty vehicles, off-road equipment, and locomotives operating ports; and deploying the cleanest locomotives, switchers, on-road heavy-duty trucks, cargo-handling equipment, transportation refrigeration units available (see Final Program EIR for the 2022 AQMP, Table 4.6-1). Control Measure MOB-01 could also require the installation roadway infrastructure within or adjacent to existing roadways, streets, freeways, and/or transportation corridors. For the purpose of evaluating potential noise impacts for this control measure, the analysis in the Final Program EIR for the 2022 AQMP assumed that no new rail or truck traffic routes would be constructed, but that some of the existing routes/corridors could be modified to include roadway infrastructure.

Similarly, the Final Program EIR for the 2016 AQMP considered potential noise impacts associated with Control Measure MOB-01 could include installation of roadway infrastructure (wayside power or other similar technologies), and installation of battery charging or fueling infrastructure. For purposes of evaluating potential noise impacts, it was assumed that no new industrial facilities or corridors would be constructed, but rather some of the existing facilities and corridors would be modified to include installation of new equipment and roadway infrastructure; and no new rail or truck traffic routes would be constructed, but rather some of these existing routes/corridors would be modified to include catenary overhead electrical lines or magnetic lines.

²⁹ See Section 4.6.3.1 Noise Associated with Construction Activities of the Final Program EIR for the 2022 AQMP and Section 4.5.4.1 Construction Activities of the Final Program EIR for the 2016 AQMP

The existing rail and truck routes/corridors likely to be modified are located primarily in commercial and industrial zones within the Southern California area. Examples of these areas include, but are not limited to, industrial areas in and around container transfer facilities (rail and truck) near the Terminal Island Freeway.

The potential noise impact of construction activities would vary depending on the existing noise levels in the environment and the location of sensitive receptors (e.g., residences, hotels, hospitals, etc.) with respect to construction activities. Because no specific projects were proposed, the noise impacts were determined to be speculative. Potential modifications were assumed to occur at facilities typically located in appropriately zoned industrial or commercial areas, so construction noise impacts at stationary sources on sensitive receptors were concluded to be less than significant. The construction of roadway infrastructure would result in additional construction noise sources near transportation corridors, and it is not uncommon for residences and other sensitive receptors to be located within several hundred feet of the existing roadways, so noise levels associated with construction activities could increase three dBA or greater and generate potentially significant noise impacts, although temporary. Vibration from construction activities could exceed the 72 vibration decibels (VdB) threshold for structures and sensitive receptors within 200 feet of construction activities if certain types of construction equipment are used and so was considered potentially significant in both the Final Program EIR for the 2022 AQMP and the Final Program EIR for the 2016 AQMP. (See Table 13 which is Table 4.6-5 Representative Construction Equipment Vibration Impacts, from the Final Program EIR for the 2022 AQMP. Table 4.6-5 from the Final Program EIR for the 2022 AQMP presents updated vibration data for the same equipment compared to Table 4.5-4 from the Final Program EIR for the 2016 AQMP.)

Table 13. Representative Construction Equipment Vibration Impacts

Equipment	Peak Particle Velocity (PPV) at 25 ft (inches/sec)⁽¹⁾	Velocity Level (Lv) at 25 ft (VdB)⁽¹⁾	PPV at 200 ft (inches/sec)⁽²⁾	Lv at 200 ft (VdB)⁽³⁾
Impact Pile Driver (typical)	0.644	104	0.0285	77
Vibratory Roller	0.210	94	0.0093	67
Large Bulldozers	0.089	87	0.0039	60
Loaded Trucks	0.076	86	0.0034	59
Jackhammer	0.035	79	0.0015	52
Small Bulldozer	0.003	58	0.0001	31

(1) Source: FTA, 2018. Data reflects typical vibration levels

(2) Source: FTA, 2018. Eq. 7-2.

(3) Source: FTA, 2018. Eq. 7-3.

Because the noise impacts from implementing the 2022 AQMP were concluded to be significant for noise and vibration impacts during construction activities, feasible mitigation measures NS-1 to NS-14 for reducing impacts related to noise and vibration were adopted in the Final Program EIR for the 2022 AQMP (see pages 4.6-12 to 4.6-14 of the Final Program EIR for the 2022 AQMP). Even after mitigation measures NS-1 to NS-14 were applied, the Final Program EIR for the 2022 AQMP concluded that the overall noise and vibration impacts during construction activities would remain significant.

Similarly, because the noise impacts from implementing the 2016 AQMP were concluded to be significant for noise and vibration impacts during construction activities, feasible mitigation measures NS-1 to NS-17 for reducing impacts related to noise and vibration were adopted in the Final Program EIR for the 2016 AQMP (see pages 4.5-11 to 4.5-12 of the Final Program EIR for the 2016 AQMP). Even after mitigation measures NS-1 to NS-17 were applied, the Final Program EIR for the 2016 AQMP concluded that the overall noise and vibration impacts during construction activities would remain significant.

Mitigation Measures Adopted in the Final Program EIRs for the 2022 AQMP and 2016 AQMP for Noise and Vibration Impacts During Construction³⁰

Mitigation measures NS-1 to NS-14 of the Final Program EIR for the 2022 AQMP and mitigation measures NS-1 to NS-17 of the Final Program EIR for the 2016 AQMP are presented side-by-side in Table 14. Because the analysis conducted in the Final Program EIR for the 2022 AQMP reflects the most recent best practices, owners and operators of equipment required to mitigate noise and vibration impacts from construction are recommended to utilize the mitigation measures of the Final Program EIR for the 2022 AQMP in the event of a conflict between mitigation measures that would apply in a given situation.

³⁰ See Section 4.6.3.1 Noise Associated with Construction Activities of the Final Program EIR for the 2022 AQMP and Section 4.5.5 Mitigation Measures of the Final Program EIR for the 2016 AQMP

Table 14. Mitigation Measures Adopted in the Final Program EIRs for the 2022 AQMP and 2016 AQMP for Noise

2022 AQMP	2016 AQMP
NS-1 Install temporary noise barriers to protect sensitive receptors from excessive noise levels during construction. NS-2 Schedule construction activities consistent within the allowable hours pursuant to the applicable general plan noise element or noise ordinance. For construction activities located near sensitive receptors, ensure noise-generating construction activities (including truck deliveries, pile driving, and blasting) are limited to the least noise-sensitive times of day (e.g., weekdays during the daytime hours). Where construction activities are authorized to occur outside of the limits established by the noise element of the general plan or noise ordinance, notify affected sensitive receptors and all parties who will experience noise levels in excess of the allowable limits for the specified land use, of the anticipated level of exceedance and duration of exceedance; and provide a list of protective measures that can be undertaken by the individual, including temporary relocation or use of hearing protective devices. NS-3 Prohibit idling of construction equipment for extended periods of time in the vicinity of sensitive receptors. NS-4 Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off-hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem.	NS-1 Install temporary noise barriers during construction. NS-2 Use noise barriers to protect sensitive receptors from excessive noise levels during construction. NS-3 Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance. Ensure noise-generating construction activities (including truck deliveries, pile driving, and blasting) are limited to the least noise-sensitive times of day (e.g., weekdays during the daytime hours) for projects near sensitive receptors. Where construction activities are authorized outside the limits established by the noise element of the general plan or noise ordinance, notify affected sensitive noise receptors and all parties who will experience noise levels in excess of the allowable limits for the specified land use, of the level of exceedance and duration of exceedance; and provide a list of protective measures that can be undertaken by the individual, including temporary relocation or use of hearing protective devices. NS-4 Limit speed and/or hours of operation of rail and transit systems during the selected periods of time to reduce duration and frequency of conflict with adopted limits on noise levels. NS-5 Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off-hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem.

**Table 14. Mitigation Measures Adopted in the Final Program EIRs for the 2022 AQMP and 2016 AQMP
for Noise (continued)**

2022 AQMP	2016 AQMP
NS-5 Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance. NS-6 Hold a preconstruction meeting with job inspectors and the general contractor/onsite project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed. NS-7 Designate an on-site construction complaint and enforcement manager for the project. NS-8 Ensure that construction equipment is properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded.	NS-6 Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance. NS-7 Hold a preconstruction meeting with the job inspectors and the general contractor/onsite project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed. NS-8 Designate an on-site construction complaint and enforcement manager for the project. NS-9 Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., mufflers, silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded.

**Table 14. Mitigation Measures Adopted in the Final Program EIRs for the 2022 AQMP and 2016 AQMP
for Noise (continued)**

2022 AQMP	2016 AQMP
NS-9 Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. NS-10 Locate fixed/stationary equipment (such as generators, compressors, rock crushers, and cement mixers) as far as possible from noise-sensitive receptors. NS-11 Consider using flashing lights instead of audible back-up alarms on mobile equipment. NS-12 For construction activities that require pile driving or other techniques that result in excessive noise or vibration, such as blasting, develop site-specific noise/vibration attenuation measures under the supervision of a qualified acoustical consultant.	NS-10 Ensure that impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction are hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust can and should be used. External jackets on the tools themselves can and should be used, if such jackets are commercially available and this could achieve a reduction of 5 dBA. Quieter procedures can and should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. NS-11 Ensure that construction equipment is not idling for an extended time in the vicinity of noise-sensitive receptors. NS-12 Locate fixed/stationary equipment (such as generators, compressors, rock crushers, and cement mixers) as far as possible from noise-sensitive receptors. NS-13 Consider using flashing lights instead of audible back-up alarms on mobile equipment. NS-14 For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the potential vibration impacts to the structural integrity of the adjacent buildings within 50 feet of pile driving locations.

Table 14. Mitigation Measures Adopted in the Final Program EIRs for the 2022 AQMP and 2016 AQMP for Noise (concluded)

2022 AQMP	2016 AQMP
NS-13 For construction activities at locations that require pile driving due to geological conditions, utilize quiet pile driving techniques such as predrilling the piles to the maximum feasible depth, where feasible. Predrilling pile holes will reduce the number of blows required to completely seat the pile and will concentrate the pile driving activity closer to the ground where pile driving noise can be shielded more effectively by a noise barrier/curtain. NS-14 Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance.	NS-15 For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the threshold levels of vibration and cracking that could damage adjacent historic or other structure, and design means and construction methods to not exceed the thresholds. NS-16 For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as predrilling the piles to the maximum feasible depth, where feasible. Predrilling pile holes will reduce the number of blows required to completely seat the pile and will concentrate the pile driving activity closer to the ground where pile driving noise can be shielded more effectively by a noise barrier/curtain. NS-17 For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as the use of more than one pile driver to shorten the total pile driving duration.

Cumulative Impacts³¹

Both the Final Program EIR for the 2022 AQMP and the Final Program EIR for the 2016 AQMP concluded that implementation of their respective AQMP control measures could result in significant adverse noise and vibration impacts during construction because vibration from construction activities could exceed the 72 vibration decibels (VdB) threshold for structures and sensitive receptors within 200 feet of construction activities if certain types of construction equipment were used.

When combined with the Connect SoCal Plan, the SIP strategies, state policies, and other past, present, and reasonably foreseeable activities, the 2022 AQMP would result in a significant increase to noise, and vibration impacts during construction and would contribute to cumulatively considerable impacts. No additional mitigation measures to reduce the significant cumulative impacts to noise and vibration during construction have been identified. Cumulative impacts to noise and vibration during construction for past, present, and reasonably foreseeable future projects would remain significant and unavoidable for noise and vibration.

The 2016 AQMP control measures would result in significant adverse noise and vibration impacts during construction and, when combined with past, present, and reasonably foreseeable activities, and in particular with transportation projects projected in the 2016 RTP/SCS, would contribute to cumulatively considerable impacts to noise impacts identified in the 2016 RTP/SCS, therefore resulting in a significant cumulative impact. No additional mitigation measures to reduce the significant cumulative impacts to noise were identified. Cumulative impacts to noise and vibration from implementation of the 2016 AQMP would remain significant and unavoidable.

Summary of Noise Analyses

Table 15 presents a summary of the noise analyses conducted in the 2022 AQMP and 2016 AQMP.

³¹ See Section 4.6.5 Cumulative Noise Impacts and Mitigation Measures of the Final Program EIR for the 2022 AQMP and Section 5.13.1 Cumulative Impacts of the Final Program EIR for the 2016 AQMP

Table 15. Summary of Noise Analyses in the Final Program EIRs for the 2022 AQMP and 2016 AQMP

Significance Criteria	Potentially Significant Impacts	Mitigation Measures	Cumulative Impacts
Noise impacts are significant if any of the following conditions occur: - Construction noise levels exceed the local noise ordinances or, if the noise threshold is currently exceeded, project noise sources increase ambient noise levels by more than three decibels (dBA) at the site boundary. Construction noise levels will be considered significant if they exceed federal Occupational Safety and Health Administration (OSHA) noise standards for workers. - The proposed project operational noise levels exceed any of the local noise ordinances at the site boundary or, if the noise threshold is currently exceeded, project noise sources increase ambient noise levels by more than three dBA at the site boundary.	Implementation of Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP would cause potentially significant noise impacts from: Construction of roadway infrastructure	- NS-1 to NS-14 of the Final Program EIR for the 2022 AQMP; and - NS-1 to NS-17 of the Final Program EIR for the 2016 AQMP	Cumulative impacts to noise and vibration impacts for past, present, and reasonably foreseeable future projects would remain significant and unavoidable during construction activities.

Solid and Hazardous Waste

The Final Program EIR for the 2022 AQMP identified and analyzed potential adverse solid and hazardous waste impacts associated with disposal of spent diesel particulate filters. Both the Final Program EIR for the 2022 AQMP and the Final Program EIR for the 2016 AQMP identified construction activities for infrastructure development, and replacement and early retirement of vehicles and equipment to be potential adverse solid and hazardous waste impacts associated with implementation of the development and implementation of infrastructure plans.

Significance Criteria

Solid and hazardous waste impacts are significant if the generation and disposal of hazardous and non-hazardous waste exceeds the capacity of designated landfills.

Table 16 summarizes the landfill capacity in South Coast AQMD jurisdiction and is Table 3.7-2 Number of Class III Landfills Located within the South Coast AQMD's Jurisdiction and Related Landfill Capacity, from the Final Program EIR for the 2022 AQMP.

Table 16. Number of Class III Landfills Located within the South Coast AQMD's Jurisdiction and Related Landfill Capacity

County	Number of Landfills	Permitted Capacity (tons per day)
Los Angeles	10	38,249
Orange	3	23,500
Riverside ⁽¹⁾	6	22,314
San Bernardino ⁽¹⁾	9	16,269
Total	28	100,332

Source: CalRecycle Solid Waste Information System *SWIS) Search. Available at: <https://www2.calrecycle.ca.gov/SolidWaste/>

(1) Data presented is for the entire county and not limited to the portion of the county within the South Coast AQMD jurisdiction.

Solid and Hazardous Waste Impacts from Disposal of Spent Diesel Particulate Filters³²

Implementation of Control Measure MOB-01 could result in the use of diesel particulate filters (DPFs) to reduce diesel particulate matter, a toxic, from on-road heavy-duty vehicles, off-road construction equipment, and low-emitting engines on cargo handling equipment and locomotives. A DPF is an exhaust aftertreatment device that traps diesel particulate matter as ash which is a by-product of combustion engines that use diesel fuel. In order to reduce emissions from diesel engines, a DPF captures and stores exhaust soot, which must be periodically burned off to regenerate the filter media. The lifespan of a DPF varies based on the application and type of engine but can last from five to ten years or 10,000 or more hours of operation. During the regenerative process, no solid waste is generated. However, during the periodic cleaning of the DPF, the process involves manually removing the filter element from the housing and placing it

³² See Section 4.7.3.2.2 Diesel Particulate Filters of the Final Program EIR for the 2022 AQMP and Section 4.6.4.2.2 Particulate Traps, Filters, and Precipitators of the Final Program EIR for the 2016 AQMP

in a cleaning station designed for this purpose. The ash is collected in the cleaning station and sent for disposal as solid waste. DPF ash is not specifically listed in the Federal Code of Regulations as a hazardous material, but there may be metallic oxides in the ash which are hazardous to the environment and public health. Waste generators that operate DPF cleaning stations can either dispose of the DPF ash as hazardous waste or can have the waste tested using the Toxicity Characteristic Leaching Procedure (TCLP) which is a process that replicates the leaching process that would naturally occur when waste is buried in a municipal landfill. If the leachate contains any of the regulated contaminants at concentrations that are equal to or greater than the regulatory levels, then the DPF ash is considered hazardous waste.

Diesel repair shops currently operate cleaning stations so any additional soot and ash removed from additional DPFs deployed as a result of implementing the control measures will be collected and disposed of in accordance with existing practices and applicable regulations for hazardous waste disposal. At the end of its useful life, a DPF has monetary value and is typically sent for recycling to recover the catalyst, and the metal housing is sent to a scrap metal recycler, so solid waste is not expected from the disposal of DPFs. While the quantity of equipment that would utilize DPFs as result of implementing the control measures is unknown, the quantity of collected particulate matter typically recovered from one DPF during its cleaning is expected to be small such that the amount of additional DPF ash that would need to be disposed of in either local landfills or hazardous waste landfills, depending on the chemical characteristics of the DPF ash, would also be relatively small. Nonetheless, an increase in the use of DPFs may result in an incremental increase in solid waste requiring disposal in landfills over what would be produced if the 2022 AQMP were not adopted.

If based on the outcome of the TCLP process that the DPF ash collected during the filter cleaning process is not hazardous, then it could be disposed of as solid waste at a number of landfills located within South Coast AQMD's jurisdiction. The current permitted capacity of the landfills in Los Angeles, Orange, Riverside, and San Bernardino counties is about 100,332 tons per day (see Table A-16) and has sufficient capacity to handle the small increase in soot and ash collected during the DPF cleaning process. There are no hazardous waste landfills within the South Coast AQMD's jurisdiction. If the DPF ash is determined to be hazardous, the waste can be transported to permitted facilities located within and outside of California. There are two hazardous waste landfills in California: Clean Harbors landfill located in Buttonwillow and CWMI Kettleman Hills landfill in Kings County. The permitted capacity of Clean Harbors is in excess of 13 million cubic yards of waste material and the permitted capacity of CWMI Kettleman Hills is over 33 million cubic yards. Therefore, these two hazardous materials landfills would have sufficient capacity to handle the small amounts of waste that could be generated by ash collected from DPFs employed on equipment as part of implementing the control measures. Therefore, the Final Program EIR for the 2022 AQMP concluded that use of DPFs would generate less than significant levels of solid and hazardous waste in the form DPF ash which would need to be disposed of in either a municipal or hazardous waste landfill.

Solid and Hazardous Waste Impacts from Construction for Infrastructure Development³³

Control Measure MOB-01 was expected to involve construction associated with the electrification of existing sources and the replacement of existing equipment. This construction could generate solid waste due to demolition and site preparation, grading, and excavating. Specifically, demolition activities could generate demolition waste while site preparation, grading, and excavating could uncover contaminated soils since the facilities affected by the control measure are located in existing industrial or commercial areas. Excavated soil, if found to be contaminated, would need to be characterized, treated, and disposed of offsite in accordance with applicable regulations. Where appropriate, the soil can be recycled for reuse if it is considered or classified as non-hazardous waste, or it can be disposed of at a landfill that accepts non-hazardous waste. Otherwise, the material will need to be disposed of at a hazardous waste facility.

Due to the uncertainty of the future capacity of the landfills within South Coast AQMD's jurisdiction and the broad scope of equipment that could undergo modifications or replacement, the Final Program EIR for the 2022 AQMP concluded the solid and hazardous waste impacts from construction to be potentially significant and mitigation measures were required. Since the project-specific mitigation for solid and hazardous waste impacts are the same for waste generated during construction and operation, the mitigation measures follow the discussion of operational impacts. Similarly, implementation of 2016 AQMP control measures such as MOB-01 would result in construction which would generate waste attributable to the removal of soil, construction debris from demolition, etc., and some of this waste could be characterized as hazardous waste. The Final Program EIR for the 2016 AQMP determined that it would be speculative to estimate the amount of construction waste that would be generated if the 2016 AQMP was implemented, since the extent and timing of individual projects was not known. Therefore, the solid and hazardous waste impacts from construction were concluded to be significant.

Solid and Hazardous Waste Impacts from Replacement and Early Retirement of Vehicles and Equipment³⁴

Implementation of Control Measure MOB-01 that encourages the early retirement of older vehicles and other mobile sources, and the replacement with newer equipment or newer vehicles (including electric or alternative fuel vehicles) could result in an increase in waste generated from spent batteries and non-salvageable material. AQMP mobile source pollution control measures would incentivize penetration of fuel cell and electric vehicles into the market. The potential quantities of retired vehicles are summarized by category in Tables 17 and 18 which compile information from Table 4.7-2 Potential Vehicle Retirements by Mobile Source Sector, from the Final Program EIR for the 2022 AQMP, and Table 4.6-2 Control Measures and Potential Vehicle Retirement Quantities, from the Final Program EIR for the 2016 AQMP, respectively.

³³ See Section 4.7.3.1 Solid and Hazardous Waste Associated with Construction Activities of the Final Program EIR for the 2022 AQMP and Section 4.6.4.4 Construction Waste of the Final Program EIR for the 2016 AQMP

³⁴ See Section 4.7.3.1.2 Solid Waste Impacts During Construction Due to Early Retirement of Equipment of the Final Program EIR for the 2022 AQMP and Section 4.6.4.3 Retirement of Equipment of the Final Program EIR for the 2016 AQMP

Table 17. Potential Vehicle Retirements by Mobile Source Sector

Mobile Source Sector	Number of Potential Vehicle Retirements
Heavy-Duty Vehicles	8,214
Off-Road Construction	1,021
Other Off-Road and CHE	428
TRU	224
Locomotives	125
Total:	10,012

Source: 2022 AQMP Table 4-23. Based on active projects with emission reductions in 2037 using the maximum project life allowed per 2017 Carl Moyer Guidelines.

Table 18. Control Measures and Potential Vehicle Retirement Quantities

CONTROL MEASURE NO.	CONTROL MEASURE DESCRIPTION	ESTIMATED NUMBER OF VEHICLES	
		2023	2031
MOB-01, MOB-02, MOB-03, MOB-04, OFFS-01, OFFS-04, OFFS-06	Accelerate the Penetration of Zero Emission TRUs, Forklifts, and Ground Support Equipment	50,000	100,00

The most common battery currently used in gasoline- and diesel-powered vehicles is the lead-acid battery found in conventional automobiles and trucks. These batteries are disposed of through the established lead recycling industry. However, zero emission vehicles operate with battery types that are different than the lead-acid battery; the most common type of battery used in electric vehicles is comprised of lithium-ion technology (Li-ion). The increased operation of electric vehicles associated with the implementation of the AQMP mobile source measures may actually result in a reduction of the amount of solid and hazardous waste generated in the South Coast AQMD's jurisdiction, as Li-ion batteries have a much longer life span than conventional lead-acid batteries. The recycling of batteries is also required under law. Further, some manufacturers pay for used electric vehicle batteries. The value, size, and length of life of Li-ion batteries are such that recycling is expected to be more predominant than with lead acid batteries. Therefore, the use of electric vehicles is not expected to result in an increase in the illegal or improper disposal of electric batteries. Further, batteries associated with electric cars are required to be diverted from landfills. Therefore, no significant increase in the disposal of solid or hazardous waste is expected due to increased use of electric vehicles.

The primary solid waste impact from retiring more vehicles as part of implementing the control measure is the accelerated replacement and disposal of equipment and parts earlier than the end of their useful life. It is important to note that control measures do not mandate that older vehicle, engines, or other equipment be scrapped. The control measures allow for a number of different

control methods to achieve the desired emission reductions, and the most cost-effective methods would be expected to be implemented. Control measures such as MOB-01 that would foster a transition to putting new equipment into service will also generally result in the concurrent retirement of the older equipment. Alternatively, some measures may encourage the advanced deployment of cleaner technologies without waiting for an equipment's end of useful life which will result in an air quality benefit. Scrap metal from vehicle replacements is expected to be recycled; however, some amount of waste-scrapped vehicles and parts may be sent to landfills for disposal. Although recycling and diversion activities will reduce the amount of waste entering landfills, it is difficult to quantify the waste that will be generated from the early retirement of equipment or the salvageable amount that would be recycled.

The Final Program EIR for the 2022 AQMP concluded early retirement of equipment to have significant solid and hazardous waste impacts since available landfill space is limited to approximately 100,000 tons per day and only four of the solid waste landfills within the South Coast AQMD's jurisdiction have capacity past 2039.

The Final Program EIR for the 2016 AQMP similarly concluded early retirement of equipment to have significant solid and hazardous waste impacts because, although equipment that may be retired before the end of its useful life may be reused in areas outside the Basin and equipment with no remaining useful life is expected to be recycled for metal content, there would be a high volume of vehicle and equipment to retire in a short timeframe and uncertainty of their outcome.

Construction waste from infrastructure development and operational waste from the early retirement of equipment were identified as generating potentially significant solid and hazardous waste impacts. Feasible mitigation measures SHW-1 to SHW-3 for reducing impacts related to solid and hazardous waste were adopted in the Final Program EIR for the 2022 AQMP. Even after mitigation measures SHW-1 to SHW-3 were applied, the Final Program EIR for the 2022 AQMP concluded that the solid and hazardous waste impacts would remain significant (see pages 4.7-24 to 4.7-25 of the Final Program EIR for the 2022 AQMP). The Final Program EIR for the 2016 AQMP, however, did not identify mitigation measures feasible for reducing solid and hazardous waste impacts.

Mitigation Measures Adopted in the Final Program EIR for the 2022 AQMP for Solid and Hazardous Waste³⁵

- SHW-1 During the planning, design, and project-level CEQA review process for individual development projects, lead agencies shall coordinate with waste management agencies and the appropriate local and regional jurisdictions to facilitate the development of measures and to encourage diversion of solid waste such as recycling and composting programs, as needed. This includes discouraging siting of new landfills unless all other waste reduction and prevention actions have been fully explored to minimize impacts to neighborhoods.

³⁵ See Section 4.7.3.2.5 Wood and Greenwaste of the Final Program EIR for the 2022 AQMP

SHW-2 The lead agency should coordinate with waste management agencies, and the appropriate local and regional jurisdictions, to develop measures to facilitate and encourage diversion of solid waste such as recycling and composting programs.

SHW-3 In accordance with CEQA Guidelines Sections 15091(a)(2) and 15126.4(a)(1)(B), a Lead Agency for a project should consider mitigation measures to reduce the generation of solid waste, as applicable and feasible. These may include the integration of green building measures consistent with CALGreen (California Building Code Title 24) into project design including, but not limited to the following:

- 1) Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities.
- 2) Include a waste management plan that promotes maximum C&D diversion.
- 3) Pursue source reduction through: a) the use of materials that are more durable and easier to repair and maintain; b) design to generate less scrap material through dimensional planning; c) increased recycled content; d) the use of reclaimed materials; and e) the use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.).
- 4) Reuse existing structure and shell in renovation projects.
- 5) Develop indoor recycling program and space.
- 6) Discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, site landfills with an adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities.
- 7) Discourage exporting locally generated waste outside of the southern California region during the construction and implementation of a project. Encourage disposal within the county where the waste originates as much as possible. Promote green technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with South Coast AQMD and Connect SoCal policies can and should be required.
- 8) Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 80 percent waste diversion target.
- 9) Encourage the development of local markets for waste prevention, reduction, and recycling practices by supporting recycled content and green procurement policies, as well as other waste prevention, reduction and recycling practices.
- 10) Develop ordinances that promote waste prevention and recycling activities such as requiring waste prevention and recycling efforts at all large events and venues, implementing recycled content procurement programs, and developing opportunities to divert food waste away from landfills and toward food banks and composting facilities.
- 11) Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts.

- 12) Integrate reuse and recycling into residential industrial, institutional and commercial projects.
- 13) Provide education and publicity about reducing waste and available recycling services.
- 14) Implement or expand city or county-wide recycling and composting programs for residents and businesses. This could include extending the types of recycling services offered (e.g., to include food and green waste recycling) and providing public education and publicity about recycling services.

Cumulative Impacts³⁶

The Final Program EIR for the 2022 AQMP concluded that implementation of the 2022 AQMP could result in significant adverse solid and hazardous waste impacts due to the uncertainty of the future capacity of the landfills within South Coast AQMD's jurisdiction to address waste from construction of infrastructure and early retirement of vehicles and equipment. When combined with the Connect SoCal Plan, the SIP strategies, state policies, and other past, present, and reasonably foreseeable activities, the 2022 AQMP would result in a significant increase in solid and hazardous waste and would contribute to cumulatively considerable impacts. No additional mitigation measures to reduce the significant cumulative impacts to solid and hazardous waste have been identified. Cumulative impacts to solid and hazardous waste for past, present, and reasonably foreseeable future projects would remain significant and unavoidable for solid and hazardous waste.

The Final Program EIR for 2016 AQMP concluded that implementation of Control Measure MOB-01 would result in significant adverse solid and hazardous waste impacts due to a high volume of vehicle and equipment being retired in a short timeframe and uncertainty of their outcome. Other 2016 AQMP control measures would also result in significant adverse solid and hazardous waste impacts due to construction. The 2016 AQMP control measures would result in significant adverse solid and hazardous waste impacts and, when combined with past, present, and reasonably foreseeable activities, and in particular with transportation projects projected in the 2016 RTP/SCS, would contribute to cumulatively considerable impacts to solid and hazardous waste identified in the 2016 RTP/SCS, therefore resulting in a significant cumulative impact. No additional mitigation measures to reduce the significant cumulative impacts to solid and hazardous waste were identified. Cumulative impacts to solid and hazardous waste from implementation of the 2016 AQMP would remain significant and unavoidable.

Summary of Solid and Hazardous Waste Analyses

Table 19 presents a summary of the solid and hazardous waste analyses conducted in the 2022 AQMP and 2016 AQMP.

³⁶ See Section 4.7.5 Cumulative Solid and Hazardous Waste Impacts and Mitigation Measures of the Final Program EIR for the 2022 AQMP and Section 5.17.1 Cumulative Impacts of the Final Program EIR for the 2016 AQMP

Table 19. Summary of Solid and Hazardous Waste Analysis in the Final Program EIRs for the 2022 AQMP and 2016 AQMP

Significance Criteria	Potentially Significant Impacts	Mitigation Measures	Cumulative Impacts
Solid and hazardous waste impacts are significant if any of the following conditions occur: • If the generation and disposal of hazardous and non-hazardous waste exceeds the capacity of designated landfills.	Implementation of Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP would cause potentially significant solid and hazardous waste impacts from: • Construction waste for infrastructure development, and • Operational waste from the early retirement of equipment	• SHW-1 to SHW-3 of the Final Program EIR for the 2022 AQMP No mitigation measures related to solid and hazardous waste impacts were identified and adopted in the Final Program EIR for the 2016 AQMP.	Cumulative impacts to solid and hazardous waste impacts for past, present, and reasonably foreseeable future projects would remain significant and unavoidable because of potential increases in waste produced during construction and operation activities.

Transportation and Traffic

The 2022 AQMP aimed to accelerate the transition to low-NO_x and zero-emission mobile sources, strengthen controls on industrial stationary and indirect emission sources, and promote incentive-based programs to replace high-emitting equipment, alongside educational and outreach initiatives. The plan builds on SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the 2022 AQMP control measures would not conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. It also updates motor vehicle emission budgets using the latest data to ensure compliance with U.S. EPA's Transportation Conformity Rule, thereby maintaining eligibility for federal transportation funding and supporting improvements in traffic flow. The Final Program EIR for 2022 AQMP concluded that, while implementation of control measures may temporarily increase construction-related traffic from installing air pollution control systems and infrastructure, such impacts would be short-term and localized. The control measures do not require construction of new roadways or introduction of incompatible uses, although some control measures could involve adding overhead electrical or magnetic systems for low-emission transport technologies along existing routes. Overall, the 2022 AQMP would enhance air quality goals without creating new traffic hazards or permanent transportation disruptions.

The Final Program EIR for the 2016 AQMP identified the temporary changes in traffic pattern/volume due to construction activities, and operational impacts due to deliveries of alternative fuels/additives and increased waste disposal, to be potential adverse transportation and traffic impacts associated with implementation of Control Measure MOB-01 from the 2016 AQMP, upon which the development and implementation of infrastructure plans relies.

Significance Criteria

Transportation and traffic impacts are significant if any of the following conditions occur:

- Peak period levels on major arterials are disrupted to a point where level of service (LOS) is reduced to D, E, or F for more than one month.
- An intersection's volume to capacity ratio increases by 0.02 (two percent) or more when the LOS is already D, E or F.
- A major roadway is closed to all through traffic, and no alternate route is available.
- There is an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system.
- The demand for parking facilities is substantially increased.
- Water borne, rail car, or air traffic is substantially altered.
- The need for more than 350 employees
- An increase in heavy-duty transport truck traffic to and/or from the facility by more than 350 truck round trips per day
- Increase customer traffic by more than 700 visits per day.

Transportation and Traffic Impacts from Construction Activities³⁷

The existing rail and truck routes/corridors that could be modified to construct electric and/or magnetic power infrastructure are located primarily in commercial and industrial zones within the southern California area. Examples of these areas include, but are not limited to, the Port of Los Angeles, Port of Long Beach, and industrial areas in and around container transfer facilities (rail and truck) near the Terminal Island Freeway, along the Alameda Corridor, as well as inland facilities. Since only existing transportation routes will be modified and no new transportation routes are anticipated as part of implementing Control Measure MOB-01, project impacts will be temporary in nature and limited to construction activities.

Construction activities would generate traffic associated with construction worker vehicles and trucks delivering equipment, and materials and supplies to the project site during the duration of the construction activities. Additional traffic will be generated by the 2016 AQMP due to the need to transport increased waste for disposal (e.g., construction debris). Heavy construction equipment such as backhoes, cranes, cherry pickers, front end loaders, and other types of equipment would be used to carry out the aforementioned construction activities. Construction activities would be expected to occur within or adjacent to existing roadways which could require lane closures to protect construction workers and avoid traffic conflicts. These construction activities are expected to occur along heavily travelled roadways (e.g., roads near the ports, such as Sepulveda Boulevard, Terminal Island Freeway, on Navy Way at the Port of Los Angeles, and Alameda Street). Construction traffic could potentially result in increased traffic volumes on heavily traveled streets and require temporary lane closures. Construction activities may result in the following impacts:

- Temporary reduction in the level of service on major arterials;
- Temporary closure of a roadway or major arterial;
- Temporary closure of a railroad line;
- Temporary impact on businesses or residents within the construction area;
- Removal of on-street parking; and
- Conflict with public transportation system (e.g., temporary removal of bus stops)

Construction activities necessary to modify existing rail and truck routes/corridors would vary depending on the location and the specific traffic impacts are unknown. However, the above listed traffic impacts, although temporary in nature, could be significant and result in a reduction of LOS at local intersections, result in partial or temporary road or lane closures, result in additional traffic congestion, and potentially impact roadways within the County's congestion management plan.

Because the transportation and traffic impacts from implementing the 2016 AQMP were concluded to be significant during construction activities, feasible mitigation measure TR-1 was adopted in the Final Program EIR for the 2016 AQMP (see pages 4.7-9 to 4.7-11 of the Final Program EIR for the 2016 AQMP). Even after mitigation measure TR-1 was applied, the Final Program EIR for the 2016 AQMP concluded that the overall transportation and traffic impacts during construction activities would remain significant.

³⁷ See Section 4.7.4.1 Construction Impacts of the Final Program EIR for the 2016 AQMP

Transportation and Traffic Impacts from Operational Activities³⁸

Additional traffic will be generated by control measures in the 2016 AQMP such as Control Measure MOB-01 due to the need to transport increased waste for disposal (e.g., waste from scrapping of old equipment/vehicles), increased waste material for recycling, and increased use of products (e.g., alternative fuels/additives). It is not known what control strategies may be applied, which facilities may require additional trips, or how often these trips may be necessary. Therefore, no traffic estimates were prepared. The impacts of the 2016 AQMP on transportation and traffic were expected to be significant prior to mitigation. While mitigation measures could help minimize some of the impacts, the South Coast AQMD cannot predict how a future lead agency might choose to mitigate a particular significant traffic and transportation impact. Thus, the future traffic and transportation impacts were considered to be significant due to implementation of the 2016 AQMP control measures.

Mitigation Measures Adopted in the Final Program EIR for the 2016 AQMP for Transportation and Traffic³⁹

TR-1 Develop a construction management plan that includes at least the following items and requirements, if determined to be feasible by the Lead Agency:

- A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes;
- Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur;
- Location of construction staging areas for materials, equipment, and vehicles at an approved location;
- A process for responding to and tracking complaints pertaining to construction activity, including identification of an onsite complaint manager. The manager shall determine the cause of the complaints and shall take prompt action to correct the problem. The Lead Agency shall be informed who the Manager is prior to the issuance of the first permit;
- Provision for accommodation of pedestrian flow;
- As necessary, provision for parking management and spaces for all construction workers to ensure that construction workers do not park in street spaces;
- Any damage to the street caused by heavy equipment, or as a result of this construction, shall be repaired, at the project sponsor's expense, within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, repair shall occur prior to issuance of a final inspection of the building permit. All damage that is a threat to public health or safety shall be repaired immediately. The street shall be restored to its condition prior to the new construction as established by the

³⁸ See Section 4.7.4.2 Operational Activities of the Final Program EIR for the 2016 AQMP

³⁹ See Section 4.7.5 Mitigation Measures of the Final Program EIR for the 2022 AQMP

Lead Agency (or other appropriate government agency) and/or photo documentation, at the sponsor's expense, before the issuance of a Certificate of Occupancy;

- Any heavy equipment brought to the construction site shall be transported by truck, where feasible;
- No materials or equipment shall be stored on the traveled roadway at any time;
- Prior to construction, a portable toilet facility and a debris box shall be installed on the site, and properly maintained through project completion;
- All equipment shall be equipped with mufflers;
- Prior to the end of each work-day during construction, the contractor or contractors shall pick up and properly dispose of all litter resulting from or related to the project, whether located on the property, within the public rights-of-way, or properties of adjacent or nearby neighbors; and
- Promote “least polluting” ways to connect people and goods to their destinations.

Cumulative Impacts⁴⁰

The Final Program EIR for the 2016 AQMP concluded that implementation of Control Measure MOB-01 could result in significant adverse transportation and traffic impacts from construction and operation. Construction activities would generate traffic associated with construction worker vehicles and trucks delivering equipment, materials and supplies to the project site during the duration of the construction activities. Construction activities, including potential lane closures, were considered to be significant. The 2016 AQMP control measures would result in significant adverse transportation and traffic impacts and, when combined with past, present, and reasonably foreseeable activities, and in particular with transportation projects projected in the 2016 RTP/SCS, would contribute to cumulatively considerable impacts to transportation and traffic identified in the 2016 RTP/SCS, therefore resulting in a significant cumulative impact. No additional mitigation measures to reduce the significant cumulative impacts to transportation and traffic were identified. Cumulative impacts to transportation and traffic from implementation of the 2016 AQMP would remain significant and unavoidable.

Summary of Transportation and Traffic Analyses

Table 20 presents a summary of the transportation and traffic analyses conducted in the 2016 AQMP.

⁴⁰ See Section 5.18.1 Cumulative Impacts of Transportation and Traffic of the Final Program EIR for the 2016 AQMP

Table 20. Summary of Transportation and Traffic in the Final Program EIR for the 2016 AQMP

Significance Criteria	Potentially Significant Impacts	Mitigation Measures	Cumulative Impacts
Based on 2016 AQMP the transportation and traffic impacts are significant if any of the following conditions occur: • Peak period levels on major arterials are disrupted to a point where level of service (LOS) is reduced to D, E, or F for more than one month. • An intersection's volume to capacity ratio increase by 0.02 (two percent) or more when the LOS is already D, E or F. • A major roadway is closed to all through traffic, and no alternate route is available. • There is an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system. • The demand for parking facilities is substantially increased. • Water borne, rail car, or air traffic is substantially altered. • The need for more than 350 employees • An increase in heavy-duty transport truck traffic to and/or from the facility by more than 350 truck round trips per day • Increase customer traffic by more than 700 visits per day.	Implementation of Control Measure MOB-01 from the 2016 AQMP would cause potentially significant transportation and traffic impacts from: • Construction activities which, although temporary in nature, could result in: a reduction of LOS at local intersections, partial or temporary road or lane closures, and additional traffic congestion; and • Operational activities which might create congestion and causing an increase in traffic	• TR-1 of the Final Program EIR for the 2016 AQMP	Cumulative impacts to transportation and traffic impacts for past, present, and reasonably foreseeable future projects would remain significant and unavoidable because of potential additional increases in traffic hazards and congestion during construction and operation activities.

ENVIRONMENTAL TOPIC AREAS WITH LESS THAN SIGNIFICANT OR NO IMPACTS

Since the development and implementation of infrastructure plans implements Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP without adding new impacts or modifying the previously analyzed impacts for each environmental topic area, the overall conclusions of less than significant or no impacts in the Final Program EIR for the 2022 AQMP and Final Program EIR for the 2016 AQMP will remain unchanged if the proposed Cooperative Agreement is adopted.

Because the environmental topic areas of air quality and GHG emissions from operation and hydrology and water quality were identified as having potential adverse impacts, the following discussion first summarizes the analysis of less than significant impacts for the environmental topic areas of air quality and GHG emissions from operation, and hydrology and water quality before summarizing the analysis of other environmental topic areas having no significant adverse impacts.

Air Quality and Greenhouse Gas Emissions

The Final Program EIR for the 2022 AQMP and Final Program EIR for the 2016 AQMP concluded that implementation of control measures, such as MOB-01, would generate potentially significant air quality impacts during construction, less than significant operational air quality impacts, and potentially significant short-term increases in GHG emissions that would be offset and eventually result in a long-term net reduction in GHG emissions.

Air Quality Impacts from Operation⁴¹

The Final Program EIR for the 2022 AQMP contemplated that implementation of Control Measure MOB-01 of 2022 AQMP has the potential to promote the transition to zero emission technologies, and this transition is expected to require additional electricity; increase the demand for alternative fuels production (e.g., hydrogen or renewable fuels), and the potential air quality impacts from production facilities; and accelerate the purchase of zero emission or low NOx emitting equipment and vehicles that would replace older equipment and vehicles, thereby increasing the scrapping of equipment and vehicles faster than would normally occur.

Implementing Control Measure MOB-01 was expected to result in electricity demand increase by developing infrastructure to provide electricity at commercial marine ports for electrified vehicles and equipment; deploying cleaner technologies including the electrification of equipment currently powered by diesel fuel; and incentivizing the retirement and replacement of older vehicles and equipment with electric vehicles and equipment. While the Final Program EIR for 2022 AQMP identified the potential electricity usage associated with approximately half the mobile source control measures, specific data pertaining to the number of units that may be deployed was not available. Thus, a net increase in electricity usage as well as the air quality impacts associated with the potential increase in electrified mobile sources was not quantified. Nonetheless, gasoline and diesel fuel use and their corresponding combustion emissions were expected to decrease as the demand for electricity increases, displaced by combustion emissions from natural gas, which is the primary fuel used for generating electricity within South Coast AQMD's jurisdiction. SB 100 requires that the electrical infrastructure needed to support the increased deployment of electric vehicles and other electrified equipment would need to have 100 percent renewable electricity

⁴¹ See Section 4.2.5.2 Criteria Pollutants – Operational Activities of the Final Program EIR for the 2022 AQMP and Section 4.1.6.2 Criteria Pollutants – Operational Activities of the Final Program EIR for the 2016 AQMP

generation by 2045. As mobile sources transition from combustion to electrified technology, the amount of emissions from combusting diesel and gasoline is expected to decline over time. However, the combustion emissions from natural gas utilized in electricity-producing equipment will increase over the short-term until the SB 100 goals of producing electricity from 100 percent renewables are achieved.

Implementing Control Measure MOB-01 was expected to increase the demand for alternative fuels including renewable transportation fuels (e.g., renewable diesel) and hydrogen. The Final Program EIR for the 2022 AQMP referenced several renewable fuels projects that were recently approved in California, and implementation of the control measures were anticipated to cause an increase in the demand for renewable fuels such that additional renewable fuels projects (e.g., hydrogen production facilities) may be needed. Due to the difficulty and length of time involved with siting and permitting new industrial facilities in general, the development of new facilities dedicated to producing alternative fuels is less likely to occur. Instead, existing industrial facilities are more likely to propose modifications in order to produce renewable fuels. Renewable fuels production requires energy input to reconfigure the molecules of the renewable feedstocks into transportation fuels, and the energy input is currently provided by large combustion sources (i.e., heaters or furnaces). In addition, renewable fuels production requires hydrogen as part of the reaction. Based on the CEQA analyses conducted for such projects, conversion of petroleum refinery equipment to be able to produce renewable fuels has the potential to decrease emissions facility-wide provided that hydrogen production facilities are already in place. However, when existing hydrogen production facilities are not available or cannot produce sufficient supplies of hydrogen needed to produce renewable fuel, a new hydrogen plant may be required which may cause significant adverse air quality impacts.

Implementing Control Measure MOB-01 was expected to accelerate the purchase of zero emission or low NO_x emitting equipment and vehicles that would replace older equipment and vehicles, thereby increasing the scrapping of equipment and vehicles faster than would normally occur. The actual quantity of equipment and vehicles that may be scrapped as a result of implementing these control measures rather than being moved for use elsewhere outside of South Coast AQMD's jurisdiction was not known. In addition, the available capacity of scrapping facilities to be able to handle and process the increased amount of equipment and vehicles to be scrapped was unknown. During the development of Rule 1610 – Old-Vehicle Scrapping, emissions associated with vehicle scrapping were estimated to be 0.088 pound of PM₁₀ emissions per vehicle scrapped. (South Coast AQMD, 1992.) According to an internet search conducted on August 15, 2022, there were eight auto recycling facilities operating within South Coast AQMD's jurisdiction.⁴² Assuming that six vehicles can be crushed per hour (Martin, 2013) and each facility operates 10 hours per day, a total 480 vehicles can be crushed per day (8 facilities x 6 cars/hour x 10 hours/day = 480 cars/day). Therefore, vehicle scrapping has the potential to generate 42 pounds of PM₁₀ per day, which is less than the South Coast AQMD's operational significance threshold of 150 pounds per day. Applying the CARB's CEIDARS profile 900 ratio for unspecified sources of 0.6 pound of PM_{2.5}

⁴² State of California Auto Dismantlers Association, 2025, Members Direct Search, <https://scada1.com/chapters.htm>

per pound of PM₁₀^{43,44}, a corresponding 25 pounds per day of PM_{2.5} emissions can be expected, and this is less than the PM_{2.5} significance threshold of 55 pounds per day.

Thus, operational activities resulting from implementation of control measures such as MOB-01 in the 2022 AQMP were expected to generate less than significant criteria pollutant air quality impacts. Since no significant air quality impacts relating to operational activities were identified, no mitigation measures were necessary or required.

The Final Program EIR for the 2016 AQMP contemplated that implementing Control Measure MOB-01 has the potential to increase the use of alternative fuels such as biodiesel, LNG, CNG, ethanol, and hydrogen. The availability of the producers of alternative fuels to meet the increase in demand has the potential for an increase in emissions associated with the increased production. Production of the alternative fuels such as LNG and CNG require little processing with less emissions than the production of refined petroleum products such as gasoline, diesel, and jet fuel. While biodiesel and ethanol production do require more processing than LNG and CNG, the production processes are less complicated than petroleum refining. Biodiesel is made from a catalytic chemical process similar to one or two processes in a typical refinery, which will have many units available to produce refined products from crude oil. Ethanol is produced by fermentation. Biodiesel and ethanol can be made from renewable sources such as vegetable oils, sugar cane, corn, and animal fats. Therefore, the production of alternative fuels, especially biofuels, typically generates less air emissions than a petroleum refinery would when producing similar gasoline or gasoline equivalent amounts. Any increase in emissions attributable to an increased production of alternative fuels would be offset by reduced levels of petroleum fuel production and transportation of crude oil primarily from overseas and possibly by rail, as diesel and gasoline demand decreases.

Implementing Control Measure MOB-01 would reduce mobile source emissions, in particular, emissions of diesel particulate matter (DPM) from engine exhaust, which is a known carcinogen, as well as toxic components of gasoline such as benzene and 1,3-butadiene. This mobile source control measure would result in replacing existing vehicles or equipment with more efficient vehicles or equipment, zero emission electric vehicles or equipment, or alternative fueled vehicles or equipment. Combustion emissions of alternative fuels have trace amounts of methanol and aldehyde, but, generally, are considered to be cleaner and less toxic than diesel or gasoline fueled vehicles. Emissions from power generating equipment may include trace amounts of benzene, aldehydes, metals, and polynuclear aromatic hydrocarbons. However, if the process being electrified was previously powered by direct combustion of fossil fuels, then electrification was expected to result in an overall decrease in toxic emissions.

Thus, operational activities resulting from implementation of control measures, such as MOB-01 in the 2016 AQMP were expected to generate less than significant criteria pollutant air quality

⁴³ CARB's California Emissions Inventory Data Analysis and Reporting System (CEIDARS) is a database management system developed to track statewide criteria pollutant and air toxic emissions; <https://ww2.arb.ca.gov/capp/cst/emission-inventories>

⁴⁴ South Coast AQMD, 2006. Final Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds, Table A. [http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/particulate-matter-\(pm\)-2.5-significance-thresholds-and-calculation-methodology/final_pm2_5methodology.pdf](http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/particulate-matter-(pm)-2.5-significance-thresholds-and-calculation-methodology/final_pm2_5methodology.pdf).

impacts. Since no significant air quality impacts relating to operational activities were identified, no mitigation measures were necessary or required.

Greenhouse Gas Emissions Impacts⁴⁵

The Final Program EIR for the 2022 AQMP contemplated that implementation of Control Measure MOB-01 would cause an increase in GHGs due to construction activities. Both the Final Program EIR for the 2022 AQMP and Final Program EIR for the 2016 AQMP contemplated that the control measure would cause an increase in GHGs due to increased electricity usage, but also a decrease in GHGs due to the conversion from conventional fuels to alternative fuels.

Implementing Control Measure MOB-01 may involve construction activities which may emit GHGs. South Coast AQMD policy regarding GHG emissions from construction is to amortize construction emissions over a 30-year timeframe and add the result to operational emissions. The magnitude of construction GHG emissions will vary greatly depending on the project. Installation of electrical infrastructure projects (e.g., charging stations) typically does not require large amounts of construction equipment as they are installed in parking lots of existing facilities. Minimal trenching and foundation work is necessary, and these actions typically require the most construction equipment. On the other hand, alternative fuels production facilities would be much larger projects involving more, and larger capacity construction equipment which may rely on diesel or gasoline to operate. The combined GHG construction emissions from all projects requiring construction as a result of implementing the control measures in the 2022 AQMP, would represent a relatively small portion of the total GHG emission impacts, especially considering that the operational GHG emissions will be substantially reduced relative to the existing setting and will likely offset any increases in construction GHGs.

Of the total fuel consumed in Los Angeles, Orange, Riverside and San Bernardino counties, transportation sources account for over 50 percent of fuel use, and these sources are also the main contributors to NOx emissions. Within the transportation sector, diesel-powered sources emit the majority of NOx. With regards to mobile source control measures, accelerating the replacement of conventional vehicles with electric vehicles or alternative fueled vehicles into fleets regulated by the South Coast AQMD may produce emissions from increased electricity generation meanwhile the zero emission vehicles will not emit anything, and the alternative fueled vehicles will emit fewer criteria pollutants, fewer toxics, and fewer GHGs. As such, the net effect of replacing gasoline and diesel mobile sources is expected to have greater overall GHG emission reduction benefits because the GHG emissions produced from generating the electricity needed to power one electric vehicle are fewer than the GHG emissions from one gasoline or diesel vehicle.

As mentioned in the Energy section, the Final Program EIR for the 2022 AQMP estimated that, compared to the 2018 baseline for electricity demand, implementation of the 2022 AQMP control measures is expected to increase electricity use by 13,429 GWh, approximately an 11 percent increase, by 2037 which will produce approximately 2.76 million metric tons (MMT) of GHG emissions.⁴⁶ The Final Program EIR for the 2016 AQMP estimated that, compared to the 2014 baseline, energy demand from 2016 AQMP control measures was expected to increase by 10,227

⁴⁵ See Section 4.2.5.5 Greenhouse Gas Emissions of the Final Program EIR for the 2022 AQMP and Section 4.1.6.4 Greenhouse Gas Emissions of the Final Program EIR for the 2016 AQMP

⁴⁶ 2020 eGRID data of 453 lb/MWh for SCE, U.S. EPA, 2022, <https://epa.gov/egrid/download-data>.

GWh, a 7.8 percent increase, by the year 2023 and produce 3.4907 million metric tons (MMT) of GHG emissions. Similarly, compared to the 2014 baseline, energy demand from 2016 AQMP control measures is expected to increase by 18,029 GWh, a 12.7 percent increase, by the year 2031 and produce 6.1496 MMT of GHG emissions.

The Final Program EIR for the 2022 AQMP estimated that implementing 2022 AQMP mobile source control measures has the potential to reduce total annual petroleum-based fuel use by approximately 1.5 billion gallons in milestone year 2030 and by approximately 1.8 billion gallons in milestone year 2037. Using a CO₂ emission factor of 8.10 kilograms per gallon (kg/gal) for gasoline and a CO₂ emission factor of 10.19 kg/gal for diesel, GHG emission reductions can be calculated for both gasoline and diesel in each milestone year. Similarly, at the time of developing the 2016 AQMP, the Final Program EIR for the 2016 AQMP estimated that implementing 2016 AQMP mobile source control measures has the potential to reduce total annual petroleum fuel use by approximately 530 million gallons in milestone year 2023. By milestone year 2031, total annual petroleum fuel use was expected to reduce by approximately 870 million gallons. Tables 21 and 22, which are Table 4.2-16 Estimated GHG Emissions Impacts from 2022 AQMP Control Measures, from the Final Program EIR for the 2022 AQMP and Table 4.1-6 Estimated GHG Emission Impacts from 2016 AQMP Control Measures, from the Final Program EIR for the 2016 AQMP, show that the net effect of implementing the AQMP control measures while concurrently reducing petroleum-based fuel use in mobile sources is expected to result in an overall reduction of GHG emissions.

Table 21. Estimated GHG Emissions Impacts from 2022 AQMP Control Measures

Description	2037 CO ₂ eq Emissions (MMT)
Increased Electricity Use	2.18
Change in Gasoline Use	-2.23
Change in Diesel Use	-15.57
Net Change in Emissions	-15.62

Table 22. Estimated GHG Emission Impacts from 2016 AQMP Control Measures

Description	2023 CO ₂ eq Emissions ^(a) (million metric tons)	2031 CO ₂ eq Emissions ^(a) (million metric tons)
Increased Electricity ^(b)	3.4907	6.1496
Change in Gasoline Use	-2.9766	-3.1238
Change in Diesel Use	-4.2970	-3.4305
Net Change in Emissions	-3.7829	-0.4047

(a) Source: Emission factors are from CARB, et al., 2010.

(b) Electricity generation is weighted by population in the LADWP and SCE service areas. Negative numbers represent emission reductions.

Converting gasoline- and diesel-fired sources to electrified equipment reliant on electricity that is primarily generated by natural gas and renewable sources is expected to result in an overall decrease of GHG emissions. The electricity needed to power zero-emission equipment is expected to be provided by public utility companies. Most existing power generating facilities are subject to Assembly Bill 32 and will be required to reduce their GHG emissions. Moreover, any future

power generating stations that may be built in response to meeting the future electricity demand would be subject to stringent emission control requirements, including those for GHG emissions. Therefore, after taking into consideration the short-term increases in GHG emissions which will be offset by substantial reductions of GHG emissions from the decreased use of gasoline and diesel fuels combined with the overarching goal of transitioning to electricity sourced with 100 percent renewables by 2045 as required by Senate Bill 100 (SB 100, De León) the additional electricity that may be needed to implement the 2022 AQMP control measures has been determined to generate less than significant GHG emission impacts.

Implementing 2022 AQMP control measures also have the potential to increase the use of alternative fuels. Alternative fuels generally generate fewer or equivalent GHG emissions compared to gasoline and diesel when combusted. When comparing the overall benefit between various types of alternative fuels, the production methods used to generate the fuels must be considered (sometimes referred to as well-to-wheel energy and emission impacts). A comparison of various production methods showed that using hydrogen as a fuel reduces more GHG emissions when compared to reformulated gasoline, except when the hydrogen is produced by electrolysis using grid-supplied electricity, in which case the comparison is dependent on the renewable to non-renewable mix of the electricity generation.⁴⁷ While alternative fuel and hydrogen production facilities may increase GHG emissions, the overall GHG reductions associated with the use of the transportation fuels produced were expected to be greater than the GHG emissions from producing the fuels.

Implementing control measures such as MOB-01 is expected to have GHG emissions associated with construction over the short-term; however, construction GHG emissions are amortized over 30 years and are much less than the overall potential operational emissions reductions of GHGs over the long-term. GHG emissions from the generation and use of additional electricity and alternative fuels, were not expected to be significant because there would be concurrent decreases in the use of diesel- and gasoline-fueled equipment over time as more electric and alternative fuel vehicles are deployed. Finally, electricity generation is required to transition to 100 percent renewables by 2045 as required by SB 100. Thus, implementation of Control Measure MOB-01 was expected to result in potentially significant GHG operational emissions over the short-term and less than significant GHG emission impacts over the long-term. Since less than significant GHG impacts overall were identified, no mitigation measures were necessary or required.

Relative to cumulative impacts, the Final Program EIR for the 2022 AQMP and Final Program EIR for the 2016 AQMP concluded that implementation of the 2022 AQMP, when combined with past, present, and reasonably foreseeable activities, would contribute to impacts to air quality during construction, but would not contribute to cumulatively considerable impacts to air quality during operation or GHG emissions. There are no new impacts which would change the previous conclusions of the Final Program EIR for the 2022 AQMP and Final Program EIR for the 2016 AQMP regarding cumulatively considerable impacts to air quality. Further, no new mitigation measures would be required. Therefore, the cumulative impacts to air quality would remain significant and unavoidable.

⁴⁷ Alternative Fuels Data Center, 2022. Fuel Cell Electric Vehicle Emissions, https://afdc.energy.gov/vehicles/emissions_hydrogen.html, accessed August 17, 2022.

Hydrology and Water Quality

The Notice of Preparation/Initial Study for the 2022 AQMP concluded that implementation of Control Measure MOB-01 would have no potential adverse impacts related to hydrology and water quality; therefore, it was not further analyzed in the Final Program EIR for the 2022 AQMP. However, the Final Program EIR for the 2016 AQMP concluded that implementation of Control Measure MOB-01 would cause less than significant impacts to surface and ground water quality from accidental spills of alternative fuels or additives, and potential illegal disposal of batteries from electric vehicles and hybrids. Thus, the following summary will focus only on the hydrology and water quality impacts identified in the Final Program EIR for the 2016 AQMP for Control Measure MOB-01.

Significance Criteria

Hydrology and water quality impacts are significant if any of the following conditions occur:

Water Demand

- The existing water supply does not have the capacity to meet the increased demands of the project, or the project would use more than 262,820 gallons per day of potable water.
- The project increases demand for total water by more than five million gallons per day.

Water Quality

- The project will cause degradation or depletion of ground water resources substantially affecting current or future uses.
- The project will cause the degradation of surface water substantially affecting current or future uses.
- The project will result in a violation of National Pollutant Discharge Elimination System (NPDES) permit requirements.
- The capacities of existing or proposed wastewater treatment facilities and the sanitary sewer system are not sufficient to meet the needs of the project.
- The project results in substantial increases in the area of impervious surfaces, such that interference with groundwater recharge efforts occurs.
- The project results in alterations to the course or flow of floodwaters.

Hydrology and Water Quality Impacts from Accidental Spills of Alternative Fuels or Additives⁴⁸

The Final Program EIR for the 2016 AQMP identified that implementation of Control Measure MOB-01 could result in the increased penetration of electric vehicle vehicles but may also result in the increased use of alternative fuels (e.g., biodiesel fuels, compressed natural gas, liquefied natural gas, and hydrogen). In general, alternative fuels are expected to be less toxic than conventional fuels and follow a similar path as the low sulfur diesel. Biodiesel is a fuel derived from biological sources such as vegetable oils or animal fats. Biodiesel can be used pure or blended

⁴⁸ See Section 4.5.3.2 Water Quality Impacts of the Final Program EIR for the 2022 AQMP and Section 4.4.4.2.2 Accidental Spills of the Final Program EIR for the 2016 AQMP

with conventional diesel. Because the biodiesel typically comes from vegetable oils or animal fats, it is generally less toxic and more biodegradable than conventional diesel, so the water quality impacts from a spill of biodiesel would be less than a spill of conventional diesel. The most common blended biodiesel is B20, which is 20 percent biodiesel and 80 percent conventional diesel. Therefore, the potential water quality impacts from the transport and storage of biodiesel and biodiesel blends were not expected to be substantially different than the transport and storage of conventional diesel.

The other types of alternative fuels that may be used as part of implementing Control Measure MOB-01 in the 2016 AQMP include compressed natural gas, liquefied natural gas, and hydrogen. Because all of these fuels exist as a gas at standard temperatures and pressures, a leak of any of these fuels would result in an airborne release, and not a release that could adversely affect water quality. There are a number of rules and regulations currently in place that are designed to minimize the potential impacts from underground leaking storage tanks and spills from fueling activities, including requirements for the construction of the storage tanks, requirements for double containment, and installation of leak detection systems. These regulations would also apply to any leaks of alternative fuels from storage tanks. Thus, the use of alternative fuels was not expected to result in any greater adverse water quality impacts than the current use of conventional fuels like diesel or gasoline.

Moreover, the Final Program EIR for 2016 AQMP identified the possibility of accidental spills from implementation of Control Measure MOB-01. A spill at any of the affected facilities could occur under upset conditions such as an earthquake. Spills could also occur from corrosion of containers, piping and process equipment, and leaks from seals or gaskets at pumps and flanges. A major earthquake would be a potential cause of a large spill. Other causes could include human or mechanical error. Construction of the vessels, and foundations in accordance with the California Building Code requirements helps structures to resist major earthquakes without collapse but may result in some structural and non-structural damage following a major earthquake. As required by U.S. EPA's spill prevention control and countermeasure regulations, all of the affected facilities are required to have emergency spill containment equipment and would implement spill control measures in the event of an earthquake. Storage tanks typically have secondary containment such as a berm, which would be capable of containing 110 percent of the contents of the storage tanks onsite. Therefore, should a rupture occur, the contents of the tank would be collected within the containment system and pumped to an appropriate storage tank. Spills at affected industrial or commercial facilities would be collected within containment structures. Large spills outside of containment areas at affected facilities that could occur when transferring the material from a transport truck to a storage tank are expected to be captured by the process water system where they could be collected and controlled. Spilled material would be collected and pumped to an appropriate tank or sent off-site if the materials cannot be used on-site. The existing rules and requirements that limit the extent or prevent spills are expected to minimize impacts on water quality to less than significant levels. For this reason, accidental spills were not expected to create significant water quality impacts.

Hydrology and Water Quality Impacts from Illegal Disposal of Batteries⁴⁹

Implementation of Control Measure MOB-01 of the 2016 AQMP could contribute to an increased use of electric vehicles and other mobile sources. Since some batteries contain toxic materials, water quality impacts are possible if the batteries are disposed of in an unsafe manner, such as by illegal dumping or by disposal in a landfill. As interest in the use of electric vehicles has increased over the years, battery technologies have been developing and improving. Most battery technologies employ materials that are recyclable, since regulatory requirements and market forces encourage recycling. California laws create incentives and requirements for disposal of recycling of batteries as follows.

- Under CARB regulations, to certify either a new ZEV or retrofit an existing ZEV, automakers must complete CARB's certification application, which must include a battery disposal plan. Thus, current regulations require ZEV manufacturers to take account for the full life-cycle of car batteries and to plan for safe disposal or recycling of battery materials. For example, Toyota has offered \$200 per battery to minimize illegal disposal of batteries.
- California and federal law require the recycling of lead-acid batteries (Health and Safety Code Section 25215). Spent lead-acid batteries being reclaimed are regulated under 22 CCR Section 66266.80 and 66266.81, and 40 CFR Part 266, Subpart G.
- California law requires state agencies to purchase car batteries made from recycled material (Public Resources Code Section 42440).
- California passed the Household Universal Waste Rule in February 2006, which prohibits the landfill disposal household wastes such as batteries, electronic devices, and fluorescent light bulbs by anyone.

Existing battery recovery and recycling programs have limited the disposal of batteries in landfills. For example, the recycling of lead-acid and nickel-cadmium batteries is already a well-established activity. One secondary lead smelter (facilities that recycle lead-bearing materials) is currently located within the Basin. The secondary lead smelter receives spent lead-acid batteries and other lead bearing material and processes them to recover lead and polypropylene (from the battery casings). Acid is collected and recycled as a neutralizing agent in the wastewater treatment system. Other facilities available for battery recycling are located outside of the Basin. Further penetration of partial-zero and zero emission mobile sources in the Basin is expected to result in a reduction in the use of lead-acid batteries and a subsequent reduction in the lead-acid batteries that need to be recycled, after the vehicle/equipment is scrapped or has left the Basin.

Li-ion batteries are more common in electric vehicles and becoming more popular in hybrids. Because Li-ion batteries have a potential for after-automotive use, destructive recycling can be postponed for years even after an EV or hybrid battery can no longer hold and discharge sufficient electricity to power a car's motor. The battery pack can still carry a tremendous amount of energy. Battery manufacturers project that the battery packs will still be able to operate at about 80 percent of capacity the time they must be retired from automotive use (Edmunds, 2014.) Auto companies are partnering with battery, recycling, and electronics firms to figure out and develop post-automotive markets and applications for Li-ion battery packs (Green Car Reports, 2014.) With the

⁴⁹ See Section 4.4.4.2.4 Electric Vehicles of the Final Program EIR for the 2016 AQMP.

opportunity for other uses, Li-ion battery recycling may not be as necessary as recycling of lead-acid batteries.

The illegal disposal of batteries from EVs and hybrids has the potential to result in significant water quality impacts by allowing toxic or hazardous metals or acids to leach into surface or ground waters. However, because battery recycling is required by law and because they have value, the illegal or improper disposal of batteries is expected to be uncommon. For example, because some manufacturers pay for used EV/hybrid batteries, the value, size, and length of life of NiMH and Li-ion batteries are such that recycling is expected to be more predominate than with lead acid batteries. Therefore, the use of EVs and hybrids are not expected to result in an increase in the illegal or improper disposal of batteries because these types of batteries are required to be recycled and thus, reducing the potential water quality impacts cause by illegal disposal. Based on the foregoing analysis, less than significant adverse water quality impacts are expected from the increased use of EV and hybrid vehicles and no new mitigation measures would be required.

Relative to cumulative impacts, the Final Program EIR for the 2016 AQMP concluded that implementation of the 2016 AQMP would not contribute to cumulatively considerable impacts to water quality but would contribute to cumulatively considerable impacts to water demand. However, since implementation of Control Measure MOB-01 and therefore the development and implementation of infrastructure plans is not expected to have impact to water demand, there are no new impacts which would change the previous conclusions of the Final Program EIR for the 2016 AQMP regarding cumulatively considerable impacts to hydrology and water quality. Further, no new mitigation measures would be required. Therefore, the cumulative impacts to hydrology and water quality would remain significant and unavoidable.

Other Environmental Topic Areas

The 2022 AQMP and 2016 AQMP were designed to reduce emissions from existing emission sources and promote the use of the cleanest technology available. The 2022 AQMP and 2016 AQMP would accelerate the replacement of high-emitting mobile sources with low NOx and zero-emission mobile sources; encourage the use of lower-emitting alternative fuels; affect stationary sources at existing commercial/industrial facilities and residential developments; develop incentives to remove/replace higher emitting equipment; establish greater control of industrial stationary sources; control indirect sources of emissions; improve energy efficiency; improve emission leak detection and maintenance procedures; and establish educational and outreach programs. The analysis provided in the Final Program EIR for 2022 AQMP concluded that the following environmental topic areas would have no potential adverse impacts due to implementation of Control Measure MOB-01: aesthetics, agriculture and forestry resources, biological resources, cultural and tribal cultural resources, geology and soils, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, transportation, and wildfire. Since no impacts were identified, no mitigation measures were necessary or required for these environmental topic areas.

Similarly, the analysis provided in the Final Program EIR for 2016 AQMP concluded that the following environmental topic areas would have no potential impacts due to implementation of Control Measure MOB-01: agriculture and forestry resources, biological resources, cultural and tribal cultural resources, geology and soils, land use and planning, mineral resources, noise,

population and housing, public services, recreation, and wildfire. Since no impacts were identified, no mitigation measures were necessary or required for these environmental topic areas. Since the development and implementation of infrastructure plans implements Control Measure MOB-01 without adding new or modifying the previously analyzed impacts for each environmental topic area, the overall conclusions of no impacts for these environmental topic areas in the Final Program EIRs for the 2022 AQMP and 2016 AQMP will remain unchanged if the development and implementation of infrastructure plans is implemented.

It should be noted that, while Control Measure MOB-01 of the 2016 AQMP contemplated the use of barge-based bonnet technology to reduce emissions from ocean going vessels, the development and implementation of infrastructure plans does not consider its use. Therefore, the environmental impacts resulting from use of barge-based bonnet technology (i.e., potentially significant aesthetics impacts) will not occur under the development and implementation of infrastructure plans. As such, the environmental topic area of aesthetics is discussed below alongside other environmental topic areas with less than significant or no impacts.

The following summaries provide the background regarding the no potential adverse impacts conclusions of each aforementioned environmental topic area.

Aesthetics⁵⁰: For both the 2022 AQMP and 2016 AQMP, the majority of control measures implemented within South Coast AQMD's jurisdiction would typically affect industrial, institutional, or commercial facilities located in appropriately zoned areas (e.g., industrial and commercial areas) that are not usually associated with scenic resources. Further, modifications would typically occur within the confines of the affected facilities, or because of the nature of the business (e.g., commercial or industrial), can easily blend in with the facilities with little or no noticeable effect on adjacent areas. Also improved air quality would provide benefits to scenic vistas and resources throughout South Coast AQMD's jurisdiction. Mobile source control measures were designed to accelerate the replacement of high emitting on-road and off-road mobile sources with lower-emitting mobile sources. Accelerating the penetration of lower-emitting mobile sources into market would not be expected to adversely affect scenic resources because these strategies do not require construction or disturbance to such resources.

The Final Program EIR for the 2022 AQMP concluded that implementation of control measures, such as MOB-01, was not expected to create additional demand for new lighting or exposed combustion sources (e.g., flares) that could create glare, adversely affecting day or nighttime views in any areas. Facilities affected by the control measures typically make modifications to light sources within property borders, so any new light sources would typically be inside a building or not noticeable because of the presence of existing outdoor light sources. Based on these considerations, less than significant aesthetic impacts were expected due to the implementation of the 2022 AQMP.

The Final Program EIR for the 2016 AQMP contemplated that implementation of Control Measure MOB-01 may involve use of barge-based bonnet technology to reduce emissions from ocean going vessels. While the use of bonnet technology could degrade the existing visual character or quality

⁵⁰ See Section 4.8.1 Aesthetics of the Final Program EIR for the 2022 AQMP and Section 4.8 Aesthetics of the Final Program EIR for the 2016 AQMP

of the immediate surrounding area, it is unlikely that use of bonnet technology would be visible from sensitive public vantage points due to the presence of intervening structures at the ports. Nonetheless, the Final Program EIR for the 2016 AQMP concluded that implementation of control measures, such as MOB-01, may substantially degrade the existing visual character or quality of a site and its surroundings from use of bonnet technology. Because the aesthetics impacts from implementing the 2016 AQMP were concluded to be significant, feasible mitigation measures AE-1 to AE-5 were adopted in the Final Program EIR for the 2016 AQMP. Even after mitigation measures were applied, the Final Program EIR for the 2016 AQMP concluded that the overall aesthetics impacts would remain significant. The 2016 AQMP control measures would result in significant adverse aesthetics impacts and, when combined with past, present, and reasonably foreseeable activities, and in particular with transportation projects projected in the 2016 RTP/SCS, would contribute to cumulatively considerable impacts to aesthetics identified in the 2016 RTP/SCS, therefore resulting in a significant cumulative impact. No additional mitigation measures to reduce the significant cumulative impacts to aesthetics were identified. Cumulative impacts to aesthetics from implementation of the 2016 AQMP would remain significant and unavoidable.

Agriculture and Forestry Resources⁵¹: The Final Program EIRs for the 2022 AQMP and 2016 AQMP concluded that implementation of Control Measure MOB-01, was not expected to generate any new construction of buildings or other structures that would require conversion of farmland to non-agricultural use, conflict with zoning for agricultural uses, or a Williamson Act contract. Further, the analysis concluded that implementing the 2022 AQMP and 2016 AQMP would typically affect existing facilities that are located in appropriately zoned areas. Should any new facilities be constructed and operated, their planning would occur for reasons other than implementation of the 2022 AQMP and the 2016 AQMP. New facilities and improvements to existing facilities would continue to be subject to project-level review, including review of agricultural impacts under CEQA by the applicable local land use authority. Therefore, implementation of the 2022 AQMP and 2016 AQMP would not affect Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, or conflict with a Williamson Act contract, if implemented. Physical changes associated with the 2022 AQMP and 2016 AQMP were expected to occur at previously developed sites and would not require construction to occur in undeveloped areas where agricultural and forest resources are more likely to exist. The 2022 AQMP and 2016 AQMP, including control measures related to mobile sources, would have no direct or indirect effects on agricultural or forest land resources because their focus is on achieving emission reductions by increasing the penetration of zero- and low-NOx technologies into market. The 2022 AQMP and 2016 AQMP could provide benefits to agricultural and forest land resources by improving air quality in the region, thus reducing the adverse oxidation impacts of ozone on plants and animals. Based on these considerations, no agriculture and forestry resources impacts were expected due to the implementation of the of the 2022 AQMP and 2016 AQMP.

Biological Resources: Implementation of the 2022 AQMP and 2016 AQMP control measures, including MOB-01, was not expected to result in habitat modification, adversely affect any riparian habitat, or interfere with the movement of any native resident or migratory fish or wildlife species. Facilities affected by the 2022 AQMP and 2016 AQMP control measures have already been

⁵¹ See Section 4.8.2 Agriculture and Forestry Resources of the Final Program EIR for the 2022 AQMP and Section 4.9.1 Agriculture and Forestry Resources of the Final Program EIR for the 2016 AQMP

disturbed and typically do not contain open space, water features, or natural vegetation. Sites might contain landscaping that consists of ornamental trees, vegetation, and turf. The sites of the affected facilities that would be subject to the control measures were not expected to support riparian habitat, federally protected wetlands, or migratory corridors because they are existing, developed, and established industrial and commercial facilities. Additionally, special status plants, animals, or natural communities identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service were not expected to be found on or in close proximity to the affected facilities. Construction projects that impact affected species were not reasonably foreseeable as part of implementation of the 2022 AQMP and 2016 AQMP. Any new development potentially affecting biological resources would not be as a result of the 2022 AQMP and 2016 AQMP control measures and approval of those projects, including evaluation of their environmental impacts, would occur regardless of the 2022 AQMP and 2016 AQMP and would be subject to project-level CEQA review. Based upon these considerations, no biological resources impacts are expected from implementing the 2022 AQMP and 2016 AQMP.

Cultural and Tribal Cultural Resources⁵²: Commercial and industrial areas are generally not located in historic districts. For this reason, the Final Program EIRs for the 2022 AQMP and 2016 AQMP concluded that the implementation of Control Measure MOB-01 would not be expected to cause a substantial adverse change in the significance of a historical resource. The South Coast AQMD also provided a formal notice of the Notice of Preparation/Initial Study (NOP/IS) prepared for the 2022 AQMP and 2016 AQMP to all California Native American Tribes (Tribes) that requested to be on the Native American Heritage Commission's (NAHC) notification list per Public Resources Code Section 21080.3.1(b)(1). The NAHC notification list provides a 30-day period during which a Tribe may respond to the formal notice, in writing, requesting consultation on a proposed project. No Tribes requested consultation during the 30-day comment period of each NOP/IS. The provisions of CEQA, Public Resources Code Section 21080.3.1 et seq. (also known as AB 52), require meaningful consultation with California Native American Tribes on potential impacts to tribal cultural resources, as defined in Public Resources Code Section 21074. Tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources. As part of the AB 52 process, Native American tribes must submit a written request to the relevant lead agency if it wishes to be notified of projects that require CEQA public noticing and are within its traditionally and culturally affiliated geographical area. Construction resulting from implementation of the control measures would need to obtain city or county planning department approvals prior to commencement of any construction activities, and would be subject to project-level review, including separate tribal consultation pursuant to AB 52, as applicable, to address site-specific requests identified by the tribes. Therefore, impacts to tribal cultural resources were considered to be less than significant, and the 2022 AQMP and 2016 AQMP were not expected to cause any impacts to significant historic cultural resources.

⁵² See Section 4.8.4 Cultural and Tribal Cultural Resources of the Final Program EIR for the 2022 AQMP and Section 4.9.3 Cultural Resources of the Final Program EIR for the 2016 AQMP

Geology and Soils⁵³: The 2022 AQMP and 2016 AQMP, including Control Measure MOB-01, would not directly or indirectly expose people or structures to earthquake faults, seismic shaking, seismic-related ground failure including liquefaction, lateral spreading, landslides, mudslides, or substantial soil erosion. Affected facilities or modifications to affected facilities, including the construction of new electricity or hydrogen infrastructure, would be required to comply with relevant California Building Code requirements in effect at the time of initial construction or modification of a structure. Projects that occur as a result of the 2022 AQMP and 2016 AQMP are largely expected to occur at commercial and industrial areas and have a small construction footprint. Construction activities would be subject to local, regional, and state codes and requirements for erosion control and grading during construction. Projects would be subject to the National Pollution Discharge Elimination System (NPDES) permitting regulations, including the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) as applicable. Construction contractors would be required to prepare and implement a SWPPP and associated Best Management Practices (BMPs) in compliance with the Construction General Permit (CGP) during grading and construction of any site that disturbs more than one acre of land. Adherence to the BMPs in the SWPPP and adherence with local, regional, and state codes and requirements for erosion control and grading during construction would reduce, prevent, or minimize soil erosion from grading and construction activities. Therefore, soil erosion impacts were concluded to be less than significant.

Paleontological resources, commonly known as fossils, are the recognizable physical remains, or evidence of past life forms found on earth in past geological periods — and can include bones, shells, leaves, tracks, burrows, and impressions. Ground-disturbing activities such as grading or excavation have the potential to unearth paleontological resources. Most facilities affected by 2022 AQMP and 2016 AQMP control measures would be located on previously disturbed industrial and commercial sites where there is little likelihood of identifiable artifacts. It is possible, however, that cultural or archaeological resources or human remains may nevertheless be discovered. New installations of air pollution control equipment or infrastructure for zero-emission and low-NOx equipment are unlikely to require substantial soil excavation and would be located on already disturbed and developed industrial land uses. Further, projects implemented as a result of the 2022 AQMP and 2016 AQMP would be subject to project-level review, including review of both geological and paleontological impacts under CEQA, as applicable. Therefore, the Final Program EIRs for the 2022 AQMP and 2016 AQMP concluded that implementation of all of the control measures, including Control Measure MOB-01, would not be expected to destroy a unique paleontological resource or site or unique geological feature, or result directly or indirectly in other significant adverse geology or soils impacts. Therefore, geology and soils impacts were concluded to be less than significant.

Land Use and Planning⁵⁴: Since the 2022 AQMP and 2016 AQMP do not require construction of major new land use developments in any areas within South Coast AQMD's jurisdiction, none of the control measures, including Control Measure MOB-01, were expected to physically divide any established communities within South Coast AQMD's jurisdiction. Potential land use impacts

⁵³ See Section 4.8.5 Geology and Soils of the Final Program EIR for the 2022 AQMP and Section 4.9.4 Geology and Soils of the Final Program EIR for the 2016 AQMP

⁵⁴ See Section 4.8.6 Land Use Planning of the Final Program EIR for the 2022 AQMP and Section 4.9.5 Land Use Planning of the Final Program EIR for the 2016 AQMP

associated with the 2022 AQMP and 2016 AQMP could come from the construction of support systems (e.g., catenary overhead electrical lines or magnetic infrastructure related to operation of zero- and low-NO_x transport systems). For purposes of evaluating potential land use impacts, the analysis assumed that no new rail or truck traffic routes would be constructed, but rather that existing truck and rail routes and corridors would be modified. The truck and rail corridors likely to be involved are primarily associated with commercial marine ports in industrial zones within the Southern California area. Since only existing transportation routes would likely be modified (e.g., electric lines installed) and no new transportation routes were anticipated, no land use conflicts, or inconsistencies with any general plan, specific plan, local coastal program, or zoning ordinance were expected. Activities that result from implementing the various 2022 AQMP and 2016 AQMP control measures would be subject to project-level review that would assess consistency with adopted land use regulations, including review of impacts to land use and planning under CEQA, as applicable. Any proposed modification to an existing rail or truck traffic route/corridor would require a separate CEQA evaluation. No land use impacts were identified because any activities undertaken to implement the 2022 AQMP and 2016 AQMP control measures would be expected to comply with, and not interfere with, applicable land use plans, policies, or regulations of an agency with jurisdiction over the project, including, but not limited to the general plans, specific plans, local coastal programs or zoning ordinances.

Mineral Resources⁵⁵: There were no provisions in the 2022 AQMP and 2016 AQMP that would result in the loss of availability of a known mineral resource of value to the region and the residents of the state, or of a locally-important mineral resource recovery site delineated in a local general plan, specific plan, or other land use plan. The 2022 AQMP and 2016 AQMP provide incentives for the penetration of low-NO_x and zero-emission technologies into market which are not expected to result in an increase in the use of mineral resources. The Final Program EIRs for the 2022 AQMP and 2016 AQMP concluded that there would be no impacts on the use of important minerals. Therefore, no new demand for mineral resources was expected to occur and no mineral resources impacts from implementing the 2022 AQMP and 2016 AQMP were anticipated.

Population and Housing⁵⁶: The Final Program EIRs for the 2022 AQMP and 2016 AQMP concluded that implementing the control measures would not generate any significant effects, either direct or indirect, on the population or population distribution of people living in the South Coast AQMD's jurisdiction as no additional workers were anticipated to be required in order to implement the 2022 AQMP and 2016 AQMP. Consistent with past experience, it was expected that the existing labor pool within the southern California area would accommodate the labor requirements for any modifications requiring construction at affected facilities. Additionally, the 2022 AQMP and 2016 AQMP, including Control Measure MOB-01, contain no provisions that would cause displacement of substantial numbers of people or housing necessitating construction of replacement housing elsewhere. Accordingly, no population and housing impacts were expected from implementing Control Measure MOB-01.

⁵⁵ See Section 4.8.7 Mineral Resources of the Final Program EIR for the 2022 AQMP and Section 4.9.6 Mineral Resources of the Final Program EIR for the 2016 AQMP

⁵⁶ See Section 4.8.8 Population and Housing of the Final Program EIR for the 2022 AQMP and Section 4.9.7 Population and Housing of the Final Program EIR for the 2016 AQMP

Public Services⁵⁷: Fire protection and emergency medical services would be provided to affected facilities and residential developments by local county and city fire departments. Although the implementation of the Control Measure MOB-01 from the 2016 and 2022 AQMPs would require the use of alternative fuels (e.g., hydrogen), the alternative fuels would displace gasoline and diesel fuels and if a fire occurs, the same fire protection and emergency medical services would be needed. As first responders to emergency situations, fire departments are trained to respond to a variety of situations related to hazardous materials. Large industrial facilities (e.g., electric generating plants and refineries) have on-site fire response personnel and the local fire departments provide assistance to the on-site personnel. Therefore, no increase in calls for fire protection, and emergency medical service would be expected from implementation of the control measures. All activities undertaken as a result of implementing the 2022 AQMP and 2016 AQMP, including Control Measure MOB-01, would be required to comply with fire-related safety features in accordance with the applicable provisions of the adopted California Fire Code, any county or city ordinances, and standards regarding fire prevention and suppression measures related to water improvement plans, fire hydrants, fire access, and water availability. Based on the preceding discussion, implementation of the 2022 AQMP and 2016 AQMP would not adversely affect the ability of local fire protection to provide adequate service. As such, these impacts were concluded to be less than significant. Implementation of the 2022 AQMP and 2016 AQMP would also not result in an increase in calls for police protection. Implementation of the 2022 AQMP and 2016 AQMP are expected to occur at existing facilities or promote transition to cleaner emitting equipment at new developments but would not facilitate the construction of new development. At existing industrial facilities, on-site security is typical and would be expected to continue with the same demand for police department support as is currently needed. Furthermore, implementation of the 2022 AQMP and 2016 AQMP would not induce population growth either directly or indirectly. Therefore, with no increase in local population, there would be no additional demand for new or expanded schools, parks, and libraries and no other adverse population or housing impacts were expected. Implementation of the 2022 AQMP and 2016 AQMP would generate less than significant impacts to public services.

Recreation⁵⁸: Demand for parks and recreational facilities in an area is usually determined by the area's population. As explained earlier in the Population and Housing section of this Appendix, implementation of the 2022 AQMP and 2016 AQMP does not require or include the development of new homes, which would lead to an increase in population and thereby, the need for additional park and recreation facilities. Therefore, the implementation of the 2022 AQMP and 2016 AQMP, including Control Measure MOB-01, would not increase the use of existing neighborhood and regional parks or other recreational facilities, nor would it require construction of new or expanded parks or recreational facilities. No impacts to park and recreational facilities would occur.

Wildfire⁵⁹: The analysis in the Final Program EIR for the 2022 AQMP determined that activities that result from implementing the 2022 AQMP, including Control Measure MOB-01, would not block or otherwise interfere with the use of evacuation routes; nor would they interfere with operations of emergency response agencies or with coordination and cooperation between such

⁵⁷ See Section 4.8.9 Public Services of the Final Program EIR for the 2022 AQMP and Section 4.9.8 Public Services of the Final Program EIR for the 2016 AQMP

⁵⁸ See Section 4.8.10 Recreation of the Final Program EIR for the 2022 AQMP and Section 4.9.9 Recreation of the Final Program EIR for the 2016 AQMP

⁵⁹ See Section 4.8.12 Wildfire of the Final Program EIR for the 2022 AQMP

agencies. Therefore, the analysis concluded that there would be no impacts on emergency activities. Implementation of these control measures were found to: affect existing commercial/industrial facilities; accelerate the replacement of high-emitting mobile sources with low-NOx and zero-emission mobile sources; control indirect sources of emissions; and develop incentives to remove/replace higher emitting equipment. However, since commercial and industrial areas, such as commercial marine ports, are not typically located near wildland or forested areas, the analysis concluded that implementation of these control measures would not be expected to increase the risk of wildland fires. For this reason, the analysis in the Final Program EIR for the 2022 AQMP concluded that implementation of Control Measure MOB-01 would have no impact to wildfires.

Relative to the analysis of the topic of wildfire in the Final Program EIR for the 2016 AQMP, it is important to note that the environmental topic area of wildfire was added to the Environmental Checklist in the CEQA Guidelines in 2019. Previous to this change in the CEQA Guidelines, the topic of the topic of fire hazards, including fires on wildlands, was analyzed in the biological resources and hazards and hazardous materials sections, as was the case for the Final Program EIR for the 2016 AQMP. Specifically, the Notice of Preparation/Initial Study for the 2016 AQMP, which is an appendix within the Final Program EIR for the 2016 AQMP, concluded that there would be no impact to the wildfire-related environmental checklist questions under the topics of biological resources and the hazards and hazardous materials.

Conclusion: In summary, relative to cumulative impacts, the Final Program EIRs for the 2022 AQMP and 2016 AQMP concluded that implementation of Control Measure MOB-01, when combined with past, present, and reasonably foreseeable activities, would not contribute to cumulative considerable impacts to the following environmental topic areas: agriculture and forestry resources, biological resources, cultural and tribal cultural resources, geology and soils, land use and planning, mineral resources, population and housing, public services, recreation, and wildfire.

Since implementation of Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP, upon which the development and implementation of infrastructure plans relies, is not expected to have potential adverse impacts on any of the aforementioned environmental topic areas, there are no new impacts which would change the previous conclusions of the Final Program EIRs for the 2022 AQMP and 2016 AQMP regarding cumulatively considerable impacts. Further, no new mitigation measures would be required. Therefore, there are no cumulative impacts to the environmental topic areas of agriculture and forestry resources, biological resources, cultural and tribal cultural resources, geology and soils, land use and planning, mineral resources, population and housing, public services, recreation, and wildfire.

CONCLUSION OF THE CEQA ANALYSIS OF THE DEVELOPMENT AND IMPLEMENTATION OF THE CHARGING AND FUELING INFRASTRUCTURE PLANS

The development and implementation of infrastructure plans rely on Control Measures MOB-01 and MOB-15 of the 2022 AQMP, and Control Measure MOB-01 of the 2016 AQMP. Control Measures MOB-01 and MOB-15 of the 2022 AQMP, and Control Measure MOB-01 of the 2016 AQMP were previously analyzed in the Final Program EIRs for the 2022 AQMP and 2016 AQMP, and implementation of the development and implementation of infrastructure plans is not expected to result in new or modified physical changes or impacts that were not previously analyzed in the Final Program EIRs for the 2022 AQMP and 2016 AQMP specific to Control Measures MOB-01 and MOB-15.

The Final Program EIR for the 2022 AQMP concluded that implementation of the 2022 AQMP would result in potentially significant impacts to the environmental topic areas of air quality and GHG emissions, energy, hazards and hazardous materials, hydrology and water quality, noise, and solid and hazardous waste. Implementation of Control Measure MOB-15 of the 2022 AQMP was concluded not to have potential adverse impacts on any environmental topic area because it was administrative in nature. However, implementation of Control Measure MOB-01 would have potentially significant impacts to: 1) air quality from construction because emissions on a peak day could exceed South Coast AQMD's significance thresholds; 2) energy because Basin-wide electricity usage would exceed baseline electricity consumption by more than one percent, natural gas demand is expected to increase in the short-term, and little excess hydrogen capacity is available to meet the increased demand such that additional hydrogen production facilities will be required; 3) hazards and hazardous materials because construction of new natural gas pipelines to service hydrogen production facilities may be a potential torch fire risk to receptors; 4) noise because vibration from construction activities could exceed the 72 vibration decibels (VdB) threshold for structures and sensitive receptors within 200 feet of construction activities if certain types of construction equipment were used; and 5) solid and hazardous waste due to the uncertainty of the future capacity of the landfills within South Coast AQMD's jurisdiction to address waste from construction of infrastructure and early retirement of vehicles and equipment. Implementation of Control Measure MOB-01 would have less than significant impacts to air quality from operation and GHG emissions, and no impact to hydrology and water quality.

For environmental topic areas which were concluded in the Final EIR for the 2022 AQMP to have potentially significant impacts, mitigation measures were adopted. Nonetheless, no environmental topic area identified as having a potentially significant impact in the Final Program EIR for the 2022 AQMP was concluded to be capable of being mitigated to less than significant levels. When combined with the Connect SoCal Plan, the SIP strategies, state policies, and other past, present, and reasonably foreseeable activities, implementation of the 2022 AQMP would result in significant environmental impacts. No additional feasible mitigation measures to reduce the significant cumulative impacts were identified, and cumulative impacts to the environmental topic areas of air quality and GHG emissions, energy, hazards and hazardous materials, hydrology and water quality, noise, and solid and hazardous waste remained significant and unavoidable.

The Final Program EIR for the 2016 AQMP concluded that implementation of the 2016 AQMP would result in potentially significant impacts to the environmental topic areas of aesthetics, air quality and GHG emissions, energy, hazards and hazardous materials, hydrology and water

quality, noise, solid and hazardous waste, and transportation and traffic. Implementation of Control Measure MOB-01 would have potentially significant impacts to: 1) aesthetics due to use of barge-based bonnet technology; 2) air quality from construction due to emissions associated with the development of infrastructure to support alternative-fueled marine port equipment and vehicles; 3) energy because Basin-wide electricity usage would exceed baseline electricity consumption by more than one percent; 4) hazards and hazardous materials due to production of hydrogen; 5) noise and vibration from construction of fueling and electrical infrastructure at or near marine terminals; 6) solid and hazardous waste due to waste generation associated with infrastructure construction activities and generation of waste from battery disposal and turnover of older equipment; and 7) transportation and traffic impacts associated with construction activities due to potential temporary changes in traffic patterns and volumes, as well as deliveries of alternative fuels during operation. Implementation of Control Measure MOB-01 would result in less than significant impacts to the environmental topic areas of air quality from operation and GHG emissions, and hydrology and water quality.

As explained in the “Summary of Environmental Impact Analysis from the Final Program EIRs for the 2022 AQMP and the 2016 AQMP,” mitigation measures were adopted for certain environmental topic areas which had conclusions of potentially significant impacts. Nonetheless, no environmental topic area identified as having a potentially significant impact was capable of being mitigated to less than significant levels. When combined with the other past, present, and reasonably foreseeable activities, in particular the transportation projects projected in the 2016 RTP/SCS, implementation of the 2016 AQMP would result in significant environmental impacts. No additional mitigation measures to reduce the significant cumulative impacts were identified, and cumulative impacts to the environmental topic areas of aesthetics, air quality and GHG emissions, energy, hazards and hazardous materials, hydrology and water quality, noise, solid and hazardous waste, and transportation and traffic remained significant and unavoidable.

The aforementioned impacts analyzed in the Final Program EIR for the 2022 AQMP and the Final Program EIR for the 2016 AQMP are the same or greater than the impacts that would occur if the development and implementation of infrastructure plans are implemented.

Therefore, the environmental impacts associated with implementing the proposed Cooperative Agreement are within the scope of what was previously analyzed in the Final Program EIR for the 2022 AQMP for Control Measures MOB-01 and MOB-15, and Final Program EIR for the 2016 AQMP for Control Measure MOB-01. Thus, no new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration pursuant to CEQA Guidelines Section 15168(c)(2). The proposed Cooperative Agreement does not introduce new information which will cause new significant effects or substantially worsen or make more severe significant effects that were previously analyzed in the Final Program EIRs for the 2022 AQMP and 2016 AQMP. There is no change to the mitigation measures or alternatives previously considered in the Final Program EIRs for the 2022 AQMP and 2016 AQMP. Thus, in accordance with CEQA Guidelines Section 15168(c)(2), a subsequent EIR would not be required pursuant to Public Resources Code Section 21166 and CEQA Guidelines Section 15162.

Based on the preceding analysis, pursuant to CEQA Guidelines Section 15168(c)(2), the development and implementation of the charging and fueling infrastructure plans qualify as a later

activity within the scope of the 2022 AQMP and 2016 AQMP which were analyzed in the Final Program EIRs for the 2022 AQMP and 2016 AQMP. The mitigation measures developed in the Final Program EIRs for the 2022 AQMP and 2016 AQMP for the previously adopted Control Measures MOB-01 in the 2022 AQMP and 2016 AQMP may be applicable in the event that the Ports: 1) elect to rely on the environmental analyses conducted by South Coast AQMD in the Final Program EIRs for the 2022 AQMP and 2016 AQMP when proposing specific charging and fueling infrastructure projects with future defined actions (e.g., locations, equipment details, and timelines, etc.); and 2) find that the environmental analysis of the future defined actions identifies significant adverse air quality impacts. (CEQA Guidelines Section 15168(c)(3).)

Therefore, the proposed Cooperative Agreement is considered a later activity within the scope of the Final Program EIRs for the 2022 AQMP and 2016 AQMP and the Final Program EIRs for the 2022 AQMP and 2016 AQMP adequately describe the later activity for the purposes of CEQA such that no new environmental document will be required.

CEQA ANALYSIS OF THE COST RECOVERY PROVISIONS

The proposed Cooperative Agreement establishes fees to be paid by the Ports for South Coast AQMD to recover its reasonable costs associated with review and verification of Port ZE Infrastructure Plans, time extension requests, and annual reports. Pursuant to the CEQA Guidelines Sections 15002(k) and 15061, the cost recovery provisions of the proposed Cooperative Agreement are exempt from CEQA. Cost recovery provisions of the proposed Cooperative Agreement are statutorily exempt from CEQA requirements pursuant to CEQA Guidelines Section 15273, because they involve charges established by the South Coast AQMD, a public agency, for the purpose of meeting operating expenses and financial reserve needs and requirements associated with implementing the proposed Cooperative Agreement. A Notice of Exemption has been prepared pursuant to CEQA Guidelines Section 15062. If the proposed Cooperative Agreement is approved, the Notice of Exemption will be filed with the county clerks of Los Angeles, Orange, Riverside, and San Bernardino counties, and with the State Clearinghouse of the Governor's Office of Land Use and Climate Innovation.

CEQA ANALYSIS OF THE CLEAN AIR MITIGATION FUND

The proposed Cooperative Agreement establishes the creation the Clean Air Mitigation Fund, which the Ports agree to pay into in the event of failure to complete specified actions within their control as defined in the proposed Cooperative Agreement. Enforcement provisions consist of financial consequences for contract defaults, as outlined in the Port ZE Infrastructure Plans measure, with payment amounts determined by the severity of each default. The enforcement triggers, or defaults, include failure to meet plan submission or approval deadlines, failure to carry out the required public process during plan preparation, modifying plans without adhering to the procedures specified in the agreement, and failure to achieve milestones within the Port's control during implementation. Funds collected from such defaults will be deposited into the South Coast AQMD-managed Clean Air Mitigation Fund.

The Clean Air Mitigation Fund is a government funding mechanism without involving a commitment to any specific project that could result in a potentially significant physical impact on the environment. Therefore, the Clean Air Mitigation Fund is not considered a "project" within the meaning of CEQA pursuant to CEQA Guidelines Section 15378(b)(4).

REFERENCES

The 2022 AQMP, along with the December 2022 Final Program EIR for the 2022 AQMP (State Clearinghouse No. 2022050287) and its corresponding Findings, Statement of Overriding Considerations, and Mitigation, Monitoring, and Reporting Plan, and the 2016 AQMP along with the March 2017 Final Program EIR for the 2016 AQMP (State Clearinghouse No. 2016071006) and its corresponding with Findings, Statement of Overriding Considerations, and Mitigation, Monitoring, and Reporting Plan, upon which this analysis of the Agreement relies, are incorporated by reference pursuant to CEQA Guidelines Section 15150 and are available from the South Coast AQMD's website at:

December 2022 Final Program EIR for the 2022 AQMP

Master webpage

<https://www.aqmd.gov/home/research/documents-reports/lead-agency-scaqmd-projects/south-coast-aqmd-projects---year-2022>

December 2022 Final Program EIR for the 2022 AQMP (including Appendices)

<https://www.aqmd.gov/docs/default-source/ceqa/documents/aqmd-projects/2022/2022-aqmp-final-peir.pdf>

Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Plan

<https://www.aqmd.gov/docs/default-source/ceqa/documents/aqmd-projects/2022/2022-aqmp-attachment1toresolution.pdf>

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March 2017 Final Program EIR for the 2016 AQMP

Master webpage

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March 2017 Final Program EIR for the 2016 AQMP (without Appendices)

<https://www.aqmd.gov/docs/default-source/ceqa/documents/aqmd-projects/2016/2016aqmpfpeir.pdf>

Appendices A through C

https://www.aqmd.gov/docs/default-source/ceqa/documents/aqmd-projects/2016/2016aqmpfpeir_appendicesac.pdf

Appendices D through E

https://www.aqmd.gov/docs/default-source/ceqa/documents/aqmd-projects/2016/2016aqmpfpeir_appendicesde.pdf

Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Plan

<https://www.aqmd.gov/docs/default-source/ceqa/documents/aqmd-projects/2017/att2toresolutionfor-2016aqmp.pdf>

2016 AQMP

<https://www.aqmd.gov/home/air-quality/air-quality-management-plans/final-2016-aqmp>

Introduction

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2. South Coast AQMD, 2022 Air Quality Management Plan, December 2022. <https://www.aqmd.gov/home/air-quality/air-quality-management-plans/air-quality-mgt-plan>
3. South Coast AQMD, Final Program Environmental Impact Report for the 2022 Air Quality Management Plan, December 2022. <https://www.aqmd.gov/docs/default-source/ceqa/documents/aqmd-projects/2022/2022-aqmp-final-peir.pdf>
4. South Coast AQMD, Final Program Environmental Impact Report for the 2016 Air Quality Management Plan, March 2017. <https://www.aqmd.gov/docs/default-source/ceqa/documents/aqmd-projects/2016/2016aqmpfpeir.pdf>

Summary of Environmental Impacts

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6. South Coast AQMD, Attachment 2 to the Governing Board Resolution for the Final Program Environmental Impact Report for the 2016 Air Quality Management Plan, March 2017. <https://www.aqmd.gov/docs/default-source/ceqa/documents/aqmd-projects/2017/att2toresolutionfor-2016aqmp.pdf>

Environmental Topic Areas with Potentially Significant Impacts

7. South Coast AQMD, Appendix IV-A for the 2016 Air Quality Management Plan: <https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/appendix-iv-a.pdf>

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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: COST RECOVERY PROVISIONS IN THE PROPOSED
COOPERATIVE AGREEMENT BETWEEN THE SOUTH COAST
AQMD AND THE PORTS OF LONG BEACH AND LOS ANGELES**

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 filed for posting with the county clerks of Los Angeles, Orange, Riverside, and San Bernardino Counties. The Notice of Exemption will also be electronically filed with the State Clearinghouse of the Governor's Office of Land Use and Climate Innovation 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-2025>.

**NOTICE OF EXEMPTION FROM THE
CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)**

To: County Clerks for the Counties of Los Angeles, Orange, Riverside, and San Bernardino; and Governor's Office of Land Use and Climate Innovation – State Clearinghouse	From: South Coast Air Quality Management District (South Coast AQMD) 21865 Copley Drive Diamond Bar, CA 91765
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Project Title: Cost Recovery Provisions in the Proposed Cooperative Agreement Between the South Coast AQMD and the Ports of Long Beach and Los Angeles

Project Location: The entities subject to the cost recovery provisions in the Proposed Cooperative Agreement are the Ports of Long Beach and Los Angeles which are both located within Los Angeles County within the South Coast AQMD's 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: The cost recovery provisions in the proposed Cooperative Agreement between South Coast AQMD and the Ports of Long Beach and Los Angeles establish the payments which are to be paid by the Ports in order for South Coast AQMD to recover its reasonable costs associated with review and verification of revised draft Port Zero-Emissions Infrastructure Plans (Plans), draft modified Plans, time extension requests, and annual reports. The cost recovery provisions, which apply to the Ports of Long Beach and Los Angeles, specify: 1) hourly rates to recover expenses for the cost of reviewing and verifying each revised draft Plan, draft modified Plan, time extension request, and report; and 2) payment cap of \$100,000 per review. The cost recovery provisions in the proposed Cooperative Agreement enable South Coast AQMD to meet operating expenses while executing the requirements and terms of the proposed Cooperative Agreement.

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 15273 – Rates, Tolls, Fares, and Charges

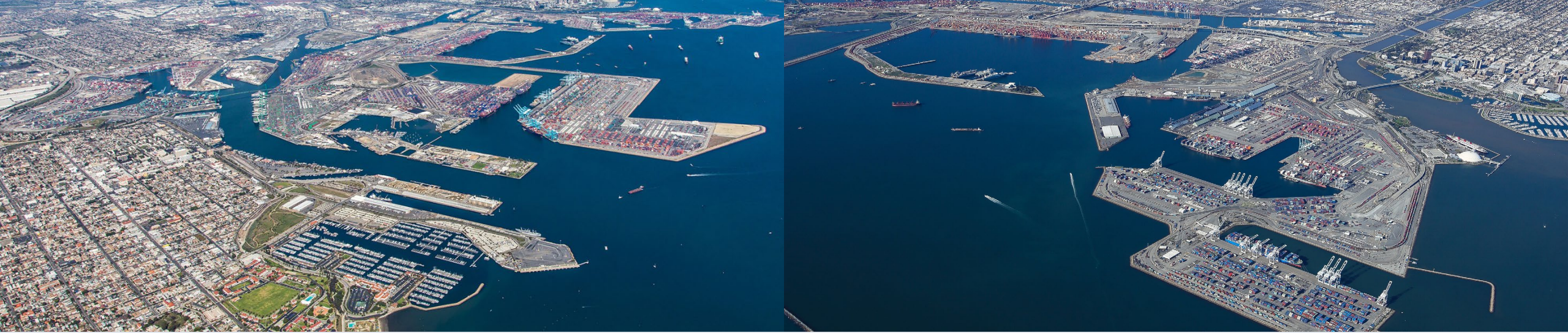
Reasons why project is exempt: South Coast AQMD, as Lead Agency, has reviewed the proposed project pursuant to: 1) CEQA Guidelines Section 15002(k) – General Concepts, the three-step process for deciding which document to prepare for a project subject to CEQA; and 2) CEQA Guidelines Section 15061 – Review for Exemption, procedures for determining if a project is exempt from CEQA. The cost recovery provisions in the proposed Cooperative Agreement between South Coast AQMD and the Ports of Long Beach and Los Angeles are statutorily exempt from CEQA requirements pursuant to CEQA Guidelines Section 15273 – Rates, Tolls, Fares, and Charges, because they involve charges established by the South Coast AQMD, a public agency, for the purpose of meeting operating expenses and financial reserve needs and requirements associated with executing the requirements and terms of the proposed Cooperative the Agreement.

Date When Project Will Be Considered for Approval (subject to change):
South Coast AQMD Governing Board Public Hearing: November 7, 2025

CEQA Contact Person: Farzaneh Khalaj, Ph.D.	Phone Number: (909) 396-2192	Email: fkhalaj@aqmd.gov
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Cooperative Agreement Contact Person: Charlene Nguyen	Phone Number: (909) 396-2648	Email: cnguyen@aqmd.gov
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Date Received for Filing: _____ **Signature:** (Signed and Dated Upon Board Approval)
Kevin Ni
Program Supervisor, CEQA
Planning, Rule Development, and Implementation



Attachment I

Proposed Cooperative Agreement with the Ports of Long Beach and Los Angeles

**BOARD MEETING
November 7, 2025**

Background

- ❑ Working on Port measure since 2017
 - Two MOU attempts
 - In 2022, initiated Proposed Rule 2304
- ❑ In 2024, Proposed Rule 2304 focused on comprehensive zero emission infrastructure at Ports of Long Beach and Los Angeles (Ports)
- ❑ Infrastructure planning is first critical step to zero emissions



Ports recently proposed a Cooperative Agreement in lieu of a rule

Initial Draft Cooperative Agreement Submitted by Ports

Recitals

Agreements

**'CAAP Plus'
Measures**

Staff focus
during
recent
negotiation

**South
Coast
AQMD and
Ports**

**Rulemaking
Authority
in
Contract**

Enforcement

**South
Coast
AQMD
Role**

**Contract
Duration
(Term)**

**ZE
Infrastructure**
*(focus of
PR 2304)*

**Other
Measures**

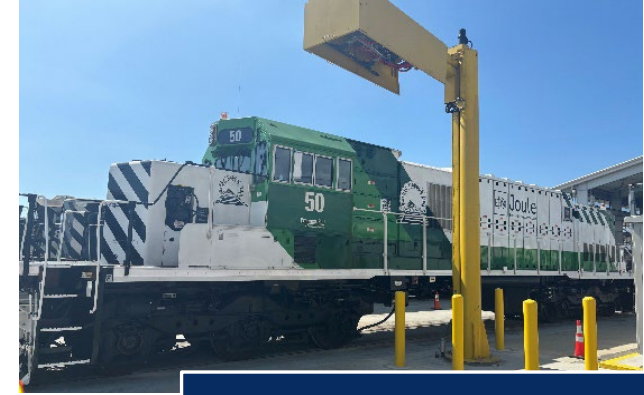
Zero-Emission (ZE) Infrastructure Plans Cover All Port Sources



Ocean Going Vessels



Trucks



Local Switchers



Cargo Handling Equipment



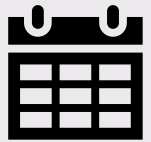
Harbor Craft

Details of ZE Infrastructure Plans

- ❑ Ports must complete development of ZE Infrastructure Plans in three phases (2027 – 2029)
- ❑ Plans include:
 - Planning targets
 - Key milestones within the Port's control
- ❑ Public review and comment built into the Agreement for ZE Plan development, modification and approval

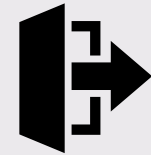


Agreement Term and Exit Clause



5-year term

- Allows time for development and implementation of ZE Infrastructure Plans



45-day exit clause

- Any party can exit Agreement early for any reason
- 45-day notice to parties (Reduced from 90-day notice)



Board Resolution

- Pause Ports rulemaking for five years unless Agreement terminated early
- Report to Board and public on implementation progress
 - Extend, amend, or create a new Agreement, or
 - Pursue rulemaking

Enforcement Provisions

❑ Financial consequences for contract defaults

- Plan submission / approval / modification process
- Public process
- Plan implementation milestones within Port control

❑ Payments go to South Coast AQMD Board-managed Clean Air Mitigation Fund

- Public process before funds spent
- Must benefit near-port community



Penalty Structure for Contract Defaults

Tier	\$ per Default
Tier I	\$50,000
Tier II	\$100,000
Tier III	\$200,000

Dispute Resolution Processes also included



~30 Public Meetings Since 2022

Also presented at 6 Board Meetings and 7 Mobile Source Committee Meetings

Community Concerns Have Shaped Proposed Cooperative Agreement



Added specific enforcement triggers and doubled penalties



Cooperative Agreement does not contract away rulemaking authority



South Coast AQMD has distinct roles for verification of Plans



Includes public process for development and modification of ZE Infrastructure Plans



South Coast AQMD will quantify potential for emission reductions in annual report



Ports must describe how old equipment will be decommissioned

Key Issues

5-year pause in rulemaking

- Board retains its rulemaking authority
- Board directs staff priorities
- Pause allows time to plan for infrastructure, and begin installation
- Regular updates will be provided to public and Board, and Board can quickly pivot to rulemaking if it desires

Lack of emission reductions

- Infrastructure is critical first step to emission reductions
- More time needed to develop emission reduction measures
 - both for public input and negotiation

Key Issues

Concern about using public funding for automation

- South Coast AQMD primary focus is zero emission technologies and deferred to the Ports on the issue of automation
 - Ports response to comment: Acknowledges where existing federal and state laws specify use of some funding programs for human-operated equipment only

Public process prevented meaningful public engagement

- Infrastructure planning concept was developed through extensive public process over several years
- Staff conducted significant outreach to solicit feedback
- Many stakeholder suggestions in past three months have been incorporated into proposed agreement

Why Proceed With Cooperative Agreement?

- ❑ Multiple attempts to establish requirements for Ports
- ❑ Proposal covers same scope as PR 2304
- ❑ Fosters continued collaboration with faster outcomes
- ❑ Ability to exit quickly and pivot if it doesn't work



Next Steps for Additional Measures

- Staff will continue to negotiate with Ports on additional measures to add to Cooperative Agreement
 - Goal of returning to Board in Spring 2026

Focus of negotiations:

- Near-term actions (e.g., next 5 years)
- Emission reductions
- Facilitating actions for longer-term, more significant emission reductions

Public process will include:

- Working group meetings
- Community meetings
- Office hours
- AB 617 CSC Meetings
- Release of draft documents for comment
- Mobile Source Committee updates

Staff Recommendation

Adopt the Resolution:

- CEQA determinations: Cooperative Agreement qualifies as a later activity within the scope of 2022 AQMP EIR, cost recovery provisions are exempt from CEQA, and creation of Clean Air Mitigation Fund is not a project under CEQA
- **Authorize Executive Officer to sign and execute the Cooperative Agreement**

Budget actions:

- Establish Port Clean Air Mitigation Fund
- Authorize Executive Officer to recognize receipt of funds due to contract enforcement in Port Clean Air Mitigation Fund
- Authorize Executive Officer to recognize receipt of funds paid to cover necessary South Coast AQMD administrative costs to oversee Cooperative Agreement into general fund